COLTON HUB CITY CENTRE SPECIFIC PLAN AMENDMENT

FINAL ENVIRONMENTAL IMPACT REPORT ADDENDUM

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FINAL

ENVIRONMENTAL IMPACT REPORT ADDENDUM

Colton Hub City Centre Specific Plan Amendment

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1.0 INTRODUCTION

This Addendum has been prepared in accordance with the California Environmental Quality Act (CEQA), as amended, to make minor technical changes and additions to the Environmental Impact Report for the Colton Hub City Centre Specific Plan Project (referenced herein as the "approved project") prepared by The Altum Group (2014 EIR; State Clearinghouse No. 2008041067), certified in 2014.

One addendum to the 2014 EIR was prepared in March 2018 to address the NEC 10 Pepper Project. The NEC 10 Pepper Project proposed the construction of three restaurant/retail use buildings and outdoor dining areas totaling 14,435 square feet, along with associated on- and adjacent offsite improvements such as parking and landscape setbacks a 3-acre site within Planning Area 22.

A second addendum to the 2014 EIR was prepared in April 2023 related to the Business Park at 2245 West Valley Boulevard (DAP-001-778) Project. The Business Park at 2245 West Valley Boulevard (DAP-001-778) Project proposed the redevelopment of nine net acres of land located within Planning Area 1, at Assessor Parcel Number (APN) 0254-041-04. Proposed redevelopment covered under the Addendum included four new buildings that would collectively provide approximately 175,031 square feet of warehouse space and approximately 14,174 square feet of office space and the subdivision of land from one lot to four lots (Tentative Parcel Map No. 20726).

This Addendum focuses on the current project proposal (referenced herein as the "revised project"), which includes an amendment to the Colton Hub City Centre Specific Plan (CHCCSP) in conformance with the 6th Cycle Housing Element Update (2021-2029). Specifically, the CHCCSP amendment will implement pieces of Programs 10, 11, and 18 to rezone sites in the CHCCSP area used to meet the City's Regional Housing Needs Allocation (RHNA). This is necessary to bring the City's Housing Element into full compliance with State Law; refer to Section 1.5, *Project Description*.

Based on the analysis herein, the revised project would not result in new or substantially more severe significant environmental impacts compared with the impacts disclosed in the certified 2014 EIR, nor are there any other circumstances that require the preparation of a subsequent EIR.

1.1 PURPOSE OF AN ADDENDUM

CEQA, a Statewide environmental law contained in Public Resource Code (PRC) Sections 21000–21177, applies to most public agency decisions which carry out, authorize, or approve actions that have the potential to adversely affect the environment. The CEQA Guidelines allow for updating and using a previously certified EIR for projects that have changed or are different from the previous project or conditions analyzed in the certified EIR. In cases where changes or additions occur with no new significant environmental impacts, an addendum to a previously certified EIR may be prepared, consistent with CEQA Guidelines Section 15164. This Addendum has been prepared in accordance with Section 21166 of CEQA and Sections 15162 and 15164 of the CEQA Guidelines.

Section 15164(a) of the CEQA Guidelines states that "the lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred." Pursuant to Section 15162(a) of the CEQA Guidelines, a Subsequent EIR or Negative Declaration is only required when:

1. *Substantial changes are proposed in the project which will require major revision of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;*

2. *Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revision of the previous EIR due to the involvement of new significant environmental increase in the severity of previously identified significant effects; or*

3. *New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, shows any of the following:*

(a) The project will have one or more significant effects not discussed in the previous EIR;

(b) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

(c) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

(d) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative. (CEQA Guidelines Section 15162[a])

The following describes the requirements of an Addendum, as defined by CEQA Guidelines Section 15164:

1. *The lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.*

2. *An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.*

3. *An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.*

4. *The decision-making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.*

5. *A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.*

If none of these circumstances are present, and only minor technical changes or additions are necessary to update the previously certified EIR, an Addendum may be prepared, consistent with CEQA Guidelines Section 15164.

This Addendum to the 2014 EIR has been prepared because the proposed modifications do not result in any of the circumstances requiring a Subsequent or Supplemental EIR. Although the proposed modifications would result in development that differs in use than what was assumed in the 2014 EIR, those modifications do not trigger the need for preparation of a Subsequent or Supplemental EIR under the criteria listed in CEQA Guidelines Sections 15162 and 15163, respectively. Section 2.0, *Project Information*, and Section 3.0, *Environmental Analysis*, of this Addendum demonstrate that no substantial changes would result from the revised project modifications nor have the existing conditions in the project vicinity substantially changed such that major revisions to the 2014 EIR would be required. The project would not result in a new significant environmental effect or a substantial increase in the severity of previously identified significant effects. Specifically, the proposed development, as compared to the 2014 EIR, do not result in new or substantially greater significant impacts because the scale and nature of the proposed development is sufficiently similar to that analyzed in the 2014 EIR such that the impacts of the proposed development are within the levels and types of environmental impacts disclosed in the 2014 EIR.

In addition, no substantial changes in circumstances under Section 15162(a)(2) have occurred since the certification of the 2014 EIR for the adopted approved project that would result in new significant impacts or substantially increase the severity of significant impacts previously identified, since the background environmental conditions have not significantly changed since that time. The City of Colton has received no information indicating there has been a substantial change in any circumstances that would result in a new or substantially greater significant impact.

Furthermore, no new information, which was not known and could not have been known at the time of the 2014 EIR preparation, has been revealed that shows new or substantially greater significant impacts would result (CEQA Guidelines Section 15162[a][3]). There are no new or different mitigation measures or alternatives that would substantially reduce one or more significant impacts of the adopted approved project but that are not adopted. The proposed modifications do not identify or require adoption of any further mitigation measures or alternatives beyond those provided in the 2014 EIR for the adopted approved project (CEQA Guidelines Section 15162[a][3]).

This Addendum relies on the 2014 EIR and the related administrative record, in addition to the additional documentation included to support the Addendum. The Addendum is to be included or attached to the 2014 EIR and is not to be considered as an independent or separate document. As this Addendum does not identify new or substantially greater significant impacts, circulation for public review and comment is not required under CEQA Guidelines Section 15164(c).

1.2 PROJECT LOCATION

The City is located in the southwest portion of the County of San Bernardino, within the Inland Empire region of the County; refer to Exhibit 1, *Regional Vicinity***.** As shown in Exhibit 2, *Project Vicinity*, the revised project area is located within the boundaries of the Colton Hub City Centre Specific Plan (CHCCSP) Area. The CHCCSP Area consists of a 373-acre area bounded by San Bernardino Avenue to the north, the City of Rialto to the west, the Interstate-10 (I-10) freeway to the south, and Hermosa Avenue and the Union Pacific Railroad to the east. Regional access to the CHCCSP Area is provided by the I-10 freeway.

Specifically, the revised project includes 17 parcels totaling approximately 93.86 acres within Planning Areas (PA) 7, 8, 9, 12, 14, 15, 16, and 19 of the CHCCSP; refer to Table 1-1, *Revised Project Sites*.

TABLE 1-1: REVISED PROJECT SITES

APN	CHCCSP Planning Area	Existing CHCCSP Land Use	Existing Use	Acreage
25406130	PA 9/12/14/15/16	Retail Mixed-Use Retail Res Medium – 1 Open Space Park	Non-Vacant, Golf Course	51.4
25407162	PA 16	Retail	Vacant	1.1
25407163	PA 16	Retail	Vacant	1.1
25407165	PA 16	Retail	Vacant	1
25407164	PA 16	Retail	Vacant	1
25407161	PA 16	Retail	Vacant	4.9
25405114	PA 7/8/9	Res Medium – 1 Retail Mixed-Use	Vacant	20.6
25407158	PA 19	Office Mixed Use	Non-Vacant	1.8
25405169	PA 4	Res Medium – 1	Vacant	2.76
25407149	PA 16	Retail	Non-Vacant	1.1
25407147	PA 16	Retail	Non-Vacant	0.3
25407127	PA 16	Retail	Non-Vacant	4.1
25407150	PA 16	Retail	Non-Vacant	0.3
25407143	PA 16	Retail	Non-Vacant	0.5
25407144	PA 16	Retail	Non-Vacant	0.8
25407125	PA 16	Retail	Non-Vacant	0.3
25405113	PA 9	Retail Mixed-Use	Non-Vacant	0.8
			Total Revised Project Acreage	93.86

1.2.1 ENVIRONMENTAL SETTING

The CHCCSP area is generally flat and ranges from 1,025 to 1,145 feet above mean sea level (msl). The terrain consists of a flat valley floor gently sloping downward from the San Bernadino and San Gabriel Mountains to the north. Mountain views are considered scenic vistas and can be seen from almost every direction. Vegetation in the project area is generally a mixture of native vegetation and ruderal vegetation.

Overall, the CHCCSP area features a variety of land uses, including residential, commercial, industrial, public use, and open space for recreation and habitat conservation.

As shown in Table 1-1, the 17 parcels evaluated for the revised project include a variety of vacant and nonvacant uses and are currently designated Colton Hub City Center Specific Plan (CHCCSP). Specifically, the CHCCSP currently designates PA 7 and 8 as Residential Medium M1 (RES – M1), PA 9 as Retail Mixed Use (RMU), PA 12 and PA 14 as Open Space/Park (OS/P), PA 15 as RES – M1, PA 16 as Retail (R), and PA 19 as Office Mixed Use (OMU); refer to Exhibit 3, *Existing Land Use Plan*.

Surrounding land uses include the I-10 freeway to the south and San Bernardino Avenue to the north. North of San Bernardino Avenue is a series of single-family residential neighborhoods and an apartment complex at the northwestern corner of the intersection and to the west. A retail center with a supermarket is located at the northeast corner of Pepper Avenue and San Bernardino Avenue with residential neighborhoods to the east.

1.3 PROJECT BACKGROUND

1.3.1 CERTIFIED 2014 EIR

The CHCCSP EIR (State Clearinghouse No. 2008041067) was prepared to evaluate the potential environmental impacts associated with the implementation of the CHCCSP. The Draft EIR was circulated for public review in May 2014. The Final EIR was certified on October 7, 2014, by the City of Colton City Council with the adoption of Resolution No. R-100-14.

The analysis presented in the CHCCSP EIR found that impacts to Air Quality and Public Services (Parks) would be significant and unavoidable on both a project and cumulative level. Specifically, the CHCCSP EIR analysis determined that in the long-term, project implementation would generate emissions of reactive organic gases (ROG), nitrous oxide (NOx), and carbon dioxide (CO_2) that exceed the established thresholds. Therefore, in accordance with the South Coast Air Quality Management District's (SCAQMD) criteria, future projects in the CHCCSP project area would contribute to significant and unavoidable project related construction and operational impacts as well as cumulative impacts. Accordingly, the CHCCSP would not be in conformance with the Air Quality Management Plan (AQMP). Concerning significant impacts to Public Services, the CHCCSP EIR found that project implementation would result in the replacement of an existing 10-acre park with a residential neighborhood. The CHCCSP compensated for the loss of parkland with a new 3.8-acre park and a 0.6-acre linear feature called a "land bridge," totaling 4.4 acres of new parkland. This resulted in a 5.6-acre deficit resulting in significant and cumulative impacts.

Mitigation measures were implemented to reduce levels of significance to less than significant in the following areas: Aesthetics, Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Noise, Public Services, Traffic and Circulation, and Utilities and Service Systems.

One addendum to the 2014 EIR was prepared in March 2018 to address the NEC 10 Pepper Project. The NEC 10 Pepper Project proposed the construction of three restaurant/retail use buildings and outdoor dining areas totaling 14,435 square feet, along with associated on- and adjacent offsite improvements such as parking and landscape setbacks a 3-acre site within Planning Area 22.

A second addendum to the 2014 EIR was prepared in April 2023 related to the Business Park at 2245 West Valley Boulevard (DAP-001-778) Project. The Business Park at 2245 West Valley Boulevard (DAP-001-778) Project proposed the redevelopment of nine net acres of land located within Planning Area 1, at APN 0254-041-04. Proposed redevelopment covered under the Addendum included four new buildings that would collectively provide

approximately 175,031 square feet of warehouse space and approximately 14,174 square feet of office space and the subdivision of land from one lot to four lots (Tentative Parcel Map No. 20726).

1.3.2 STATE HOUSING ELEMENT REQUIREMENTS

The State of California requires jurisdictions to update their Housing Element every eight years. Housing Element State of California Government Code Section 65580-65589.11 outlines the necessary requirements and components to be included in the Housing Element to ensure compliance with State law.

Jurisdictions are required to submit their Housing Element to the California Department of Housing and Community Development (HCD) for review and for determination of whether the Housing Element achieves substantial compliance with State law. Once HCD has determined that a Housing Element meets the necessary requirements, it issues a letter of substantial compliance. Throughout preparation of a Housing Element, HCD provides guidance and technical assistance to jurisdictions to assist them in achieving compliance with applicable State laws.

HCD and the California Department of Finance are responsible for assessing the new housing needs of different regions across the State. The City of Colton is located within the Southern California Association of Governments (SCAG) region, which has a cumulative Regional Housing Needs Determination of 1,341,827 new units. SCAG has distributed these units to each jurisdiction within the region in a process known as the Regional Housing Needs Allocation (RHNA). Colton's RHNA for the 2021-2029 planning period was determined by SCAG to be 5,434 housing units, including 1,318 units for very-low-income households, 668 units for low-income households, 906 units for moderate-income households, and 2,542 units for above-moderate-income households.

1.3.3 CITY OF COLTON 6TH CYCLE HOUSING ELEMENT UPDATE

The City of Colton began updating its 6th Cycle Housing Element in early 2021. A total of five meetings and workshops were help for the housing Element between February 2021 and January 2022, and two additional public meetings were held in October 2023. The Housing Element was adopted by the City Council on January 4, 2022 (Resolution R-04-23).

The Housing Element went through several rounds of review by the HCD throughout 2021 to 2023. The most recent letter from HCD was received on December 11, 2023. This letter states that once the rezoning efforts as outlined in Program 10 (Mixed-Use Development) and Program 11 (Rezoning Sites), and Program 18 (By-Right Approval of Projects with 20 Percent Affordable Units on "Reused" RHNA Sites) and completed and submitted, the Housing Element would comply with state law. The CHCCSP amendment implements pieces of Programs 10, 11, and 18 to rezone sites in the CHCCSP area used to meet the City's RHNA. This would bring the City's Housing Element into full compliance with State law.

1.4 DOCUMENTS INCORPORATED BY REFERENCE

The following documents were utilized during preparation of this Addendum and are incorporated into this document by reference. The documents are available for review at the City of Colton's website (https://www.ci.colton.ca.us/782/Planning-Division) and at the City's Planning Department located at 659 N. La Cadena Drive Colton, CA 92324.

- *Colton Hub City Centre Specific Plan*. The Colton Hub City Centre Specific Plan, as analyzed in the 2014 EIR, was developed to create a detailed land use, circulation plan, and design for the Specific Plan Area. The goals of the CHCCSP were to create a new employment center for the City, strengthen the City's economic base, implement the goals and policies of the City of Colton's General Plan, and to create a community where people are encouraged to walk or bicycle between homes, shopping, restaurants, entertainment and businesses.

- *Colton's Hub City Centre Specific Plan Environmental Impact Report*. The *Colton's Hub City Centre Specific Plan Environmental Impact Report* (Specific Plan EIR) prepared and approved in 2014 analyzed the implementation of a major amendment to the West Valley Specific Plan entitled *Colton's Hub City Centre Specific Plan*. The Specific Plan EIR identifies potential significant environmental impacts of the

amendment, alternatives with fewer adverse impacts, and potential ways to reduce or avoid environmental damage, thereby addressing significant environmental impacts and mitigation options. The Specific Plan EIR evaluates the proposed Specific Plan Area's effect on the physical environment as it is now, and the impact on the environment that would exist under the proposed Specific Plan Area, including secondary and cumulative effects.

- *City of Colton General Plan*. The *City of Colton General Plan* (General Plan) was adopted by the City Council in 1987 and several of its elements have been updated since 1987. The General Plan is the City's comprehensive, long-range planning and policy document that not only guides growth and change within Colton but also preserves and protects the unique qualities that the community values most. The General Plan goals and policies serve as a guide for future development and desired conditions in support of the City's overall vision.

  The General Plan is organized by elements. Each element includes an introduction to describe the element and its organization. Goals and policies are organized by topical areas specific to each element. The General Plan contains the following elements:

  - Air Quality;
  - Cultural Resources;
  - Housing (last amended January 2022);
  - Land Use;
  - Mobility (last amended 2016);
  - Noise;
  - Open Space and Conservation; and
  - Safety.

- *City of Colton General Plan Update Environmental Impact Report*. The *City of Colton General Plan Update Environmental Impact Report* (General Plan EIR) prepared and approved in 2013 analyzed updates to the General Plan Land Use, Housing, and Mobility Elements. The General Plan EIR identifies potential significant environmental impacts of General Plan Update proposals, alternatives with fewer adverse impacts, and potential ways to reduce or avoid environmental damage, thereby addressing significant environmental impacts and mitigation options. The General Plan EIR evaluates the proposed General Plan Update's effect on the physical environment as it is now, and the impact on the environment that would exist under the proposed General Plan Update, including secondary and cumulative effects.

- *Colton Municipal Code*. The *Colton Municipal Code* (Municipal Code) consists of all the regulatory and penal ordinances and administrative ordinances of the City of Colton. The Municipal Code is one of the City's primary tools to implement control of land uses, in accordance with General Plan goals and policies. The Colton Zoning Code, included as Municipal Code Title 18, *Zoning*, provides the legislative framework to implement and enhance the General Plan by classifying and regulating the uses of land and structures within the City. Additionally, Municipal Code Title 15, *Buildings and Construction*, specifies rules and regulations for construction, alteration, and building for uses of human habitation.

1.5 PROJECT DESCRIPTION

The revised project includes an amendment to the CHCCSP in conformance with the 6th Cycle Housing Element Update (2021-2029). Specifically, the CHCCSP amendment will implement pieces of Programs 10, 11, and 18 to rezone sites in the CHCCSP area used to meet the City's Regional Housing Needs Allocation (RHNA). This is necessary to bring the City's Housing Element into full compliance with State Law. Overall, the revised project would result in the rezoning of 17 parcels totaling approximately 93.86 acres within PAs 7, 8, 9, 12, 14, 15, 16, and 19 of the CHCCSP. Exhibit 4, *Proposed Land Use Plan*, shows the proposed zoning of the sites identified to achieve the City's RHNA requirement.

The sites identified would be rezoned to RMU (Residential Mixed-Use) to allow a minimum density of 20 dwelling units per acre (du/ac) and a maximum density of 40 du/ac and to allow 100% residential use and require at least 50%

of the total floor area to be occupied by a residential use. The rezone would accommodate the City's minimum RHNA of 2,226 future residential units, as identified in the sites inventory and in Table 1-2, *6th Cycle Housing Element Assumptions*.

TABLE 1-2: 6TH CYCLE HOUSING ELEMENT ASSUMPTIONS

APN	Acreage	CHCCSP Planning Area	Proposed CHCCSP Land Use	Proposed Min Density	Proposed Max Density	Income Category	Projected RHNA Units
25406130	51.4	PA 9/12/14/15	Res-MU	20	40	Moderate	1,234
25407162	1.1	PA 16A	Res-MU	20	40	Lower	26
25407163	1.1	PA 16A	Res-MU	20	40	Lower	26
25407165	1	PA 16A	Res-MU	20	40	Lower	24
25407164	1	PA 16A	Res-MU	20	40	Lower	24
25407161	4.9	PA 16A	Res-MU	20	40	Lower	118
25405114	20.6	PA 9	Res-MU	20	40	Moderate	494
25407158	1.8	PA 19A	Res-MU	20	40	Lower	43
25405169	2.76	PA 4B	R3/R4	20	30	Lower	50
25407149	1.1	PA 16A	Res-MU	20	40	Lower	25
25407147	0.3	PA 16A	Res-MU	20	40	Moderate	6
25407127	4.1	PA 16A	Res-MU	20	40	Lower	97
25407150	0.3	PA 16A	Res-MU	20	40	Moderate	6
25407143	0.5	PA 16A	Res-MU	20	40	Lower	11
25407144	0.8	PA 16A	Res-MU	20	40	Lower	18
25407125	0.3	PA 16A	Res-MU	20	40	Moderate	6
25405113	0.8	PA 9	Res-MU	20	40	Lower	18
						Total Projected RHNA Units (Minimum)	2,226

For the purposes of this addendum, a maximum buildout of 3,000 total residential dwelling units is evaluated for the revised project; refer to Table 1-3, *Revised Project Buildout*. This represents a net increase of 2,640 units as compared to the approved project.[1]

The revised project would reduce non-residential areas within the CHCCSP by approximately 634,234 square feet, for a total buildout of 1,797,503 square feet of non-residential uses.

TABLE 1-3: REVISED PROJECT BUILDOUT

	Existing CHCCSP Buildout	Revised Project Buildout	Change
Non-Residential Square Feet	2,431,737	1,797,503	-634,234
Residential Units	360	3,000	+2,640

In addition, the revised project amends the CHCCSP to account for recent (post-adoption of the 2014 CHCCSP) and planned development in the Specific Plan area, including development from anchor uses like the Arrowhead Regional Medical Center and medical campus.

Specific areas of the CHCCSP that have been amended include the following:

- Table 3.1 – Land Use Summary has been revised to include the new mixed-use zone
- Table 3.2 – Planning Area Summary has been revised to include the new residential mixed-use zone, designation, target density (32 du/acre), target dwelling units, and density range (20 – 40 du/ac)
- Figure 3-1 – Land Use Plan has been revised to show the new zone
- Residential Mixed Use has been added to the Land Use Summary as an allowed use (Section 3.1).

[1] For information purposes, the 6th Cycle Housing Element assumed a maximum residential buildout of 3,719 units.

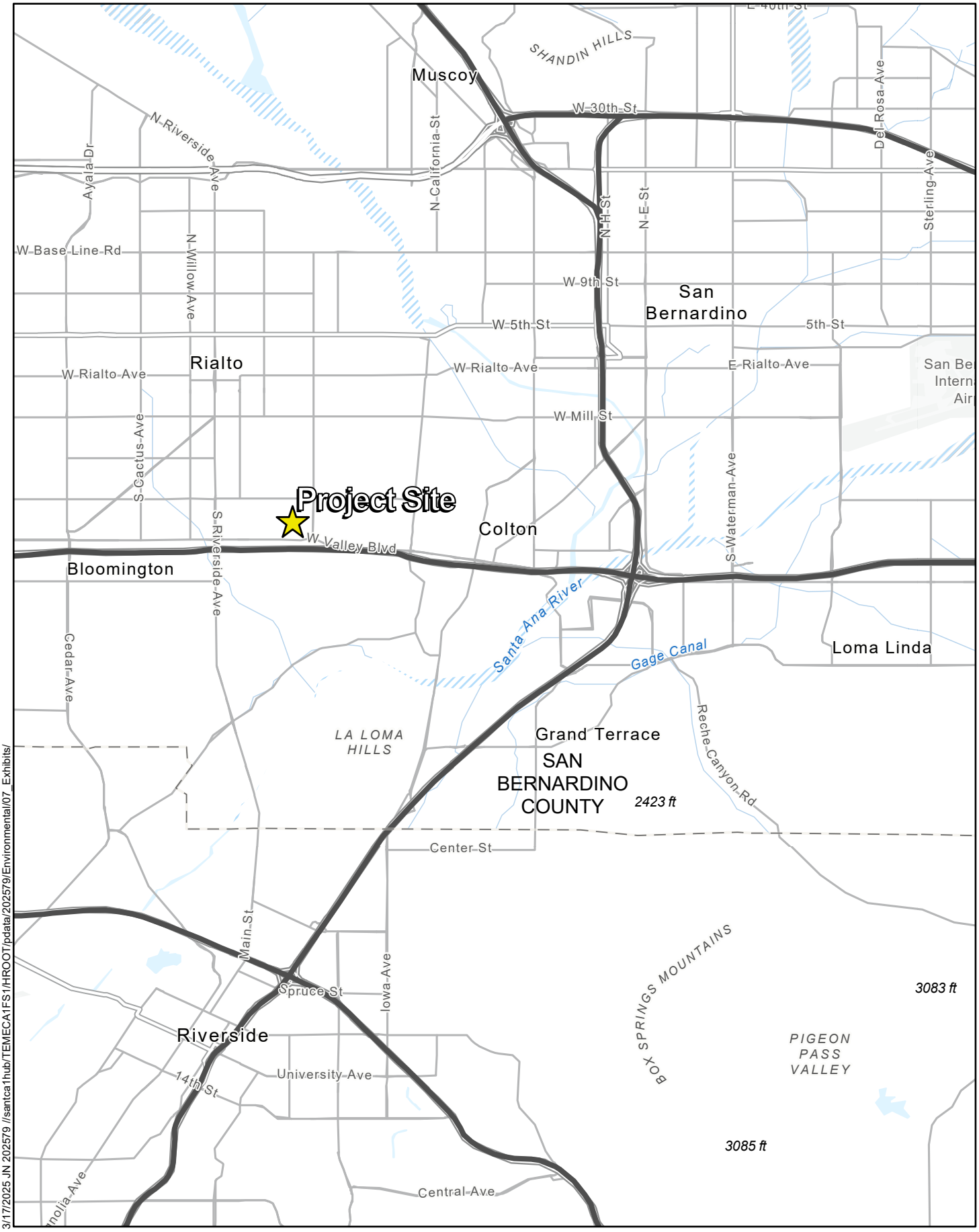
- A new set of development regulations will be created and added to Section 4.0, *Development Regulations*. These regulations will outline the allowed uses and set development standards that allow high density housing. Permitted uses will include single-family, multi-family housing, residential care facilities, transitional and supportive housing, accessory dwelling units (ADUs), and assisted living facilities. Standards will include the minimum density of 20 du/acre, maximum density of 40 du/ac, and accommodate Government Code Section 65583.2(h) as outlined in Program 11 in the Housing Element. Specifically, Section 4 of the CHCCSP has been amended to include Objective Design Standards for the RES-MU zone in order to regulate building orientation and layout, site access and parking, building form, and height, massing, and articulation.
- Objective Development Standards (ODS) will be created and added to the Specific Plan. This amends and complements the existing Section 6.7, *Residential Guidelines*. Specifically, CHCCSP Section 6.8, *Site Planning*, has been revised to include requirements for building orientation and layout, site access and parking, and utilities and trash enclosures for the new RES-MU zone. In addition, CHCCSP Section 6.9, *Building Design*, has been amended to include Development Regulations for building form, height, massing, and articulation, open space, roof forms, entries, windows, and garages.

The project would also amend the General Plan Land Use Element to address minor consistency edits, including updating the buildout assumptions for the CHCCSP consistent with the Revised Project Buildout in Table 1-3 and revising Figure LU-6, *Land Use Plan*, to correct the legend from "West Valley Specific Plan" to "Colton Hub City Centre Specific Plan."

1.6 DISCRETIONARY ACTIONS

The City of Colton is the Lead Agency under CEQA and has discretionary authority over the revised project. The project would be subject to various City approvals, including, but not limited to:

- California Environmental Quality Act review;
- Specific Plan Amendment; and
- General Plan Land Use Amendment.



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0 1 2 Miles

Source: ESRI, City of Colton, San Bernardino County, California Department of Transportation (Caltrans)

COLTON HUB CITY CENTRE SPECIFIC PLAN AMENDMENT
ENVIRONMENTAL IMPACT REPORT ADDENDUM

Regional Vicinity

Exhibit 1

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3/17/2025 JN 202579 //santca1hub/TEMECA1FS1/HROOT/rdata/202579/Environmental/07_Exhibits/

Legend

Specific Plan Boundary Project Site

Michael Baker INTERNATIONAL

0 500 1,000 US Feet

Source: ESRI, City of Colton, San Bernardino County, California Department of Transportation (Caltrans)

COLTON HUB CITY CENTRE SPECIFIC PLAN AMENDMENT
ENVIRONMENTAL IMPACT REPORT ADDENDUM

Site Vicinity

Exhibit 2

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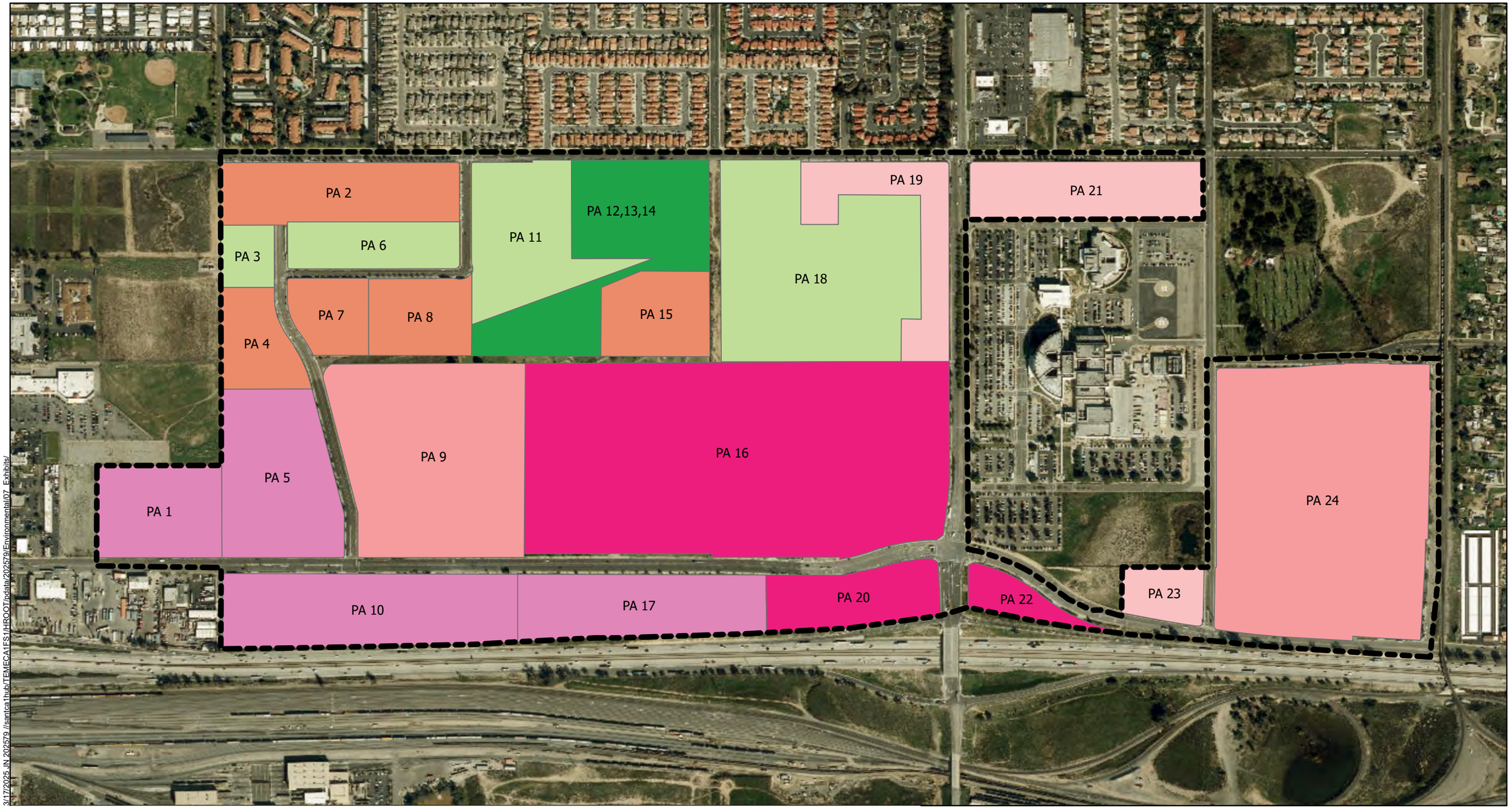

3/17/2025 JN 202579 //santca1hub/TEMECA1FS1/HROOT/pdata/202579/Environmental/07_Exhibits/

Legend

- BP Business Park
- OMU Office Mixed-Use
- OS/H Open Space / Habitat
- OS/P Open Space / Park
- R Retail
- RES - M1 Residential Medium - 1
- RMU Retail Mixed-Use

Michael Baker INTERNATIONAL

0 500 1,000 US Feet

Source: ESRI, City of Colton, San Bernardino County, California Department of Transportation (Caltrans)

COLTON HUB CITY CENTRE SPECIFIC PLAN AMENDMENT
ENVIRONMENTAL IMPACT REPORT ADDENDUM

Existing Land Use

Exhibit 3

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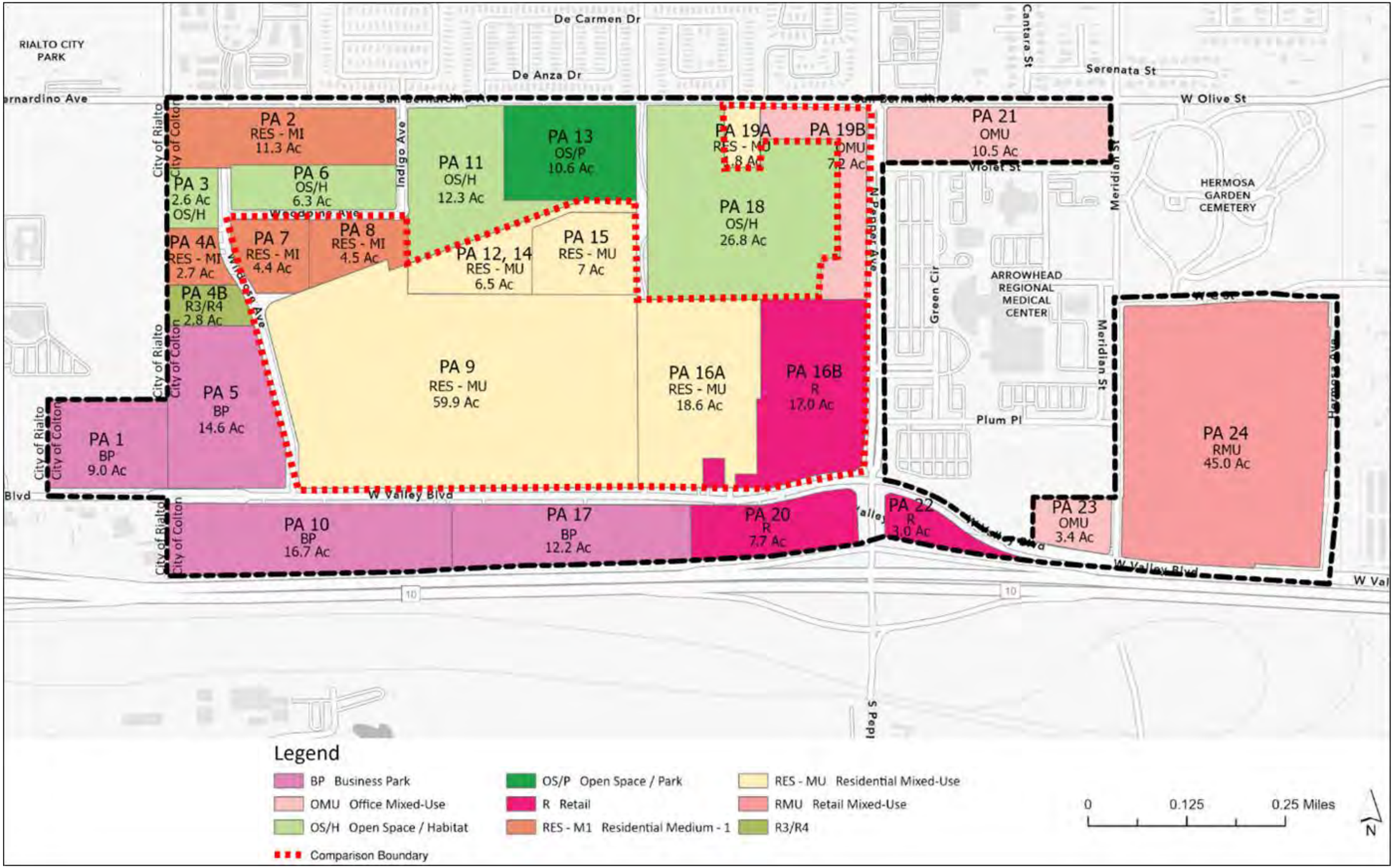
RIALTO CITY PARK
De Carmen Dr
De Anza Dr
Cantara St
Serenata St
W Olive St
Violet St
Meridian St
HERMOSA GARDEN CEMETERY
ARROWHEAD REGIONAL MEDICAL CENTER
Green Cir
Plum Pl
Indigo Ave
Wildrose Ave
N Pepper Ave
S Pepper Ave
City of Rialto
City of Colton
PA 1 BP 9.0 Ac
PA 2 RES - MI 11.3 Ac
PA 3 2.6 Ac OS/H
PA 4A RES - MI 2.7 Ac
PA 4B R3/R4 2.8 Ac
PA 5 BP 14.6 Ac
PA 6 OS/H 6.3 Ac
PA 7 RES - MI 4.4 Ac
PA 8 RES - MI 4.5 Ac
PA 9 RES - MU 59.9 Ac
PA 10 BP 16.7 Ac
PA 11 OS/H 12.3 Ac
PA 12, 14 RES - MU 6.5 Ac
PA 13 OS/P 10.6 Ac
PA 15 RES - MU 7 Ac
PA 16A RES - MU 18.6 Ac
PA 16B R 17.0 Ac
PA 17 BP 12.2 Ac
PA 18 OS/H 26.8 Ac
PA 19A RES - MU 1.8 Ac
PA 19B OMU 7.2 Ac
PA 20 R 7.7 Ac
PA 21 OMU 10.5 Ac
PA 22 R 3.0 Ac
PA 23 OMU 3.4 Ac
PA 24 RMU 45.0 Ac
W Valley Blvd
10
Legend
BP Business Park
OMU Office Mixed-Use
OS/H Open Space / Habitat
Comparison Boundary
OS/P Open Space / Park
R Retail
RES - M1 Residential Medium - 1
RES - MU Residential Mixed-Use
RMU Retail Mixed-Use
R3/R4
0
0.125
0.25 Miles
N

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2.0 PROJECT INFORMATION

1.	**Project Title:** Colton Hub City Centre Specific Plan Amendment
2.	**Lead Agency Name and Address:** City of Colton 659 N La Cadena Drive Colton, CA 92324
3.	**Contact Person and Phone Number:** Mario Suarez Planning Manager, AICP, CNU-A 909-370-5079
4.	**Project Location:** The project area is located within the boundaries of the Colton Hub City Centre Specific Plan (CHCCSP) Area. The CHCCSP Area consists of a 373-acre area bounded by San Bernardino Avenue to the north, the City of Rialto to the west, the Interstate-10 (I-10) freeway to the south, and Hermosa Avenue and the Union Pacific Railroad to the east.
5.	**Project Sponsor's Name and Address:** Mario Suarez City of Colton 659 N La Cadena Drive Colton, CA 92324
6.	**General Plan Designation:** Colton Hub City Centre Specific Plan
7.	**Zoning:** Colton Hub City Centre Specific Plan
8.	**Description of the Project:** Refer to Section 1.5, *Project Description*.
9.	**Surrounding Land Uses and Setting:** Surrounding land uses include the I-10 freeway to the south and San Bernardino Avenue to the north. North of San Bernardino Avenue is a series of single-family residential neighborhoods and an apartment complex at the northwestern corner of the intersection and to the west. A retail center with a supermarket is located at the northeast corner of Pepper Avenue and San Bernardino Avenue with residential neighborhoods to the east; refer to Section 1.2.1, *Environmental Setting*.
10.	**Other public agencies whose approval is required (e.g., permits, financing approval or participation agreement).** As identified in the 2014 EIR, other public agencies whose approval may be required include: • U.S. Fish and Wildlife Service; • California Department of Fish and Wildlife; • California State Water Resources Control Board; • California Department of Toxic Substances Control; • California Department of Transportation; • State Department of Housing and Community Development; • Santa Ana Regional Water Quality Control Board; • City of Colton Water and Wastewater Department; • West Valley Water District; • South Coast Air Quality Management District; and • City of Colton Electric Department.

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3.0 ENVIRONMENTAL ANALYSIS

This section describes the environmental impacts of the revised project as compared to those identified in the 2014 EIR and discusses any substantial changes to existing conditions or regulatory setting since the 2014 EIR was certified. The issue areas evaluated in this document include the following, pursuant to Appendix G of the CEQA Guidelines, and have been modified to evaluate the revised project changes for which an EIR has been previously certified to assist in the determination of the need for a supplemental EIR or an Addendum.

In December 2018, the Natural Resources Agency amended the CEQA Guidelines, which included modifications to Appendix G, *Environmental Checklist Form*. As such, the following analysis identifies where modifications to the Appendix G topical areas and thresholds have been added and/or updated since the 2014 EIR was prepared. Specifically, the topics of energy, tribal cultural resources, and wildfire were not discussed on a project specific basis in the previously certified 2014 EIR as these topics were not a subject matter that required evaluation pursuant to CEQA at that time. As such, this Addendum also analyzes the project's potential impacts in these topical areas.

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

A summary of impacts of the adopted approved project and the mitigation measures imposed is provided along with an analysis of the potential impacts resulting from the revised project and whether those impacts substantially exceed those discussed in the certified 2014 EIR.

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3.1 AESTHETICS

This section corresponds with the 2014 EIR *Section 4.1, Aesthetics*.

Except as provided in Public Resources Code Section 21099, would the project:

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

Approved Project*:* As detailed in the 2014 EIR, the mountains surrounding the project area are considered scenic vistas. The approved project would contain development standards to guide future projects in the area. Development standards such as building setbacks, which would range from 10 to 35 feet depending on use to allow for mountain views to be retained in view corridors. The approved project would also contain development standards such as building height limits (maximum of 60 feet for the Retail [R] zone) to protect scenic views. Therefore, the 2014 EIR determined the approved project would not have a substantial adverse effect on a scenic vista and impacts would be less than significant.

Revised Project: The revised project involves the same project footprint as analyzed in the 2014 EIR. To minimize impacts to scenic vistas, the revised project includes Development Regulations and Design Guidelines for the new RES-MU zoning designation, such as a maximum building height of 60 feet. This is consistent with the maximum building height analyzed for the 2014 EIR.

Specifically, Section 4 of the CHCCSP has been amended to include Objective Design Standards for the RES-MU zone in order to regulate building orientation and layout, site access and parking, building form, and height, massing, and articulation. CHCCSP Section 6.8, *Site Planning*, has been revised to include requirements for building orientation and layout, site access and parking, and utilities and trash enclosures for the new RES-MU zone. In addition, CHCCSP Section 6.9, *Building Design*, has been amended to include Development Regulations for building form, height, massing, and articulation, open space, roof forms, entries, windows, and garages.

Based on the proposed Development Regulations and Design Guidelines, the revised project would not exacerbate impacts to the site's existing visual setting or scenic vista. Therefore, given the existing site disturbance and surrounding visual setting, Thus, similar to the approved project, the revised project would not have a substantial adverse effect on a scenic vista and impacts would remain less than significant.

Certified 2014 EIR Mitigation Measures: No mitigation measures were required in the 2014 EIR.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

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

Approved Project: According to the 2014 EIR, there are no distinctive scenic resources within the project area, and the project area is not near a State scenic highway. Much of the project area has been subject to illegal dumping and includes several abandoned and dilapidated buildings. Therefore, the approved project would not substantially damage scenic resources, including trees, rock outcroppings or unique landmark features, and impacts would be less than significant.

Revised Project: The revised project involves the same project footprint as analyzed in the 2014 EIR. According to the California Department of Transportation's California Scenic Highway Mapping System website, there are no officially designated State scenic highways in the City. The closest eligible State scenic highway is an approximately 49-mile portion of State Route 38, located approximately 9 miles east of the project area.[2] Additionally, there are no major historic structures, rock outcroppings, or trees within the project site. Thus, similar to the approved project, the

[2] California Department of Transportation, *Scenic Highway Mapping System*, https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways, accessed March 17, 2025.

revised project would not substantially damage scenic resources within a State scenic highway and impacts would remain less than significant.

Certified 2014 EIR Mitigation Measures: No mitigation measures were required in the 2014 EIR.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

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

Approved Project: As detailed in the 2014 EIR, the approved project site has been subject to illegal dumping and includes several abandoned and dilapidated buildings. Implementation of the approved project would result in a visual improvement to the area. Compliance with existing regulations governing aesthetics resources, outdoor lighting guidelines and project design features, and compliance 2014 EIR Mitigation Measures AES-1 through AES-4, which require project applicants to submit site specific landscape plans and lighting plans in addition to compliance with the Design and Development standards set forth in the approved project would ensure impacts on the visual character of the project area from future projects would be less than significant.

Revised Project: The CHCCSP area is located within an urbanized area. The revised project involves the same project site as analyzed in the 2014 EIR. The revised project would be constructed to conform with Chapter 15.06, *Building Code*, of the Colton Municipal Code, which is the presiding building code within the City for purposes of regulating construction, demolition, occupancy, height, and area maintenance of all structures. Further, future development would be in conformance with 2014 EIR Mitigation Measures AES-1 through AES-4, which require project applicants to submit site specific landscape plans and lighting plans. Future projects would also be subject to compliance with the new Development Regulations and Design Guidelines for the RES-MU zoning designation, to ensure impacts on the visual character of the project area from future projects would be less than significant; refer to Impact 3.1(c). Therefore, similar to the approved project, the revised project would not substantially degrade the existing visual character or quality of public views of the revised project site and a less than significant impact would occur.

Certified 2014 EIR Mitigation Measures: The 2014 EIR includes mitigation measures to reduce potential aesthetic impacts. The following measures from the 2014 EIR are applicable to the revised project.

AES-1 Applicants submitting development review applications on sites in the project area shall prepare and submit a landscape plan along with their site plan to the City of Colton that meets the requirements of the City Municipal Code and is consistent with the adopted Specific Plan Landscape Design Guidelines of the CHCCSP Project.

AES-2 Landscaping and revegetation of graded areas shall occur as soon as practical after grading, to minimize the potential for erosion as well as to reduce the potential for visual and aesthetic impacts.

AES-3 Applicants submitting development review applications on sites in the project area along with their site plans shall prepare and submit a Lighting Plan with photometric analysis to the City of Colton that identifies the proposed luminosity and location of all lighting fixtures, the orientation of the fixtures, the types of shielding that will be used to avoid producing glare, the type of shielding that would minimize light spillover, and demonstrate through the photometric analysis of how the fixtures would avoid the spread of stray light across site boundaries. Lighting specifications that reduce light and glare shall comply with City of Colton requirements and shall appear as notes on the building plans.

AES-4 Applicants submitting development review applications for projects within Planning Areas 16, 20, 22 (retail), and Planning Areas 21, 23, 24 (office- and retail-mixed) shall prepare and submit site plans including building elevations and lighting plans with photometric lighting analysis to the County of San Bernardino Land Uses Services Department for review and comment, that identifies

the proposed luminosity and location of all lighting fixtures, the orientation of the fixtures, the types of shielding that will be used to avoid producing glare, the type of shielding that would minimize light spillover, and demonstrate through the photometric analysis of how the fixtures would avoid the spread of stray light across site boundaries into the Arrowhead Regional Medical Center (ARMC) site. Lighting specifications that reduce light and glare shall appear as notes on the building plans.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact With 2014 EIR Mitigation Incorporated.

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

Approved Project: As detailed in the 2014 EIR, the approved project would include new sources of light and glare. However, 2014 EIR Mitigation Measure AES-3 would require all new development projects in the project area to prepare and submit lighting plans with their development plans. Furthermore, in planning areas adjacent to the ARMC, AES-4 requires that lighting plans also be reviewed and approved by the San Bernardino County Land Use Services Department. Compliance with these measures would ensure that potential impacts on light and glare would be less than significant.

Revised Project: The revised project involves the same project footprint as analyzed in the 2014 EIR. Like the approved project, future development under the revised project would introduce new light sources in the form of street, vehicle, and mixed-use lighting, as well as glare sources.

In accordance with Section 4.2.6 of the amended CHCCSP, the City would require site specific development occurring in the RES-MU zone to provide exterior lighting layout plans for parking and other site areas at the Site Plan Review stage. The exterior lighting layout plan would identify the preliminary layout and type of fixture and pole. If deemed appropriate, a plan that identifies the lighting foot-candles for any given area may be requested by the Development Services Director or his/her designee. Section 4.2.6 of the amended CHCCSP also requires that lighting fixtures be properly shielded to prevent offsite glare. Specifically, spot fixtures shall be directed downward and /or upward, but not outward from the project area. Additional lighting standards are included in Section 6.0, *Community Design Guidelines*, of the amended CHCCSP.

Site-specific review would ensure that light and glare impacts are minimized. Future development would continue to be subject to 2014 EIR Mitigation Measures AES-3 and AES-4, as applicable. Additionally, future development under the revised project would be in conformance with 2014 EIR Mitigation Measure BIO-10, which requires permanent lighting in developed areas adjacent to Delhi sands flower-loving fly (DSF) conservation areas/habitat to be shielded to minimize impacts to DSF and other wildlife. Therefore, a less than significant impact would occur with 2014 EIR mitigation incorporated.

Certified 2014 EIR Mitigation Measures: Refer to Mitigation Measure AES-3, AES-4, and BIO-10.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact With 2014 EIR Mitigation Incorporated.

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3.2 AGRICULTURE AND FORESTRY RESOURCES

This section corresponds with the 2014 EIR Section 4.2, *Agricultural Resources.*

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the State's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

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

Approved Project: According to the 2014 EIR, portions of the approved project site have previously been used for agricultural purposes dating back to the 20th century but have since been discontinued. The approved project site currently consists of commercial and recreational uses (inclusive of various businesses, a County social services office, a private golf course, and a city park), in addition to vacant land. No sites in the approved project area are subject to an active Williamson Act contract. According to the Farmland Mapping and Monitoring Program (FFMP) maps, the approved project site is classified primarily as Urban and Built-Up Land, or Other Land[3]. At the time of the 2014 EIR analysis, no agricultural uses were being conducted on the site nor within the immediate area. In addition, the 2014 EIR states that the approved project is not designated as Prime, Statewide Important, Unique, or Locally Important Farmland. Therefore, the 2014 EIR determined that the project would not convert Prime, Statewide Important, Unique, or Locally Important Farmland into non-agricultural use pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency.

Revised Project: The revised project involves the same project footprint as analyzed in the 2014 EIR; however, changes in farmland designations have occurred since the time of the 2014 EIR analysis. According to a recent inquiry with the Department of Conservation's (DOC) California Important Farmland Finder Map, the revised project and surrounding areas are designated as Urban and Built-Up Land, as well as Other Land.[4] The revised project would not convert Prime, Statewide Important, Unique, or Locally Important Farmland into non-agricultural use pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. Thus, no impact would occur, and the revised project would not result in greater impacts than those previously analyzed in the 2014 EIR.

Certified 2014 EIR Mitigation Measures: No mitigation measures were required in the 2014 EIR.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: No Impact.

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

Approved Project: Based on the 2014 EIR, the approved project would not conflict with an existing agricultural use, or a Williamson Act contract. Therefore, the 2014 EIR determined that no impact would occur.

Revised Project: The revised project involves the same project footprint as analyzed in the 2014 EIR. Thus, implementation of the revised project would not conflict with existing zoning for agricultural use, or a Williamson Act contract.

[3] California Department of Conservation, *Important Farmland Finder Map*, https://maps.conservation.ca.gov/DLRP/CIFF/ Accessed March 17, 2025.
[4] Ibid.

Certified 2014 EIR Mitigation Measures: No mitigation measures were required in the 2014 EIR.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: No Impact.

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

Approved Project: Based on the 2014 EIR, there was no forest land, timberland, or timberland production land in the approved project area at the time of the 2006 analysis. The 2014 EIR determined that no impact would occur in this regard.

Revised Project: The revised project involves the same project footprint as analyzed in the 2014 EIR and continues to have no existing forest land or timberlands onsite. Thus, similar to the approved project, implementation of the revised project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production. No impact would occur.

Certified 2014 EIR Mitigation Measures: No mitigation measures were required in the 2014 EIR.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: No Impact.

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

Approved Project: The approved project site is a vacant lot that does not contain any forest land, as defined in Response 3.2(c), above. Furthermore, the project site is not zoned for forestland. Therefore, the approved project would not result in the loss of forestland or the conversion of forestland to non-forest use and no impact would occur.

Revised Project: Refer to Response 3.2(c), above. Development of the revised project would not result in greater impacts in this regard than previously analyzed in the 2014 EIR. No impact would occur.

Certified 2014 EIR Mitigation Measures: No mitigation measures were required in the 2014 EIR.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: No Impact.

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

Approved Project: Implementation of the approved project would not result in the conversion of farmland or forest land since there is no farmland or forest land on or in the vicinity of the project site. Therefore, the 2014 EIR determined that no impact would occur in this regard.

Revised Project: As discussed above, the revised project would not convert farmland or forest land since such lands do not occur on the revised project site. Therefore, no impact would occur as a result of the revised project.

Certified 2014 EIR Mitigation Measures: No mitigation measures were required in the 2014 EIR.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: No Impact.

3.3 AIR QUALITY

This section corresponds with 2014 EIR Section 4.3, *Air Quality*. According to the 2014 EIR, descriptions and analysis of two assessments were used: *Colton's Hub City Centre Specific Plan Air Quality, Global Climate Change and Health Risk Assessment Impact Analysis* and *Air Quality Assessment for West Valley Specific Plan Amendment, City of Colton*.

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:

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

Approved Project: The approved project is located within the South Coast Air Basin (Basin), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). According to the 2014 EIR, consistency with the SCAQMD's *2012 Air Quality Management Plan for the South Coast Air Basin* (2012 AQMP) was analyzed to determine whether the approved project was consistent with the goals, objectives, and assumptions set forth in the 2012 AQMP. According to the 2014 EIR, the approved project would not be consistent with the 2012 AQMP. The criteria for determining consistency with the AQMP is defined by the following indicators:

- *Consistency Criterion No. 1:* Whether the project will result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reduction specified in the AQMP.

- *Consistency Criterion No. 2:* Whether the project will exceed the assumptions in the AQMP.

Concerning Consistency Criterion No. 1, the approved project exceeds the SCAQMD thresholds of Reactive Organic Compound (ROG), Nitrogen Oxide (NO_X), Carbon Monoxide (CO) during construction and ROG, NO_X, CO, and Coarse Particulate Matter (PM_{10}), and Fine Particulate Matter ($PM_{2.5}$) during operation regardless of the implementation of Mitigation Measures AQ-1 through AQ-16. As such, the approved project would have the potential to increase in the frequency or severity of existing air quality violations, which is inconsistent with the AQMP. Therefore, the 2014 EIR found the approved project would result in a significant and unavoidable impact in this regard. Concerning Consistency Criterion No. 2, the 2014 EIR found the approved project was not anticipated to exceed the AQMP assumptions for the proposed rezoning area and is found to be consistent with the AQMP for the second criterion. Therefore, the approved project meets this criterion. However, even with the implementation of Mitigation Measures AQ-1 through AQ-16, emissions of the approved project would still exceed thresholds during construction and operation. Therefore, the 2014 EIR concluded that the approved project was not consistent with the 2012 AQMP. As such, the impacts were found to be significant and unavoidable.

Revised Project: Since certification of the 2014 EIR, the SCAQMD has adopted the *2022 Air Quality Management Plan* (2022 AQMP) to reduce emissions of criteria pollutants for which the Basin is in a nonattainment status. Similar to the 2012 AQMP, the 2022 AQMP incorporates scientific and technological information and planning assumptions, including the Southern California Association of Governments' (SCAG) *2020-2045 Regional Transportation Plan/Sustainable Communities Strategy* (2020-2045 RTP/SCS), a planning document that supports the integration of land use and transportation to help the region meet the Federal Clean Air Act requirements. The 2022 AQMP is a regional and multi-agency effort including the SCAQMD, the California Air Resources Board (CARB), SCAG, and the U.S. Environmental Protection Agency (EPA) to establish a program of rules and regulations directed at reducing air pollutant emissions and achieving State and Federal air quality standards. SCAG updates the RTP/SCS every four years and the most recent plan, the 2024-2050 RTP/SCS (Connect SoCal 2024) was adopted on April 4, 2024. Connect SoCal 2024 is a vision for the future of Southern California that includes policies, strategies, and projects to advance the region's mobility, economy, and sustainability through 2050. While SCAG recently adopted the Connect SoCal 2024, the SCAQMD has not released an updated AQMP. As such, this consistency analysis is based on the 2022 AQMP and the RTP/SCS that were adopted at the time, the 2020-2045 RTP/SCS. The revised project's consistency with the AQMP will be determined using the 2022 AQMP as discussed below.

The revised project would implement Program 10 from the adopted 6th Cycle Housing Element, resulting in the rezoning of at least 34 acres across 17 retail parcels via the upzoning to allow or a density of up to 40 units per acre. The rezone would ensure the City has the appropriate zoning in place to achieve its regional housing needs allocation (RHNA) requirement and a 20 percent buffer as outlined in the Housing Element.

Concerning Consistency Criterion No. 1, the revised project's rezoning would not result in a net increase in operational emissions that exceed the SCAQMD-established thresholds. As discussed in the 2014 EIR, the land uses proposed in the approved project would exceed the SCAQMD-established thresholds during operation. It should be noted that the revised project would not result in a net increase in operational emissions than what was analyzed in the 2014 EIR, with the exception of VOC and CO. However, the projected increases in these pollutants are minimal, with VOC increasing by approximately 1.23% and CO by 0.25% relative to the 2014 EIR emission levels; refer to Table 3-6. Further, the 2014 EIR concluded that the approved project would have a significant and unavoidable impact due to an exceedance of Volatile Organic Compounds (VOC) despite Mitigation Measures AQ-1 through AQ-14, and AQ-16. Mitigation Measure AQ-1 would require future development to control fugitive by limiting daily grading, watering construction areas, sweeping streets, applying dust palliatives, pre-watering sites, washing vehicles, and installing wind fencing. Mitigation Measure AQ-2 would require future development to use architectural coating products with a VOC content of no more than five grams per liter (g/L). Mitigation Measure AQ-3 would require future development to use Tier 4 Final diesel construction equipment with level 3 filters and oxidative catalyst (at least 25 percent efficient) and encourage contractors to apply for SCAQMD "SOON" funds. Mitigation Measures AQ-4 through AQ-8 would require all new development projects, or sites where significant redevelopment would occur to provide sidewalks, require future tenants to implement ride-sharing programs, ensure school bus programs for future residents, restrict delivery truck idling, and establish recycling programs to reduce waste by at least 50 percent. Mitigation Measures AQ-9 through AQ-13 would require future development to exceed 2022 Title 24 standards by three percent, install low-flow fixtures, water-efficient irrigation systems, and Energy Star-compliant appliances with natural gas hearths were needed. Mitigation Measure AQ-14 would require the architectural coating products for maintenance not exceed five g/L of VOC content. Mitigation Measure AQ-15 requires projects near conservation sites to include measures to reduce impacts, such as parking lot sweeping and encouraging alternative transportation. Mitigation Measure AQ-16 would require the development to provide electric car charging stations and designated Zero-Emissions-Vehicle parking areas for car-sharing programs.

The revised project would be required to implement Mitigation Measures AQ-1 through AQ-3 during construction and AQ-4 through AQ-16 during operation and would not result in increased impacts beyond what was analyzed in the approved project. Implementation of the identified mitigation measures would result in a reduction of emissions by requiring future development to adopt emission reduction strategies. These include the use of low-VOC construction materials, Tier 4 Final diesel equipment, and energy- and water-efficient technologies, as well as operational strategies such as dust control, vehicle idling restrictions, and enhanced waste reduction programs. In addition, the measures promote sustainable transportation options — including ride-sharing, school bus programs, and electric vehicle infrastructure — which collectively contribute to lower long-term operational emissions and improved regional air quality. As such, the revised project would not result in a new significant environmental effect or a substantial increase in the severity of a previously identified significant environmental effect as compared to the conclusions of 2014 EIR.

Concerning Consistency Criterion No. 2, the 2022 AQMP contains air pollutant reduction strategies based on SCAG's latest growth forecasts; SCAG's growth forecasts were defined in consultation with local governments and with reference to local general plans. The revised project would propose a rezone to include more dwelling units and less commercial uses. Moreover, the 2022 AQMP was adopted after the 2014 EIR, and therefore the 2022 AQMP already incorporated the projected growth from the 2014 EIR. The revised project proposes an increase in residential dwelling units and a reduction in commercial land use compared to the approved project. As shown in Section 3.14, ***Population and Housing***, the SCAG projects that the City's housing stock will reach 21,700 dwelling units with a population of approximately 70,700 persons by the year 2040. Under the revised project, development potential would increase the City's housing stock by 2,640 units and add up to 8,554 residents. Despite this increase, the revised project would remain within SCAG's 2040 growth forecasts for both population and housing.

While the increase in residential units would result in a larger population, the reduction in commercial land use would lead to fewer onsite jobs. However, this shift contributes to a more balanced jobs-housing ratio, which supports regional planning goals by helping to reduce long-distance commuting, lower vehicle miles travelled (VMT) and minimize associated emissions. In addition, the revised project would be consistent with land uses previously envisioned for the site based on the Specific Plan and would not induce substantial unplanned population and employee

growth beyond future projections. As such, the revised project would be considered consistent with the growth forecasts in the 2022 AQMP.

Since the revised project's proposed land uses are consistent with the Specific Plan, operational-source air pollutant emissions would not result in a new significant environmental effect or a substantial increase in the severity of a previously identified significant environmental effect as compared to the conclusions of 2014 EIR. As discussed above, and as shown in Table 3-6 below, the revised project would not result in a net increase in operational emissions than what was analyzed in the 2014 EIR, with the exception of VOC and CO. However, the projected increases in these pollutants are minimal, with VOC increasing by approximately 1.23% and CO by 0.25% relative to the 2014 EIR emission levels. Further, future development projects would be required to comply with all applicable SCAQMD rules and regulations as well as other control measures to reduce construction and operational emissions. Therefore, the revised project would be consistent with the second criterion.

In conclusion, the revised project would still have the potential to result in or cause federal and/or State ambient air quality standards (i.e., NAAQS and/or CAAQS) violations as the revised project would generate emissions over SCAQMD thresholds. However, the revised project would generate a similar level of emissions as the land uses proposed in the approved project. The 2022 AQMP already incorporated the growth of the Specific Plan. The revised project would not result in a new significant environmental effect or substantial increase in the severity of a previously identified significant environmental effect as compared to the conclusions of 2014 EIR.

Certified 2014 EIR Mitigation Measures: The 2014 EIR includes mitigation measures to reduce potential air quality impacts. The following measures from the 2014 EIR are applicable to the revised project. Changes that have been made are depicted as strike through and double underlined text.

AQ-1 The project applicant shall require that the grading contractors comply with South Coast Air Quality Management District (SCAQMD) Rule 403 minimum requirements for controlling fugitive dust and limit the grading area to no more than five acres per day. In addition, the DSF HCP provides clear direction on how some BACM should be implemented as follows: Each Covered Project Proponent shall ensure that active construction areas shall be watered regularly to control dust, and to minimize impacts to nearby habitats, especially sensitive species habitat adjacent to construction areas. If at any time, significant amount of dust or material are determined by the monitoring biologist to be affecting conserved habitat, then corrective measures must be taken immediately. This would include such measures:

- Sweeping local streets regularly during construction;
- Applying dust palliatives to areas that are not under active construction;
- Pre-water larger sites prior to initiation of grading, grade sites in phases timed to coincide with construction so that no sites are left graded and exposed to the elements;
- Washing construction vehicles prior to leaving a construction site;
- Installing wind fencing around construction sites with signage that identifies who to call if dust is seen blowing from the site; and
- Any other measures that, at the time of approval of individual development projects, must be implemented on a project-by-project basis.

AQ-2 The project applicant shall require that architectural coating products are used that do not exceed more than five grams/liter (g/L) volatile organic compound.

AQ-3 The project applicant shall require that all diesel construction equipment used onsite be certified Tier 4 Final, with level 3 diesel particulate filters and oxidative catalysts that are at least 25 percent efficient. A copy of each unit's certified tier specification, BACT documentation, and California Air Resources Board or SCAQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment. In addition, construction contractors shall be encouraged to apply for SCAQMD "SOON" funds. Incentives could be provided for those construction contractors who apply for SCAQMD "SOON" funds. The "SOON" program provides funds to accelerate clean up off-road diesel vehicle, such as heavy-duty construction equipment. More information is at the following website: ~~http://www.aqmd.gov/tao/Implementation/SOONProgram.htm.~~ http://www.aqmd.gov/home/programs/business/business-detail?title=off-road-diesel-engines&parent=vehicle-engine-upgrades.

AQ-4 All development projects, or sites where significant redevelopment will occur shall be required to provide sidewalks along and within the property boundaries.

AQ-5 All new development projects, or sites where significant redevelopment will occur shall require that any future tenants institute a ride sharing program and employee vanpool/shuttle that is open to all employees.

AQ-6 All new residential project proponents shall ensure that the local school district serving the project area will offer a school bus program for children of future residents.

AQ-7 All new development projects, or sites where significant redevelopment will occur shall require that any future commercial tenants restrict delivery trucks idling on the proposed rezoning area.

AQ-8 All future tenants must institute a recycling program that reduces waste to landfills by a minimum of 50 percent, or as stipulated by CalRecycle. The recycling program must include designated recycling bins at each proposed trash storage area and require all green waste to be stored in containers separate from other types of municipal solid waste.

AQ-9 All new development projects, or sites where significant redevelopment will occur shall exceed ~~2013~~ 2022 Title 24, Part 6 Standard by 3 percent, and meet Green Building Code Standards.

AQ-10 All new development projects, or sites where significant redevelopment will occur shall be equipped with faucets, toilets and showers installed in the proposed structures utilize low-flow fixtures.

AQ-11 Water-efficient irrigation systems shall be installed at all new development projects, or sites where significant redevelopment will occur that conforms to the requirements of Colton Municipal Code.

AQ-12 All new development projects, or sites where significant redevelopment will occur shall include Energy Star-compliant appliances wherever appliances are needed in buildings onsite and that natural gas only hearths be installed when needed. In addition, for new residential projects, outlets for electric or natural gas barbeques shall be installed.

AQ-13 All new development projects, or sites where significant redevelopment will occur shall be developed with high-efficiency lighting onsite that is at least 10 percent more efficient than standard lighting. In addition, the operation of a site's outdoor lighting shall be limited to the hours necessary to support the function of a land use at a project site, and for security purposes.

AQ-14 All new development projects, or sites where significant redevelopment will occur shall require that architectural coating products used for maintenance/re-application do not exceed more than five gram/Liter (g/L) VOC content.

AQ-15 All new development projects, or sites where significant redevelopment will occur adjacent to or near conservation sites established in the HCP, shall include measures to reduce impacts associated with the operation of any development projects must be developed on a project by project basis depending on the type of land use being proposed and a site's proximity to the conservation areas identified in the HCP. These may include BMPs such as routine parking lot and street sweeping to reduce particulate matter; encouraging employees to use alternative modes of transportation and carpooling, and the development of workforce housing near employment generators such as the ARMC.

AQ-16 All new one-residential development projects, or sites where significant redevelopment will occur shall provide electric car charging stations for tenants (not just electric vehicle wiring per local ordinance). Also, provide designated areas for parking of zero emissions (ZEVs) for car-sharing programs. This measure shall be implemented on a project-by-project basis at the discretion of the Development Service Director.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Significant and Unavoidable – No New Impact.

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

Approved Project:

Construction Impacts

Construction emissions are typically generated from onsite and offsite emissions. Onsite emissions principally consist of exhaust emissions including NOx, sulfur oxide (SOx), CO, ROG, PM_{10}, and $PM_{2.5}$ from heavy-duty construction equipment and fugitive dust from disturbed soil. Offsite emissions are caused by motor vehicle exhaust from delivery vehicles, worker traffic, and road dust. Major construction-related activities associated with the approved project include the following: grading/clearing; excavation and earth moving for infrastructure construction of the utilities, channel and dwelling unit foundations and footings; asphalt paving of access roads throughout the development; the construction of the homes; and application of architectural coatings for outdoor and interior painting.

According to the 2014 EIR, the construction emission analysis was quantified using California Emission Estimators Model (CalEEMod) 2013.2. Construction equipment would be used during the development of the proposed rezoning area and would result in emissions consisting of ROG, NO_X, CO, SOx, $PM_{2.5}$ and PM_{10}. Table 3-4 shows the unmitigated and mitigated maximum daily emissions during construction of the approved project with a comparison to the SCAQMD significant emission thresholds for the construction phase. As shown in the table, the 2014 EIR determined that construction of the approved project would exceed daily SCAQMD thresholds for ROG, NOx, and CO.

TABLE 3-4: APPROVED PROJECT OVERLAPPING CONSTRUCTION EMISSIONS

POLLUTION SOURCE	ROG (LBS/DAY)	NO_X (LBS/DAY)	CO (LBS/DAY)	SO_X (LBS/DAY)	PM_{10} (LBS/DAY)	$PM_{2.5}$ (LBS/DAY)
Unmitigated Maximum Daily Emissions[1]	119	275	694	1	90	29
Mitigated Maximum Daily Emissions[2]	114	224	695	1	86	26
SCAQMD Thresholds	75	100	550	150	150	55
Exceeds Thresholds?	YES	YES	YES	NO	NO	NO

Source:
1. City of Colton, *Colton's Hub City Centre Specific Plan Draft EIR, Table 4.3-5*, May 2014.
2. City of Colton, *Colton's Hub City Centre Specific Plan Draft EIR, Table 4.3-6*, May 2014.

According to the 2014 EIR, even with implementation of the above-mentioned Mitigation Measures AQ-1 through AQ-3, short-term impacts related to ROG, NOx, and CO emissions during construction would still exceed significance thresholds, as shown in Table 3-4, above. Therefore, short-term impacts relative to construction of the approved project would create significant air quality impacts even with feasible mitigation.

Operational Impacts

According to the 2014 EIR, long-term operational emissions resulting from the approved project would result from stationary and mobile sources. Stationary sources include consumer products, water and area heaters, and other products that consume natural gas, as well as gasoline-powered landscaping equipment. The approved project's operational emissions were evaluated using CalEEMod 2013.2. Table 3-5 shows the operational emissions from the approved project. As shown in Table 3-6, the approved project would exceed the SCAQMD thresholds of ROG, NOx, CO, PM_{10}, and $PM_{2.5}$ during operation. Therefore, Mitigation Measures AQ-4 through AQ-16, as described above,

would be implemented to reduce emissions as a result of the approved project. Long-term impacts relative to the approved project would create significant air quality impacts even with feasible mitigation.

TABLE 3-5: APPROVED PROJECT ESTIMATED DAILY OPERATIONAL EMISSIONS

POLLUTION SOURCE	ROG (LBS/DAY)	NO_X (LBS/DAY)	CO (LBS/DAY)	SO_X (LBS/DAY)	PM_{10} (LBS/DAY)	$PM_{2.5}$ (LBS/DAY)
Unmitigated Total Emissions	2,618	6,605	25,218	75	5,003	1,420
Mitigated Total Emissions	2,402	4,255	17,080	44	2,891	814
SCAQMD Thresholds	55	55	550	150	150	55
Exceeds Thresholds?	YES	YES	YES	NO	YES	YES

Source:
1. City of Colton, *Colton's Hub City Centre Specific Plan Draft EIR, Table 4.3-9*, May 2014.
2. City of Colton, *Colton's Hub City Centre Specific Plan Draft EIR, Table 4.3-10*, May 2014.

Revised Project:

The revised project would implement Program 10 from the adopted 6th Cycle Housing Element, resulting in the rezoning of at least 34 acres across 17 retail parcels via the upzoning to allow or a density of up to 40 units per acre. The rezone would ensure the City has the appropriate zoning in place to achieve its RHNA requirement and a 20 percent buffer as outlined in the Housing Element. The revised project would rezone 132 single family detached dwelling units, 809,672-square-feet Shopping Center, 204,558-square-feet Office, 17.61-acre Business Park, and 4.51-acre Open Space/Park to 3,105 multi-family dwelling units, 119,567-square-feet Business Park, and 348,567-square-feet Shopping Center on Planning Areas (PAs) 7, 8, 9, 12, 14, 15, 16, and 19. According to the *Colton Hub City Centre Specific Plan Amendment – Trip Generation Assessment* (Trip Generation Assessment), prepared by Michael Baker International, dated May 8, 2025, PAs 7, 8, 9, 12, 14, 15, 16, and 19 of the approved project would generate 36,820 trips per day and the rezoning area under the revised project would generate 33,946 trip per day, which would result in a net reduction of 2,874 trips per day.

Construction Impacts

Future construction-related activities associated with development within the proposed rezoning area would result in emissions of criteria air pollutants and precursors from site preparation (e.g., demolition, excavation, grading, and clearing); exhaust from off-road equipment, material delivery trucks, and worker commute vehicles; vehicle travel on roads; and other miscellaneous activities (e.g., building construction, asphalt paving, application of architectural coatings, and trenching for utility installation). Because implementation of the revised project does not propose any specific development, construction-related emissions that may occur at any one time at any scale are speculative and cannot be accurately determined at this stage of the planning process. As such, construction emissions are not quantified. It is important to note that construction activities of the revised project would be similar to those analyzed for the approved project, and therefore would generate similar level of emissions. Furthermore, future development projects would be required to comply with all applicable SCAQMD rules and regulations as well as other mitigation measures to reduce construction emissions, including 2014 EIR Mitigation Measures AQ-1 through AQ-3. Upon complying with the existing SCAQMD regulations, 2014 EIR Mitigation Measures AQ-1 through AQ-3, and applicable building code requirements, construction impacts related to development of the revised project would be no more than the approved project as the proposed Development Regulations and Development Standards are similar to those analyze for the approved project, was evaluated as significant and unavoidable impact in the 2014 EIR. Therefore, the revised project would not result in a new significant environmental effect or substantial increase in the severity of a previously identified significant environmental effect as compared to the conclusions of 2014 EIR.

Operational Impacts

Operation of the revised project could result in operational air emissions. The revised project would allow up to 1,863 dwelling units of Low-Rise Multifamily Housing, 1,242 dwelling units of Mid-Rise Multifamily Housing, 119,267-square-feet of Business Park, and 348,567 dwelling units of Shopping Center.[5] The operational emissions could be quantified at this time based on the allowable buildout square footage and daily trips. Long-term air quality impacts typically consist of mobile source emissions generated from project-related traffic (i.e., motor vehicle use by employees, visitors, and delivery trucks), and emissions from area and energy sources. Emissions associated with each of these sources were calculated and are discussed below. Operational emissions generated by PAs 7, 8, 9, 12, 14, 15, 16, and 19 of the revised project and its net change compared to the approved project are detailed in Table 3-6. Refer to Appendix A for CalEEMod outputs.

TABLE 3-6: REVISED PROJECT ESTIMATED NET CHANGE OF DAILY OPERATIONAL EMISSIONS

POLLUTION SOURCE	ROG (LBS/DAY)	NO_X (LBS/DAY)	CO (LBS/DAY)	SO_X (LBS/DAY)	PM_{10} (LBS/DAY)	$PM_{2.5}$ (LBS/DAY)
Approved Project Planning Areas 7, 8, 9, 12, 14, 15, 16, and 19						
Summer						
Mobile	162.00	183.00	1,767.00	4.40	380.00	98.60
Area	57.30	0.73	84.90	0.02	0.14	0.11
Energy	0.53	9.49	7.54	0.06	0.73	0.73
Total Summer Emissions	219.83	193.22	1,859.44	4.48	380.87	99.44
Winter						
Mobile	151.00	197.00	1,448.00	4.11	380.00	98.60
Area	43.90	0.00	0.00	0.00	0.00	0.00
Energy	0.53	9.49	7.54	0.06	0.73	0.73
Total Winter Emissions	195.43	206.49	1455.54	4.17	380.73	99.33
SCAQMD Thresholds	55	55	550	150	150	55
Exceeds Thresholds?	YES	YES	YES	NO	YES	YES
Revised Project Planning Areas 7, 8, 9, 12, 14, 15, 16, and 19						
Summer						
Mobile	151.00	176.00	1,700.00	4.25	368.00	95.40
Area	97.60	1.89	196	0.01	0.12	0.09
Energy	0.74	12.7	6.01	0.08	1.02	1.02
Total Summer Emissions	249.34	190.59	1,902.01	4.34	369.14	96.51
Winter						
Mobile	141.00	189.00	1,390.00	3.98	368.00	95.4
Area	78.40	0.00	0.00	0.00	0.00	0.00
Energy	0.74	12.7	6.01	0.08	1.02	1.02
Total Winter Emissions	220.14	201.7	1,396.01	4.06	369.02	96.42
SCAQMD Thresholds	55	55	550	150	150	55
Exceeds Thresholds?	YES	YES	YES	NO	YES	YES

[5] To directly assess the change in trips forecast to be generated by the revised project, the trip generation memorandum included an identical Planning Area comparison boundary as the 2014 EIR. For the purposes of the Air Quality, Energy, Greenhouse Gas, Nosie, and Traffic technical studies, this included the entirety of Planning Areas 7, 8, 9, 12, 14, 15, 16A, 16B, 19A, and 19B. As a result, the Air Quality, Energy, Greenhouse Gas, Noise, and Traffic technical studies assumed a more conservative (greater) buildout than identified in Section 1.5, *Project Description*.

Approved Project Total Emissions[3]	2,402	4,255	17,080	44	2,891	814
Net Summer Emissions Change	29.51	-2.63	42.57	-0.14	-11.73	-2.93
Percent Increase Over Approved Project	1.23%	N/A	0.25%	N/A	N/A	N/A
Net Winter Emissions Change	24.71	-4.79	-59.53	-0.11	-11.71	-2.91
Percent Increase Over Approved Project	1.03%	N/A	N/A	N/A	N/A	N/A

Notes: VOC = volatile organic compounds; NOx = nitrogen oxide; CO = carbon monoxide; SO_2 = sulfur dioxide; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter; N/A = Not Applicable

1. Emissions were calculated using CalEEMod, version 2022.1.
2. The numbers may be slightly off due to rounding.
3. As shown in 2014 EIR Table 4.3-10, Mitigated Operational Criterial Pollutant Regional Air Emissions.

Source: Refer to Appendix A for assumptions used in this analysis.

Mobile Source Emissions

Mobile sources are emissions from motor vehicles, including tailpipe and evaporative emissions. Depending upon the pollutant being discussed, the potential air quality impact may be of either regional or local concern. For example, VOC, NO_X, SO_X, PM_{10}, and $PM_{2.5}$ are all pollutants of regional concern (NO_X and ROG react with sunlight to form Ozone (O_3) [photochemical smog], and wind currents readily transport SO_X, PM_{10}, and $PM_{2.5}$). However, CO tends to be a localized pollutant, dispersing rapidly at the source. According to the Trip Generation Assessment, PAs 7, 8, 9, 12, 14, 15, 16, and 19 of the revised project would generate approximately 33,946 daily trips per day, which is 2,873 fewer than the approved project.

Area Source Emissions

Area source emissions would be generated from consumer products, architectural coatings, and landscaping. Consumer products are the main contribution of the area source emissions for the revised project.

Energy Source Emissions

The primary use of electricity and natural gas by the revised project would be for space heating and cooling, water heating, ventilation, lighting, appliances, landscaping equipment, and electronics.

Total Operational Emissions

As shown in Table 3-6, criterion air pollutant emissions resulting from PAs 7, 8, 9, 12, 14, 15, 16, and 19 of the revised project operational activities would exceed the SCAQMD thresholds of ROG, NO_X, CO, PM_{10}, and $PM_{2.5}$. However, the 2014 EIR also concluded that the approved project would result in a significant and unavoidable impact in long-term emissions by exceeding the daily SCAQMD thresholds of ROG, NO_X, CO, PM_{10}, and $PM_{2.5}$. Further, the revised project would generate ROG and CO emissions slightly higher than the land uses proposed in the approved project, however, the increase is less than two percent compared to the total approved project ROG and CO emissions, which is nominal; refer to Table 3-6. As such, the revised project would not cause a substantial increase in the severity of the impacts. Future projects within the proposed rezoning area would be required to implement 2014 EIR Mitigation Measures AQ-4 through AQ-16 during operation. In conclusion, the revised project would not result in a new significant environmental effect or substantial increase in the severity of a previously identified significant environmental effect as compared to the conclusions of 2014 EIR.

Air Quality Health Impacts

Adverse health effects induced by criteria pollutant emissions are highly dependent on a multitude of interconnected variables (e.g., cumulative concentrations, local meteorology and atmospheric conditions, and the number and character of exposed individual [e.g., age, gender]). In particular, ozone precursors VOCs and NO_X affect air quality on a regional scale. Health effects related to ozone are therefore the product of emissions generated by numerous sources throughout a region. Existing models have limited sensitivity to small changes in criteria pollutant concentrations, and, as such, translating project-generated criteria pollutants to specific health effects or additional days of nonattainment would produce meaningless results. In other words, the revised project's minor increases (i.e., less than two percent; refer to Table 3-6) in regional air pollution from criteria air pollutants would have nominal or negligible impacts on human health.

As noted in the Brief of Amicus Curiae by the SCAQMD, the SCAQMD acknowledged it would be extremely difficult, if not impossible to quantify health impacts of criteria pollutants for various reasons including modeling limitations as well as where in the atmosphere air pollutants interact and form. Further, as noted in the Brief of Amicus Curiae by the San Joaquin Valley Air Pollution Control District (SJVAPCD), SJVAPCD has acknowledged that currently available modeling tools are not equipped to provide a meaningful analysis of the correlation between an individual development project's air emissions and specific human health impacts.

The SCAQMD acknowledges that health effects quantification from ozone, as an example is correlated with the increases in ambient level of ozone in the air (concentration) that an individual person breathes. SCAQMD's Brief of Amicus Curiae states that it would take a large amount of additional emissions to cause a modeled increase in ambient ozone levels over the entire region. The SCAQMD states that based on their own modeling in the SCAQMD's 2012 Air Quality Management Plan, a reduction of 432 tons (864,000 pounds) per day of NO_X and a reduction of 187 tons (374,000 pounds) per day of VOCs would reduce ozone levels at highest monitored site by only nine parts per billion. As such, the SCAQMD concludes that it is not currently possible to accurately quantify ozone-related health impacts caused by NO_X or VOC emissions from relatively small projects (defined as projects with regional scope) due to photochemistry and regional model limitations.

As discussed above, operations of future development under the revised project would exceed the SCAQMD threshold for operational emissions. However, the daily ROG and NO_X emissions would be well below 374,000 pounds per day for ROG and 864,000 pounds per day for NO_X, which are the emission levels that could cause a noticeable ambient ozone levels increase and potential health impact, according to SCAQMD's 2012 Air Quality Management Plan. In addition, 2014 EIR already found the approved project would result in a significant and unavoidable impact in long-term operation. Further, the revised project would generate ROG and CO emissions slightly higher than the land uses proposed in the approved project, however, the increase is less than two percent, which is nominal compared to the total approved project ROG and CO emissions; refer to Table 3-6. As such, the revised project would not cause a substantial increase in the severity of the impacts. In addition, future projects within the proposed rezoning area would be required to comply with 2014 Mitigation Measures AQ-1 through AQ-16 to reduce emissions during construction and operation. The emissions are not sufficiently high to use a regional modeling program to correlate health effects on a Basin-wide level and would not provide a reliable indicator of health effects if modeled. As such, the revised project would not result in a new significant environmental effect or a substantial increase in the severity of a previously identified significant environmental effect compared to the conclusions of 2014 EIR.

Certified 2014 EIR Mitigation Measures: Refer to Mitigation Measures AQ-1 through AQ-16.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Significant and Unavoidable – No New Impact.

c) Expose sensitive receptors to substantial pollutant concentrations?

Approved Project: According to the 2014 EIR, unmitigated, short-term emissions of NO_X, CO, PM_{10}, and $PM_{2.5}$ during construction would not exceed the SCAQMD LST thresholds for 25 meters and five acres within Source Receptor Area (SRA) 34, Central San Bernardino Valley. As such, the 2014 EIR concluded that no significant short-term localized impacts would occur during the construction of the approved project.

Regarding the Carbon Monoxide Hotspot, the Traffic Impact Analysis prepared for 2014 EIR found that with the proposed road improvements, no analyzed intersection would operate at a Level of Service E or worse. Therefore, no CO "hot spot" modeling was performed, and no significant long-term air quality impact is anticipated to local air quality with the on-going use of the approved project.

The future development within the approved project is not expected to be a considerable source of diesel particulate matter (DPM), as non-residential uses would consist primarily of business parks, professional office space, and commercial retail centers, with no industrial or distribution facility uses that would attract many diesel trucks that would idle for long periods. The type of trucks associated with business parks would be large two-axle trucks, which are predominantly gasoline or natural gas-fueled; there should not be a considerable number of heavy truck trips associated with the proposed business park uses. Therefore, the 2014 EIR concluded that the approved project would not be considered a point source for DPM emissions. As such, the approved project would result in a less-than-significant impact in this regard.

Revised Project: Sensitive receptors are defined as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. CARB has identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over 65, children under 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis.

The nearest sensitive receptors to the proposed rezoning area are residences located 85 feet north of the proposed PA 19. To identify impacts to sensitive receptors, the SCAQMD recommends addressing localized significance thresholds (LSTs) for construction and operations impacts (area source and energy source). The revised project is located within SRA 34, Central San Bernardino Valley. The CO hotspot analysis following the LST analysis addresses localized mobile source impacts.

Construction LST

As discussed above, there is no specific development proposed. The revised project would rezone to accommodate more dwelling units and less commercial land uses. It is important to note that construction activities of the approved project and revised project would be similar, as the Development Standards and Development Regulations are similar to those analyzed for the approved project and therefore would generate similar level of emissions. Future development projects would be required to comply with all applicable SCAQMD rules and regulations as well as other mitigation measures to reduce construction emissions, including 2014 EIR Mitigation Measures AQ-1 through AQ-3. Upon complying with the existing SCAQMD regulations, 2014 EIR Mitigation Measures AQ-1 through AQ-3, and applicable building code requirements, LST construction impacts related to development of the revised project would be no more than the approved project, which was evaluated as less than significant impact in the 2014 EIR. As such, the revised project would not result in a new significant environmental effect or substantial increase in the severity of a previously identified significant environmental effect as compared to the conclusions of 2014 EIR.

Operational LST

According to SCAQMD LST methodology, LSTs would apply to the operational phase of a project, if the project includes stationary sources, or attracts mobile sources that may spend long periods queuing and idling at the site (e.g., transfer facilities and warehouse buildings). The revised project would rezone to allow more multi-family dwelling units and less commercial land uses. As described above under Threshold 3.3(b), the revised project would result in a net reduction of 2,873 trips per day and a decrease of allowed commercial development. Thus, the allowed commercial land uses would not result in an increase of truck trips. As such, the revised project would not propose uses that would include stationary sources, and operational LST impacts would be less than significant and would be less than the approved project, which was evaluated as less than significant impact in the 2014 EIR. As such, the revised project would not result in a new significant environmental effect or substantial increase in the severity of a previously identified significant environmental effect as compared to the conclusions of 2014 EIR.

Carbon Monoxide Hotspots

CO emissions are a function of vehicle idling time, meteorological conditions, and traffic flow. Under certain extreme meteorological conditions, CO concentrations near a congested roadway or intersection may reach unhealthful levels (e.g., adversely affecting residents, school children, hospital patients, and the elderly).

The Basin is designated as an attainment/maintenance area for the federal CO standards and an attainment area under State standards. There has been a decline in CO emissions even though vehicle miles traveled (VMT) on U.S. urban and rural roads have increased; estimated anthropogenic CO emissions have decreased 68 percent between 1990 and 2014. In 2014, mobile sources accounted for 82 percent of the nation's total anthropogenic CO emissions. Three major control programs have contributed to the reduced per-vehicle CO emissions, including exhaust standards, cleaner burning fuels, and motor vehicle inspection/maintenance programs.

According to the SCAQMD CEQA Air Quality Handbook, a potential CO hotspot may occur at any location where the background CO concentration already exceeds 9.0 parts per million (ppm), which is the 8-hour California ambient air quality standard. As previously discussed, the site is in SRA 34. Communities within SRAs are expected to have similar climatology and ambient air pollutant concentrations. The monitoring station closest to the proposed rezoning area is the San Bernadino – 4th Street Monitoring Station located, which is located approximately five miles northeast of the site. The CO measurements collected by this monitoring station are representative of the background CO concentration due to its close proximity to the project. The maximum ambient 1-hour CO concentration within the revised project study area is estimated to be 3.854 ppm in 2024 from San Bernadino – 4th Street Monitoring Station. Given that the background CO concentration does not currently exceed 9.0 ppm, a CO hotspot would not occur at the proposed rezoning area.

Additionally, a detailed CO analysis was conducted in the Federal Attainment Plan for Carbon Monoxide (CO Plan) for the SCAQMD's 2003 Air Quality Management Plan, which is the most recent AQMP that addresses CO concentrations. The locations selected for microscale modeling in the CO Plan are worst-case intersections in the Basin and would likely experience the highest CO concentrations. Thus, CO analysis within the CO Plan is utilized in comparison to the revised project since it represents a worst-case scenario with heavy traffic volumes within the Basin.

Of these locations, the Wilshire Boulevard/Veteran Avenue intersection in Los Angeles experienced the highest CO concentration (4.6 ppm), which is well below the 35-ppm 1-hr CO federal standard. The Wilshire Boulevard/Veteran Avenue intersection is one of the most congested intersections in Southern California with an average daily trip (ADT) volume of approximately 100,000 vehicles per day. PAs 7, 8, 9, 12, 14, 15, 16, and 19 of the revised project would generate 33,946 trip per day, which is less than 100,000 vehicles per day. As the CO hotspots were not experienced at the Wilshire Boulevard/Veteran Avenue intersection, it can be reasonably inferred that CO hotspots would not be experienced at any intersections near the proposed rezoning area due to the comparatively low volume of traffic that would occur as a result of revised project implementation. Therefore, CO hotspot impacts would not be experienced in the revised project's vicinity and a less than significant impact would occur in this regard. Further, the revised project would result in a net decrease of 2,873 trips than the approved project. As such, the revised project would not result in a new significant environmental effect or substantial increase in the severity of a previously identified significant environmental effect as compared to the conclusions of 2014 EIR.

Toxic Air Contaminants

Toxic Air Contaminants (TACs) (also referred to as hazardous air pollutants [HAPs]), are pollutants that result in an increase in mortality, a serious illness, or pose a present or potential hazard to human health. Health effects of TACs may include cancer, birth defects, and immune system and neurological damage.

Project construction may result in temporary increases in emissions of diesel particulate matter (DPM) associated with the use of off-road diesel equipment. Health-related risks associated with diesel-exhaust emissions are primarily associated with long-term exposure and associated risk of contracting cancer. As such, the calculation of cancer risk associated with exposure to TACs is typically calculated based on a long-term (e.g., 70-year) period of exposure. The use of diesel-powered construction equipment, however, would be temporary and episodic and would occur over a relatively large area. Future development projects would be required to comply with all applicable SCAQMD rules and regulations as well as other mitigation measures to reduce construction emissions, including 2014 EIR Mitigation

Measures AQ-1 through AQ-3. It should be noted that SCAQMD regulations and applicable building code requirements have been updated since the time of the 2014 EIR and are more stringent than when the 2014 EIR was prepared. Thus, the proposed project would result in higher construction emissions reductions compared to the approved project. Therefore, upon complying with the existing SCAQMD regulations, 2014 EIR Mitigation Measures AQ-1 through AQ-3, and applicable building code requirements, TAC impacts related to development of the revised project would be no more than the approved project, which was evaluated as less than significant impact in the 2014 EIR. As such, the revised project would not result in a new significant environmental effect or substantial increase in the severity of a previously identified significant environmental effect as compared to the conclusions of 2014 EIR.

PAs 7, 8, 9, 12, 14, 15, 16, and 19 of the revised project would allow up to 3,105 dwelling units of multifamily housing, 119,267-square-feet of Business Park, and 348,567-square-feet of Shopping Center. The nearest sensitive receptor to the proposed rezoning area is the existing single-family residential use located approximately 85 feet to the north of the site. Per Trip Generation Assessment, the revised project is anticipated to generate 33,946 trips in PAs 7, 8, 9, 12, 14, 15, 16, and 19, which is 2,873 fewer trips than the approved project. The revised project would allow more dwelling units and less commercial land uses. As such, there would be less trucks trips compared to the approved project. The revised project is not anticipated to result in impacts more than the approved project, which was evaluated as a less than significant impact in the 2014 EIR. As such, the revised project would not result in a new significant environmental effect or substantial increase in the severity of a previously identified significant environmental effect as compared to the conclusions of 2014 EIR.

Certified 2014 EIR Mitigation Measures: Refer to Mitigation Measures AQ-1 through AQ-16.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant with 2014 EIR Mitigation Incorporated.

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

Approved Project: The 2014 EIR concluded that potential sources that may emit odors during construction activities; however, due to the temporary nature of construction and limited amounts of odor producing materials being utilized, no significant related to odors would occur during construction of the approved project. Regarding operational impacts, due to the distance of the nearest receptors from the site and through compliance with SCAQMD's Rule 402, no significant impacts related to odors would occur during the on-going operations of the approved project.

Revised Project:

The revised project does not contain land uses typically associated with emitting objectionable odors. Potential odor sources related to the revised project may arise from construction equipment exhaust, the application of asphalt and architectural coatings during construction activities, and emissions from mobile exhaust associated with the revised project's long-term operational uses. Future development within the proposed rezoning area would be required to comply with standard construction requirements and 2014 EIR Mitigation Measure AQ-2, which requires that architectural coating products are used that do not exceed more than 5 g/L VOC content, to minimize odor impacts from construction. Furthermore, the construction odor emissions would be temporary, short-term, and intermittent in nature, ceasing upon completion of the respective phase of construction, and are thus considered less than significant.

It is expected that the revised project-generated mobile exhaust would comply with required vehicle regulations. Future development would also be required to comply with the 2014 EIR Mitigation Measure AQ-14, which requires that architectural coating products used for maintenance/re-application do not exceed more than 5 g/L VOC content. Additionally, the revised project must comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. Therefore, odors and other emissions (such as those leading to odors) associated with construction and operational activities of the revised project would be less than significant. The revised project would not result in a new significant environmental effect or a substantial increase in the severity of a previously identified significant environmental effect compared to the conclusions of 2014 EIR.

Certified 2014 EIR Mitigation Measures: Refer to Mitigation Measures AQ-1 and AQ-14.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact With 2014 EIR Mitigation Incorporated.

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3.4 BIOLOGICAL RESOURCES

This section corresponds with 2014 EIR Section 4.4, *Biological Resources*. In addition, the *Results of a Biological Resources Records Search for the Hub City Centre Specific Plan Area in the City of Colton, San Bernardino County, California* (Biological Records Search) was prepared by Michael Baker International (dated November 27, 2024); refer to Appendix B, *Biological Records Search*.

Would the project:

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

Approved Project: According to the 2014 EIR, 42 native species of birds, mammals, reptiles, insects, and plants were listed with the California Natural Diversity Database (CNDDB) as occurring in the San Bernardino South Quadrangle, which includes the CHCCSP project area. Additionally, three sensitive natural communities were identified. However, only a handful of these species have the potential to occur in the CHCCSP area. Based on the 2014 EIR, no sensitive plants have the potential to occur in the proposed CHCCSP project area.

2014 EIR Table 4.4-1, *Sensitive Wildlife Species Potentially Occurring in the City of Colton*, provides a list of sensitive wildlife species from the California Natural Diversity Database that could occur within the CGCCSP area and its vicinity, and the potential for their occurrence. Based on 2014 EIR Table 4.4-1, the CHCCSP has confirmed occurrence of Delhi Sands Flower-loving Fly (*Rhaphiomidas Terminatus abdominalis*) (DSF), and a moderate potential to support burrowing owl (*Athene cunicularia*), San Diego horned lizard (*Phrynosoma coronatum blainvillii*) and Logger-head shrike (*Lanius ludovicianus*). To preserve DSF habitat, Planning Areas 3, 6, 11 and 18 were set aside for Open Space/Habitat Conservation for the DSF, plus Planning Area 14 (Open Space/Park) for a total of 49 acres. The West Valley HCP provides a total of 63.3 acres of permanent habitat in conservation including the 48.8 acres in the CHCCSP project area. The remaining acreage is located in the Hermosa Gardens Cemetery, and near the northeast corner of Pepper Avenue and Valley Boulevard (Hospital and Pepper Avenue Conservation Sites). The conservation sites were previously set aside as mitigation for the development of the ARMC as well as for the intersection improvements made at this intersection. According to the 2014 EIR, preserving suitable habitat for DSF would also offer conservation opportunities for the three other species with a similar likelihood of occurrence in the project area. Thus, compliance with existing 2014 EIR Mitigation Measures BIO-1 through BIO-12 would reduce potential impacts to these species and their habitat to less than significant levels.

Further, existing EIR Mitigation Measure BIO-13 includes specific mitigation for burrowing owl, including preconstruction surveys for the species, and prohibits construction within 50 feet of occupied burrows. The species is also protected under the Migratory Bird Treaty Act (MBTA). Impacts to the species would be reduced to be less than significant.

Moreover, as detailed in the 2014 EIR, the approved project site consists of mostly vacant parcels, potentially serving as suitable nesting bird habitat. Construction-related temporary indirect impacts, such as noise, motion, and human activity, are considered significant to avian species when nesting. These activities may disrupt the natural foraging patterns or lead to startle effects that reduce productivity of the nests. Thus, the 2014 EIR incorporates Mitigation Measure BIO-14 to address potential adverse impacts to other avian species with the potential to occur in the approved project area as development occurs and reduce them to be less than significant. Therefore, the 2014 EIR determined that compliance with Mitigation Measures BIO-1 through BIO-14 would ensure that impacts relative to the aforementioned species would be reduced to less than significant levels.

Revised Project: The revised project involves the same project footprint as analyzed in the 2014 EIR and the same mitigation measures required for the approved project would also be applicable to the revised project. It is noted that the majority of the 17 parcels identified for the project are fully or partially developed or are disturbed and subject to routine diking/weed abatement activities; refer to Exhibit 2, *Project Vicinity*.

As discussed, the 2014 EIR found that four sensitive wildlife species had moderate potential to occur in the project area (specifically, Delhi Sands Flower-loving fly, burrowing owl, San Diego horned lizard, and Logger-headed shrike), and included Mitigation Measures BIO-1 through BIO-14 to avoid significant impacts to these species. An

updated biological resources records search was conducted for 17 parcels within the City of Colton Hub City Centre Specific Plan area. A total of nine sensitive natural communities, 60 special-status plant species, and 58 special-status wildlife species are reported from federal and State sources within the regional vicinity of the project area; refer to Appendix B. Since the revised project is in the same footprint as the approved project, the four species mentioned above were again positively identified in the updated records search. Consistent with the approved project, implementation of Mitigation Measures BIO-1 through BIO-14 would reduce the revised project's impacts relative to threatened or endangered species, and/or any species identified as a candidate, sensitive, or special status species, to a less than significant level. Notably, preserving suitable habitat for DSF would also offer conservation opportunities for the other species identified in the updated biological resources records search.

Certified 2014 EIR Mitigation Measures: The 2014 EIR includes mitigation measures to reduce potential impacts to biological resources. The following measures from the 2014 EIR are applicable to the revised project. Changes that have been made are depicted as strike through and double underlined text.

BIO-1 Construction Monitoring.

a. Covered Project Proponents will retain an experienced DSF biologist, e.g., someone who has conducted field research and/or presence/absence surveys, to function as the Biological Monitor for any development projects in the CHCCSP project area.
b. At least 30 days prior to initiating project activities, project proponents will submit to the City, in writing, the name(s), any permit numbers, and resumes of all prospective Biological Monitors.
c. Project activities will not begin until a Biological Monitor(s) has been approved by the City.
d. At least one week prior to grading, City-approved monitor(s) shall provide the City's Development Services Department with written and photographic documentation that the limits of construction have been properly defined, i.e., marked and fenced, are readily identifiable and are not encroaching on the existing or proposed conservation areas that will be established by this HCP.
e. The Biological Monitor(s) shall be responsible for ensuring that the approved limits of grading are not exceeded, that the fencing delineating the limits of construction is maintained, and that the contractor adheres to the other provisions set forth in this Section.
f. The Biological Monitor will visit the site at least a twice weekly during project construction.
g. The monitor(s), in cooperation with the onsite construction manager(s), shall have the authority to halt construction activities in the event that these provisions are not met.
h. The monitor(s) shall submit a report to the City's Development Services Department at the end of the month during each month of construction documenting the implementation of all grading and construction minimization measures.
i. If construction results in encroachment on existing or proposed conservation areas, the City will report the encroachment to the USFWS within 24 hours after receiving the monthly report.

BIO-2 The City of Colton will retain a qualified Biological Monitor for any repair, operations or maintenance, or emergency activities resulting in disturbance to occupied or potentially suitable DSF habitat. Biological Monitors for these activities will be subject to the same experience, approval and reporting requirements as for construction.

BIO-3 Worker Environmental Awareness Program. All contractors and city employees who may work in areas containing occupied or potential DSF habitat will attend a worker environmental awareness program (WEAP) conducted by a biological monitor familiar with the species, to ensure that they are informed of the sensitivity of conserved areas and all applicable avoidance and minimization requirements to ensure conformity with all applicable provisions of the HCP Section 5.3, General Measures to Avoid/Minimize Impacts. The Biological Monitor will present information on the life history, ecology, legal and conservation status of the DSF and potential penalties that could occur as a result of violations of the endangered species Act. The importance and significance of the associated HCP and incidental take permit to the City of Colton will be emphasized. Personnel will be required to sign and date a form indicating that they have attended the program and fully understand the conservation measures and agree to comply.

BIO-4 Control of Toxic Substances. During and after the construction of any Covered Project, the proper use and disposal of oil, gasoline, diesel fuel, antifreeze, and other toxic substances shall be restricted so as to avoid impacts to DSF and their habitat.

BIO-5 **Fire Prevention Equipment.** To extinguish small brush fires (e.g., from trucks or vehicles) shall be present on site during all phases of construction, along with personnel trained in the use of such equipment. Smoking shall be prohibited in construction areas adjacent to flammable vegetation.

BIO-6 **Controlled Access.** Prior to commencement of clearing or grading activities, areas of existing conservation and areas proposed for conservation shall be clearly marked by a Biological Monitor, and temporary fencing will be installed to prevent disturbance by construction vehicles. All movement of construction personnel, including ingress and egress of equipment and personnel shall be limited to designated construction zones. The temporary fencing will be removed upon completion of all construction activities and replaced with permanent fencing to protect conserved habitat. The Covered Project Proponent and its contractor(s)/subcontractor(s) shall be responsible for compensating at a ratio of 10:1 (acre offsite conservation/acre impact) from the Colton Dunes Conservation Bank or through a private purchase of suitable DSF habitat and a commitment to its long-term management for the disturbance of sensitive habitat outside of the approved limits of construction. Any restoration mandated for infringements outside the project footprint shall require a restoration plan approved by the City.

BIO-7 **Storage and Staging Areas.** No temporary storage or stockpiling of construction materials shall be allowed within conserved areas/habitat, and all staging areas for equipment and materials shall be located a minimum of 50 feet away from existing or proposed conserved habitat. Staging areas and construction sites shall be kept free of trash, refuse, and other waste; no waste dirt, rubble or trash shall be deposited within conserved habitat.

BIO-8 **Dust Control.** Active construction areas shall be watered regularly to control dust, and to minimize impacts to nearby habitats, especially sensitive species habitat adjacent to construction areas. If at any time, significant amounts of dust or material are determined by the monitoring biologist to be affecting conserved habitat, then corrective measures must be taken immediately.

BIO-9 **Lighting.** Night lighting shall be prohibited during the course of construction, unless absolutely necessary for safety and protection of property. If necessary, the lights must be shielded to minimize impacts to the surrounding habitat.

BIO-10 **Habitat Assessment.** The City of Colton and USFWS have already spent considerable time and money inventorying the suitability of DSF habitat within the CHCCSP project area boundaries. This information provided the basis for the Incidental Take analysis, as well as the proposed conservation measures. The following additional avoidance measures apply to the planning areas adjacent to the conservation areas. Planning areas 3, 6, 11, 14 and 18 as well as planning areas adjacent to the proposed cemetery conservation site (planning area 24) and the existing Hospital and Valley Blvd/Pepper Avenue conservation sites (planning area 23). Planning Area 14 is designated as ~~Open Space/Park~~ RES-MU, but the intent of the Habitat Conservation Plan is that it be used as a transition area between planning areas 11 and 18 and may be left in a natural state.

a. The City of Colton will fence all conservation areas to limit access. Educational signage will be posted with information regarding the Colton Dunes natural community and DSF.
b. Permanent lighting in developed areas adjacent to DSF conservation areas/habitat will be shielded to minimize impacts to DSF and other wildlife.
c. Project applicants will be given a map clearly delineating DSF existing or proposed conservation areas in proximity to their project site.
d. Project applicants will be responsible for clearly defining their project boundaries, i.e., marking and fencing, and designating the ingress and egress routes and demonstrating to the City of Colton that no impacts will occur to existing or proposed DSF conservation areas.
e. All incidences of damage to DSF habitat not approved for development under the HCP will be reported within 24 hours to USFWS for their evaluation and recommendations for compensation, including the following:
f. Any damage or loss of 0.25 acre or more of DSF habitat within existing or proposed conservation areas by the applicant or construction crews or contractors working for the applicant will be mitigated in the Colton Dunes Conservation Bank at a 5:1 ratio with the minimum compensation being 1-acre.

g. Additionally, all damaged DSF habitat will be fully restored at the applicant's expense. A restoration plan will be developed for the review and approval of the City of Colton and the Service. It will include the following measures:
h. Berms or excavations created by equipment will be removed restoring the natural contour of the site. To the extent possible, displaced topsoil and native vegetation (even if crushed) will be placed back in the area of the disturbance.
i. Native seed will be collected from the surrounding area and seeded into the site after the topsoil and grubbed vegetation is placed on the site of the disturbance.
j. Weeds will be hand pulled or treated with an approved herbicide for two years in the growing season following the restoration.
k. Performance standards will be developed for the restoration and the site will be monitored by a biologist for a specified period to determine if they have been met.
l. Remediation actions will be specified in the restoration plan and taken in the event the performance standards are not met within the specified period.

BIO-11 The City of Colton is committed to the permanent protection and management of both the existing and proposed conservation areas in the HCP area. To achieve this maintenance, management and restoration of new conservation areas will be provided by the Riverside Land Conservancy (RLC) either separately or in concert with its management responsibilities for Colton Dune Conservation Bank located south of the I-10 Freeway, as defined below. In addition, the following restoration/enhancement efforts will be initiated at the proposed conservation site and fully documented in a Habitat Management Plan (HMP). The HMP shall include the preparation and submittal of an annual implementation report through year five (5) of the management program; then every three (3) years thereafter. Additional focused surveys will be conducted for DSF and other potentially occurring species by a qualified biologist at year three (3) and every three (3) years thereafter.

BIO-12 **Rough Step Process**. The City of Colton recognizes that it is required to ensure that progress towards assembling the 63.7-acre conservation area stays ahead of the total impacts allowed under the permit. These acres are located in planning areas 3, 6, 11 and 18. To ensure that this occurs, the City will acquire land, place a conservation easement over it and fund all management and monitoring during the first five (5) years and will include the management and monitoring costs in the City's annual budget process before grading permits are issued by the City to private developers or City Departments allowing ground disturbing activities to occur. Land will be acquired according to the following jump-start guideline and stay-ahead provision.

*Jump-Start Guideline***.** The City of Colton will either acquire the King-is-Coming site, 20.9 acres of occupied DSF habitat adjacent to the existing 4.5 acre Laing conservation site, or the 19.5 acres of occupied DSF habitat along San Bernardino Avenue West of the land bridge. Development within the HCP area will focus on the lower quality habitat areas with the exception of high quality DSF habitat identified for development in the HCP adjacent to the King-is-Coming site and bordering Pepper Avenue. Those areas will be allowed to develop immediately upon issuance of the incidental take permit for the HCP, signature of the implementing agreement, and acquisition and recording of a conservation easement on the first 20 acres of DSF habitat, as defined above.

Stay-Ahead Provision. During the first year after permit issuance, the City of Colton will be establishing its HCP management structure, collecting initial HCP fees, and actively pursuing land acquisition deals beyond the original 20.9-acre commitment as part of the Jump-Start requirement. To allow the City time for these start-up tasks to occur, the Stay-Ahead Provision will only apply after one (1) year of Plan implementation. After one (1) year, the City of Colton will need to demonstrate that its compliance with the Stay-Ahead Provision by the following methodology: The amount of DSF habitat acquired for conservation will exceed by 5 percent the amount of DSF habitat allowed to be developed. The HCP provides a listing of all parcels identified for development, current site conditions (developed vs. undeveloped), the type and acres of DSF habitat remaining on undeveloped portions of the parcel and conservation value of the identified DSF habitat. The amount of DSF habitat conserved and acquired will be measured both by number of acres of the habitat conserved or permitted for development multiplied by the following ratios based on quality of the habitat:

High Quality Habitat 1.15

Medium Quality Habitat 1.00
Low Quality Habitat 0.25

Thus, development or conservation of 5 acres of high quality DSF habitat will be recorded as 5.75 conservation debits or 5.75 conservation credits, respectively. The total accumulation of credits must exceed total debits at all times by at least 10 percent.

BIO-13 The following measures shall be implemented for burrowing owls:

- Pre-construction surveys for burrowing owl shall be conducted for individual projects proposed within the CHCCSP project area and if present the owls shall be passively re-located from the project site. The pre-construction survey for burrowing owls shall be conducted within 30 days of any ground disturbance activity of any project site in the project area.
- No disturbance shall occur within 50 meters of occupied burrows during the non-breeding season (September 1 - January 31) or within 75 meters during the breeding season (February 1 - August 31). Onsite passive relocation shall be implemented if avoidance requirements cannot be met. Offsite mitigation may be required if implementation of the project will result in less than 6.5 acres per bird or pair and such a plan must be approved by CDFW.
- Where applicable, seven days prior to the onset of construction activities for individual projects, a qualified biologist shall survey within the limits of project disturbance for the presence of any active raptor nests. Any nest found during survey efforts shall be mapped on the construction plans. If no active nests are found, no further mitigation would be required. Results of the surveys shall be provided to the CDFW.

BIO-14 The following measures shall be implemented for other avian species:

- Vegetation removal, clearing, and grading on development sites shall be performed outside of the avian breeding and nesting season (between February 1 and June 30), when feasible, to minimize the effects of these activities on breeding activities of migratory birds and other species. If clearing occurs during breeding season, a 30-day clearance survey for nesting birds shall be conducted. Any nest found during survey efforts shall be mapped on the construction plans. If no active nests are found, no further mitigation would be required. Results of the surveys shall be provided to the CDFG. If nesting activity is present at any nest site, the active site shall be protected until nesting activity has ended to ensure compliance with Section 3503.5 of the California Fish and Game Code.
- If nesting activity is present at any raptor nest site, the active site shall be protected until nesting activity has ended to ensure compliance with Section 3503.5 of the California Fish and Game Code. Nesting activity for raptors in the region of the project site normally occurs from February 1 to June 30. To protect any nest site, the following restrictions on construction are required between February 1 and June 30 (or until nests are no longer active as determined by a qualified biologist): (1) clearing limits shall be established a minimum of 300 feet in any direction from any occupied nest and (2) access and surveying shall not be allowed within 200 feet of any occupied nest. Any encroachment into the 300/200-foot buffer area around the known nest shall only be allowed if it is determined by a qualified biologist that the proposed activity shall not disturb the nest occupants. Construction during the nesting season can occur only at the sites if a qualified biologist has determined that fledglings have left the nest.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact With 2014 EIR Mitigation Incorporated.

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

Approved Project: The 2014 EIR concluded that no riparian or wetland habitat, nor other jurisdictional water features are located on the approved project site. The approved project area is located within the boundaries of the San Bernardino County Flood Control District, and portions of the approved project site drain to the Santa Ana River. The 2014 EIR specifies development in the approved project area would be required to meet the requirements of the Santa Ana Regional Water Quality Control Board (RWQCB) and the State Water Resources Control Board (SWRCB) such that impacts to the Santa Ana River relative to the approved project would be less than significant.

Revised Project: Since the revised project involves the same project footprint as the approved project, the revised project would also be subject to RWQCB and SWRCB requirements to avoid adversely impacting the Santa Ana River. Refer to Section 3.10, *Hydrology and Water Quality*, of this document for further discussion. The updated Biological Resources Records Search conducted for the revised project also concludes that the CHCCSP area is devoid of protected aquatic features as designated by the United States Geological Survey (USGS); refer to Appendix B. Therefore, consistent with the 2014 EIR, impacts from implementation of the revised project would be less than significant.

Certified 2014 EIR Mitigation Measures: No mitigation measures were required in the 2014 EIR.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

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

Approved Project: Refer to Response 3.4(b). Impacts would be less than significant.

Revised Project: The updated Biological Resources Records Search conducted for the revised project also concludes that the CHCCSP area is devoid of protected aquatic features; refer to Appendix B. Therefore, consistent with the 2014 EIR, impacts from implementation of the revised project would be less than significant.

Certified 2014 EIR Mitigation Measures: No mitigation measures were required in the 2014 EIR.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

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

Approved Project: According to the 2014 EIR, development associated with the approved project has the potential to negatively impact wildlife nursery sites, including burrowing owl and other nesting bird species. The 2014 EIR determined that compliance with 2014 EIR Mitigation Measures BIO-13 and BIO-14 would reduce impacts to these species to less than significant. Although the CHCCSP area has several acres of vacant land, it is not a wildlife corridor due to urban surroundings, including residential areas to the north and the proximity of the Interstate 10 (I-10) Freeway to the south. The approved project site would not provide east-west or north-south movement due to existing urbanization. Therefore, the 2014 EIR determined that the approved project site would not provide a wildlife corridor integral in providing regional connectivity to other similar habitats and impacts were determined to be less than significant.

Revised Project: The revised project site involves the same project footprint analyzed in the 2014 EIR. Existing conditions relative to migratory wildlife corridors remain similar to the conditions described in the 2014 EIR. Like the approved project, future development under the revised project would be subject to 2014 EIR Mitigation Measures BIO-13 and BIO-14. Therefore, the revised project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species. Impacts on native resident or migratory fish would be less than significant with 2014 EIR mitigation incorporated.

Certified 2014 EIR Mitigation Measures: Refer to Mitigation Measures BIO-13 and BIO-14.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact With 2014 EIR Mitigation Incorporated.

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

Approved Project: According to the 2014 EIR, there were no local policies or ordinances protecting biological resources that were applied to the approved project area at the time of analysis. Therefore, the 2014 EIR determined that this impact was less than significant.

Revised Project: Since the time of the 2014 analysis, the City has developed a local ordinance relative to tree protection. Specifically, Title 12, Chapter 12.20 *Trees and Shrubs* of the Colton Municipal Code outlines guidelines for the protection, removal, and preservation of trees. "Protected tree" means a native, specimen, heritage-eligible, mature (except for the trees in RS or RM-12 zones), or public tree. Most of the guidelines pertain to trees on public property; however, the code provides several guidelines for trees on private property that contain a City easement. None of the 17 parcels identified for the project are considered public property or include City easements, thus, the City's local tree protection ordinance is not likely to apply to future development activities. Impacts to protected trees within the revised project area would remain less than significant in this regard.

Certified 2014 EIR Mitigation Measures: No mitigation measures were required in the 2014 EIR.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

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

Approved Project: According to the 2014 EIR, there were no adopted habitat management or conservation plans that applied to the approved project area at the time of analysis. The West Valley HCP was being prepared at the time, specifically to fulfill the requirements of an ITP for impacts to DSF habitat. Therefore, the 2014 EIR did not identify any potential impacts.

Revised Project: The revised project does not lie within the boundaries of any approved Habitat Conservation Plan (HCP) and/or Natural Community Conservation Plan (NCCP) and would have no impact on any such plans. At the time of this writing, the West Valley HCP is not identified as an approved NCCP by the California Department of Fish and Wildlife.[6] No impact would occur in this regard.

Certified 2014 EIR Mitigation Measures: No mitigation measures were required in the 2014 EIR.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: No Impact.

[6] California Department of Fish and Wildlife, *Summary of Natural Community Conservation Plans (NCCPs)*, October 2023.

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3.5 CULTURAL RESOURCES

This section corresponds with the 2014 EIR *Section 4.5, Cultural Resources*. In addition, an updated *California Historic Resources Information System (CHRIS) Records Search* (Cultural Records Search) was prepared by Michael Baker International (dated February 2025); refer to Appendix C, *Cultural Records Search*.

Would the project:

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

Approved Project: According to the 2014 EIR, record searches conducted in 2008 and 2013 for the approved project area identified two formally recorded resources (a historic age power transmission line ROW and one prehistoric, isolated resource, described as a smooth pebble), and two pending resources (one comprised of prehistoric scattered lithic debitage fashioned from chert, and one comprised of prehistoric lithic debitage and a possible chunk of chalcedony). One of these resources was determined to be insignificant pursuant to CEQA. A pedestrian survey in 2012/2013 recorded three previously undocumented historic age resources: a historic age power transmission line ROW depicted on archival topographic maps dating 1942; Colton Recreational Lake, this resource includes the remains of structures, features, and ornamental vegetation aged at least 47 years; and ornamental vegetation associated with the Hermosa Gardens Cemetery and present since at least 1930. Impacts to historical and archaeological resources were found to be less than significant with mitigation incorporated, as future development would be subject to Mitigation Measures CR-1 through CR-3, which requires future development to undergo a site-specific records search, a Phase I Cultural Resources Study, and procedures for discovery of unearthed cultural resources.

Revised Project: A CHRIS Records Search was conducted by Michael Baker International at the South Central Coastal Information Center in 2025; refer to Appendix C. The records search did not identify any new resources in the CHCCSP area compared to the 2014 EIR. The revised project is located on the same footprint as the approved project. Further, the project would be subject to 2014 EIR Mitigation Measures CR-1 through CR-3 which require future development to undergo a site-specific records search, a Phase I Cultural Resources Study, and procedures for discovery of unearthed cultural resources. Therefore, it is not anticipated that the revised project would have a significant impact on historical resources and no mitigation is required.

Certified 2014 EIR Mitigation Measures: The 2014 EIR includes mitigation measures to reduce potential impacts to cultural resources. The following measures from the 2014 EIR are applicable to the revised project:

CR-1 Site-specific Records Search - Prior to project-level ground-disturbing activities within the CHCCSP project area, a project site-specific records search at the Archaeological Information Center must be completed to determine if the project site has been subjected to a professional survey. If a current cultural resources report addressing potential impacts on cultural resources is available, the City/applicant will implement the mitigation measures provided within the report. Otherwise, mitigation measures CR-2 and CR-3 must be implemented during the City's application review process.

CR-2 Phase I Cultural Resources Study - In the event that a current and valid report is not available or if the entirety of the project-level site has not been professionally surveyed (see MM CR-1), a Phase I Cultural Resources Survey study shall be completed by a qualified cultural resource professional. If the Phase I study detects built-environment resources (buildings or structures aged 45 years old or older), and construction or implementation of the proposed project will either disturb or destroy such buildings or affect their historic setting, then a cultural resource professional who minimally meets the Secretary of the Interior's Professional Qualifications Standards for Architectural History will be contracted to determine if the project may cause a substantial adverse change in the significance of a built environment historical resource as defined in Section 15064.5 of the CEQA Guidelines. The City/applicant will be responsible for implementing the methods for eliminating or substantially reducing impacts on historical resources identified in the technical report. Such methods could include, but are not limited to, written and photographic recordation of the resource in accordance with the level of Historic American Building Survey documentation that is appropriate to the significance (federal, state, local) of the resource. In the event that known or previously undetected archaeological resources are identified during the Phase I study then such

resources must be recorded or updated onto Department of Parks and Recreation (DPR) 523 forms in accordance with all applicable regulations. In addition, any addressed resources must be evaluated for significance and eligibility for inclusion in all applicable registers of significant resources. This evaluation will be undertaken by a cultural resource professional who minimally meets the Secretary of the Interior's Professional Qualifications Standards for Archaeology. In the event that such resources are found to be archaeological resources pursuant to CEQA, potential adverse impacts must be analyzed as stated in PRC Sections 21084.1 and 21083.2(1), and appropriate measures must be generated to avoid or substantially reduce potential impacts on archaeological resources as necessary. The City/applicant will be responsible for implementing the methods for eliminating or substantially reducing impacts on resources identified in the technical report. Such methods could include, but are not limited to, subsurface testing or excavation of archaeological resources and/or construction monitoring by a qualified professional and, if necessary, appropriate Native American monitors as identified through an information-seeping process and/or by the Native American Heritage Commission.

CR-3 Procedure for Unintentional Disturbance of Cultural Resources. If subsurface cultural resources are encountered during project-level implementation, or if evidence of an archaeological site or other suspected historic resources are encountered, all ground-disturbing activity will cease within 100 feet of the resource. A qualified archaeologist will be retained by the City/applicant to assess the find, and to determine whether the resource requires further study. Potentially significant cultural resources could consist of, but are not limited to, stone, bone, fossils, wood or shell artifacts or features, including structural remains, historic dumpsites, hearths and middens. Midden features are characterized by darkened soil, and could conceal material remains, including worked stone, fired clay vessels, faunal bone, hearths, storage pits, or burials and special attention should always be paid to uncharacteristic soil color changes. Any previously undiscovered resources found during construction should be recorded on appropriate Department of Parks and Recreation (DPR) 523 forms and evaluated by a qualified archaeologist retained by the City/applicant for significance under all applicable regulatory criteria. No further grading will occur in the area of the discovery until the City (CEQA Lead Agency) approves the measures to protect the resources. Any archaeological artifacts recovered as a result of mitigation will be donated to a qualified scientific institution approved by the City (CEQA Lead Agency) where they would be afforded long-term preservation to allow future scientific study.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact with 2014 EIR Mitigation Incorporated.

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

Approved Project: Refer to Response 3.5(a) above. As previously mentioned, the 2014 EIR determined none of the known resources in the project area would be affected as a result of approved project implementation. Impacts to archaeological resources were found to be less than significant with incorporation of 2014 EIR Mitigation Measures CR-1 through CR-3.

Revised Project: The CHRIS records search for the revised project did not yield any new historic resources in the CHCCSP area. The revised project would be located on the same project footprint as analyzed by the 2014 EIR. Mitigation Measures CR-1 through CR-3, which require a site-specific cultural resources analysis, the 2014 EIR would also apply to the revised project, and impacts would be reduced to a less than significant level. Impacts in this regard would not be greater than previously analyzed in the 2014 EIR.

Certified 2014 EIR Mitigation Measures: Refer to Mitigation Measures CR-1 through CR-3.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact With 2014 EIR Mitigation Incorporated.

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

Approved Project: Based on the 2014 EIR, no available information suggests that human remains may occur on the project site. If human remains are found, work in the affected area would be halted immediately and the San Bernardino County Coroner's Office would be notified in accordance with State and local laws including the California Health and Safety Code Section 7050.5. Compliance with this requirement, and the provisions of 2014 EIR Mitigation Measure CR-5, would ensure that impacts are less than significant.

Revised Project: The revised project would be located on the same project footprint as analyzed by the 2014 EIR. Like the approved project, impacts related to inadvertent discovery of human remains would be reduced through compliance with State and local laws such as California Health and Safety Code Section 7050.5; refer to 2014 EIR Mitigation Measure CR-5. Thus, development of the revised project would not result in greater impacts than previously analyzed in the 2014 EIR.

Certified 2014 EIR Mitigation Measures: The 2014 EIR includes mitigation measures to reduce potential impacts to cultural resources. The following measures from the 2014 EIR are applicable to the revised project:

CR-5 In the event of an accidental discovery or recognition of any human remains, PRC §5097.98 must be followed. In this instance, once project-related earthmoving begins and if there is accidental discovery or recognition of any human remains in any location other than a dedicated cemetery, the following steps shall be taken:

- There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the County Coroner is contacted to determine if the remains are Native American and if an investigation of the cause of death is required. If the coroner determines the remains to be Native American, then the coroner shall contact the NAHC within 24 hours, and the NAHC shall identify the person or persons it believes to be the "most likely descendant" of the deceased Native American. The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in PRC §5097.98, or
- Where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity either in accordance with the recommendations of the most likely descendant or on the property in a location not subject to further subsurface disturbance:
    - The NAHC is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 24 hours after being notified by the commission,
    - The descendant identified fails to make a recommendation; or
    - The landowner or his authorized representative rejects the recommendation of the descendant, and the mediation by the NAHC fails to provide measures acceptable to the landowner.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact With 2014 EIR Mitigation Incorporated.

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3.6 ENERGY

This section corresponds with 2014 EIR Section 4.16, *Utilities and Service System*. in which the electricity and natural gas consumption was calculated.

Would the project:

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

Approved Project: The 2014 EIR did not include an individual energy impact assessment section because the document pre-dates the updates that occurred to the CEQA Appendix G checklist in 2019 which includes the addition of an Energy subsection. However, CEQA Appendix F required an energy analysis when the 2014 EIR was prepared, and therefore the 2014 EIR analyzed potential energy impacts in Section 4.16, *Utilities and Service Systems*. According to the 2014 EIR, the approved project would increase demand for electricity and natural gas during operation. However, by adhering to the California Green Standards and other requirements of Title 24, new developments in the approved project area would not have significant impact on energy.

Revised Project:

The revised project would implement Program 10 from the adopted 6th Cycle Housing Element, resulting in the rezoning of at least 34 acres across 17 retail parcels via the upzoning to allow or a density of up to 40 units per acre. The rezone would ensure the City has the appropriate zoning in place to achieve its regional housing needs allocation (RHNA) requirement and a 20 percent buffer as outlined in the Housing Element. The revised project would rezone 132 single family detached dwelling units, 809,672-square-feet Shopping Center, 204,558-square-feet Office, 17.61-acre Business Park, and 4.51-acre Open Space/Park to 3,105 multi-family dwelling units, 119,567-square-feet Business Park, and 348,567-square-feet Shopping Center on Planning Areas (PAs) 7, 8, 9, 12, 14, 15, 16, and 19.[7] According to *Colton Hub City Centre Specific Plan Amendment – Trip Generation Assessment* (Trip Generation Assessment), prepared by Michael Baker International, dated May 8, 2025, PAs 7, 8, 9, 12, 14, 15, 16, and 19 of the approved project would generate 36,820 trips per day and the rezoning area under the revised project would generate 33,946 trip per day, which would result in a net reduction of 2,874 trips per day.

Construction

The analysis of impacts related to energy use considers construction and operations of a project. Fossil fuels would be used for construction vehicles and other energy-consuming equipment during construction of the revised project. Construction of future development in accordance with the revised project would result in on-road (automotive) fuel consumption associated with construction vehicle trips and off-road fuel consumption associated with construction equipment usage. Typically, construction equipment fuel consumption is estimated from the revised project's construction equipment, timing/phasing, and hours of duration for construction equipment as modeled in CalEEMod. Nonetheless, because implementation of the revised project does not propose any specific development, construction-related fuel consumption that may occur at any one time at any scale is speculative and cannot be accurately determined at this stage of the planning process. As such, construction-related fuel consumption was not quantified.

Typically, fuel consumed during construction would be temporary and would not represent a significant demand on energy resources. In addition, some incidental energy conservation would occur during construction through compliance with State requirements that equipment not in use for more than five minutes be turned off. Construction equipment would also be required to comply with the latest U.S. Environmental Protection Agency (EPA) and California Air Resources Board (CARB) engine emissions standards. These emissions standards require highly efficient combustion systems that maximize fuel efficiency and reduce unnecessary fuel consumption. Due to increasing transportation costs and fuel prices, contractors and owners have a strong financial incentive to avoid

[7] To directly assess the change in trips forecast to be generated by the revised project, the trip generation memorandum included an identical Planning Area comparison boundary as the 2014 EIR. For the purposes of the Air Quality, Energy, Greenhouse Gas, Nosie, and Traffic technical studies, this included the entirety of Planning Areas 7, 8, 9, 12, 14, 15, 16A, 16B, 19A, and 19B. As a result, the Air Quality, Energy, Greenhouse Gas, Noise, and Traffic technical studies assumed a more conservative (greater) buildout than identified in Section 1.5, *Project Description*.

wasteful, inefficient, and unnecessary consumption of energy during construction. There is growing recognition among developers and retailers that sustainable construction is not prohibitively expensive, and that there is a significant cost-savings potential in green building practices and materials. Further, the revised project-related incremental increase in the use of energy bound in construction materials, such as asphalt, steel, concrete, pipes and manufactured or processed materials (e.g., lumber and gas), would not substantially increase demand for energy compared to overall local and regional demand for construction materials.

Construction fuel use is temporary and would cease upon completion of construction activities. There are no unusual project characteristics that would necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in the region or State. Additionally, construction contractors would be required to comply with the provisions of California Code of Regulations Title 13, Sections 2449 and 2485, which prohibit diesel-fueled commercial motor vehicles and off-road diesel vehicles from idling for more than five minutes and would minimize unnecessary fuel consumption. Construction equipment would be subject to the EPA Construction Equipment Fuel Efficiency Standard, which would also minimize inefficient, wasteful, or unnecessary fuel consumption. Furthermore, per applicable regulatory requirements, such as the current CALGreen, future development in accordance with the revised project would comply with construction waste management practices to divert a minimum of 65 percent of construction debris.

The 2014 EIR did not include an energy consumption analysis during construction. However, as discussed in Response 3.3(c), the overall scale and duration of construction activities under the revised project would be comparable to those of the approved project. Although the types of construction activities may differ (with the revised project emphasizing more residential development and less commercial construction), the total fuel consumption is not expected to increase significantly. Instead, the revised project would involve different construction processes that utilize fuel in similar quantities, although through different equipment types or construction phases. In addition, due to ongoing advancements in construction technology and the implementation of stricter fuel efficiency and emissions regulations since 2014, the revised project is expected to use more energy-efficient equipment and cleaner-burning fuels. As a result, the construction-related fuel consumption would not be more inefficient, wasteful, or unnecessary than that of the approved project or other comparable developments. Overall, the revised project would not result in a new significant environmental effect or substantial increase in the severity of a previously identified significant environmental effect as compared to the conclusions of 2014 EIR.

Operation

This analysis focuses on three sources of energy that are relevant to the revised project: electricity, natural gas, and transportation fuel for vehicle trips associated with revised project operations. The analysis of operational energy usage is based on the CalEEMod modeling results for the revised project; refer to Appendix A. The revised project's estimated electricity and natural gas consumption is based primarily on CalEEMod's default settings for San Bernardino County and consumption factors provided by City of Colton Electric Utility (CEU) and Southern California Gas Company (SoCalGas), the electricity and natural gas providers for the City and the Specific Plan area, respectively. The amount of operational fuel consumption was estimated using the revised project's annual vehicle miles traveled (VMT) as modeled in CalEEMod, and CARB Emissions Factor 2021 (EMFAC2021) website platform, which provides typical fuel efficiency for the County. The year of 2025 was used as the buildout (operational) year of the revised project as this is the year this Addendum is prepared, and it would be the most conservative assumption as technologies improving and regulations strengthening. The revised project's estimated operational energy consumption is summarized in Table 3-7.

The revised project would consume 6,276 MWh less electricity and 333,691 gallons less operational fuel than the land uses proposed under the approved project for PAs 7, 8, 9, 12, 14, 15, 16, and 19. However, the revised project would consume 145,013 therms more natural gas compared to the land uses proposed in the approved project for the same Planning Areas due to the increased number of proposed residential units. PAs 7, 8, 9, 12, 14, 15, 16, and 19 of the revised project's annual electricity and natural gas usage would result in a 0.1176 percent over the County's typical annual electricity usage and a 0.0891 percent over the County's typical annual natural usage, respectively. Furthermore, PAs 7, 8, 9, 12, 14, 15, 16, and 19 of the revised project's increase of operational vehicle fuel consumption would increase the County's consumption by 0.8718 percent. Overall, although the revised project would result in an increase in natural gas usage, the consumption is a nominal increase of one percent or less compared to the regional consumption.

TABLE 3-7: ENERGY CONSUMPTION

Energy Type	Project Annual Energy Consumption	San Bernadino County Annual Energy Consumption	Percentage Increase Countywide
Approved Project Planning Areas 7, 8, 9, 12, 14, 15, 16, and 19			
Electricity Consumption[1] (MWh)	25,838	16,629,614	0.1554%
Natural Gas Consumption[1] (therms)	355,657	562,123,065	0.0633%
Operational Automotive (on-road) Fuel Consumption[2] (Gallon)[2]	10,814,862	1,202,311,122	0.8995%
Revised Project Planning Areas 7, 8, 9, 12, 14, 15, 16, and 19			
Electricity Consumption[1] (MWh)	19,563	16,629,614	0.1176%
Natural Gas Consumption[1] (therms)	500,670	562,123,065	0.0891%
Operational Automotive (on-road) Fuel Consumption[2] (Gallon)[2]	10,481,170	1,202,311,122	0.8718%
Net Change			
Electricity Consumption[1] (MWh)	-6,276	16,629,614	-0.0377%
Natural Gas Consumption[1] (therms)	145,013	562,123,065	0.0258%
Operational Automotive (on-road) Fuel Consumption[2] (Gallon)[2]	-333,692	1,202,311,122	-0.0278%

Notes:

1. Modified project electricity and natural gas consumptions as modeled in California Emissions Estimator Model (CalEEMod) computer model provided in Appendix A. Fuel consumption calculated based on CalEEMod results.
   The revised project's increases in electricity and natural gas consumption are compared to the total consumption in San Bernadino County in 2022, the latest year with available data.
   San Bernadino County electricity consumption data source: California Energy Commission, Electricity Consumption by County, http://www.ecdms.energy.ca.gov/elecbycounty.aspx, accessed February 27, 2025.
   San Bernadino County natural gas consumption data source: California Energy Commission, Natural Gas Consumption by County, https://ecdms.energy.ca.gov/gasbycounty.aspx, accessed February 27, 2025.
2. The percentage increases in on-road fuel consumption are compared with the projected Countywide on-road fuel consumption in 2025 (the assumed first year of operation based on CalEEMod). Countywide on-road fuel consumption is from CARB EMFAC2021.

Source: Refer to Appendix A.

Transportation Energy Demands

Annual vehicular trips and related VMT generated by the operation of PAs 7, 8, 9, 12, 14, 15, 16, and 19 of the revised project would result in 187,927,549 annual VMT and a fuel demand of 10,481,170 gallons per year during operations, which is 6,218,511 fewer annual VMT and 333,692 gallons of fuel demand compared to land uses proposed under the approved project; refer to Appendix A.

Fuel would be consumed by current and future vendors. Trip generation and VMT generated by the revised project are consistent with other land uses of similar scale and configuration previously contemplated in the Specific Plan. As such, operations of future development in accordance with the revised project would not result in excessive and wasteful vehicle trips and VMT, nor excess and wasteful vehicle energy consumption compared to other similar land uses. It should be noted that the State strategy for the transportation sector for medium- and heavy-duty trucks is focused on making trucks more efficient and expediting truck turnover rather than reducing VMT from trucks. This contrasts with the passenger vehicle component of the transportation sector where both per-capita VMT reductions and an increase in vehicle efficiency are forecasted to be needed to achieve the overall State emissions reductions goals.

Heavy-duty trucks involved in goods movements are generally controlled on the technology side and through fleet turnover of older trucks and engines to newer and cleaner trucks and engines. The first battery-electric heavy-heavy duty trucks are being tested in 2025, and South Coast Air Quality Management District (SCAQMD) is looking to integrate this new technology into large-scale truck operations. Enhanced fuel economies realized pursuant to federal and State regulatory actions, and related transition of vehicles to alternative energy sources (e.g., electricity, natural gas, biofuels, hydrogen cells) would likely decrease future gasoline and diesel fuel demands per VMT. The close proximity of the revised project to regional and local roadway systems tends to reduce VMT within the region, acting to reduce regional vehicle energy demands. Therefore, fuel consumption associated with vehicle trips generated by the revised project would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region. Further, as indicated in Table 3-7, PAs 7, 8, 9, 12, 14, 15, 16, and 19 of the revised project's operational automotive transportation is estimated to consume approximately 10,481,170 gallons of fuel per year, which are 333,692 gallons fewer than land uses propose under the approved project. This increase compared to countywide consumption would account for 0.1554 percent of the County's forecasted annual consumption of fuel for the buildout year of 2025. As such, the revised project would account for a nominal increase of one percent or less of the forecast annual operational automotive fuel consumption for the County and a decrease compared to the land uses proposed in the approved project, thus, would have a nominal effect on the local and regional energy supplies. The revised project does not propose any unusual features that would result in excessive long-term operational fuel consumption.

Building Energy Demand

The California Energy Commission (CEC) developed 2024 to 2040 forecasts for energy consumption and peak demand in support of the *2023 Integrated Energy Policy Report* (2023 IEPR) for each of the major electricity and natural gas planning areas and the State based on economic and demographic growth projections. CEC forecasted baseline electricity consumption grows at a rate of about 1.7 percent annually through 2040.[8] The natural gas consumption grows at a rate of about 0.2 percent annually through 2035.[9]

As shown in Table 3-7, the revised project would result in an increase in natural gas consumption and a decrease in electricity consumption. PAs 7, 8, 9, 12, 14, 15, 16, and 19 of the revised project's operational energy consumption at full buildout would result in an annual electricity and natural gas consumption of 19,563 MWh and 500,670 therms, respectively. Table 3-7 also shows the increase of operational energy consumption would result in an approximately 0.1176 percent increase in electricity consumption and approximately 0.0891 percent increase in natural gas consumption over the current Countywide usage. Even though the revised project would result in an increase of natural gas consumption over land uses proposed under the approved project, the energy consumption would be significantly below the CEC's forecasts and the current Countywide usage. Overall, the revised project would be consistent with the CEC's energy consumption forecasts and would not require additional energy capacity or supplies. The revised project would also consume energy during the same time periods as other surrounding developments. As a result, the revised project would not result in a unique or more intensive peak or base period energy demand.

Future development in accordance with the revised project would be subject to project-specific and site-specific discretionary approvals (including separate CEQA review) on a case-by-case basis to ensure that development occurs in a logical manner consistent with the Specific Plan and any energy impacts during operations are analyzed and mitigated, if applicable. Any future development would also be required to comply with the most current and applicable version of the Building Energy Efficiency Standards (commonly known as Title 24), which provides minimum efficiency standards related to various building features such as appliances, water and space heating and cooling equipment, building insulation and roofing, and lighting. The revised project would also comply with CALGreen pertaining to the installation of EV charging stations. Compliance with the most current and applicable Title 24 standards significantly reduces energy usage. Furthermore, CEU is subject to California's RPS which requires investor-owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 60 percent of total procurement by 2030 and 100 percent of total procurement by 2045. Renewable energy is generally defined as energy that comes from resources which are naturally replenished within a human timescale such as sunlight, wind, tides, waves, and geothermal heat. The increase in reliance of such

[8] California Energy Commission, *2023 Integrated Energy Policy Report, page 130*, July 14, 2024.

[9] Based on the *2023 Integrated Energy Policy Report*, the gas forecast is updated every two years, in odd years. As such, the natural gas consumption shown here is based on the California Energy Commission, *Final 2022 Integrated Energy Policy Report Update, page 140*, May 10, 2023.

energy resources further ensures that new development projects will not result in the waste of the finite energy resources. Overall, the revised project would ensure energy consumption to be kept to a minimum through these components.

Based on the analysis above, the revised project would not cause wasteful, inefficient, and unnecessary consumption of building energy during revised project operation or preempt future energy development or future energy conservation. As such, impacts resulting from the revised project would be less than significant. Overall, the revised project would not result in a new significant environmental effect or substantial increase in the severity of a previously identified significant environmental effect as compared to the conclusions of 2014 EIR.

Certified 2014 EIR Mitigation Measures: No mitigation measures were proposed in regard to energy consumption.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

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

Approved Project: The 2014 EIR did not include an individual energy impact assessment section analyzing consistency with energy plans because the document pre-dates the updates that occurred to the CEQA Appendix G checklist in 2019, including the addition of an Energy subsection.

Revised Project: As discussed above, the state's electricity grid is transitioning to renewable energy under California's RPS Program. Renewable sources of electricity include wind, small hydropower, solar, geothermal, biomass, and biogas. In general, California has RPS requirements of 33 percent renewable energy by 2020 (SB X1-2), 40 percent by 2024 (SB 350), 50 percent by 2026 (SB 100), 60 percent by 2030 (SB 100), and 100 percent by 2045 (SB 100). SB 100 also establishes RPS requirements for publicly owned utilities that consist of 44 percent renewable energy by 2024, 52 percent by 2027, and 60 percent by 2030. The statewide RPS requirements do not directly apply to individual development projects, but to utilities and energy providers such as CEU, whose compliance with RPS requirements would contribute to the State of California objective of transitioning to renewable energy.

Future development accommodated under the revised project would comply with the current and future iterations of the Title 24 and CALGreen. Therefore, implementation of the revised project would not conflict with or obstruct implementation of California's RPS program, or any other State or local energy plans. Impacts would be less than significant in this regard. Overall, the revised project would not result in a new significant environmental effect or substantial increase in the severity of a previously identified significant environmental effect as compared to the conclusions of 2014 EIR.

Certified 2014 EIR Mitigation Measures: No mitigation measures were proposed in regard to energy consumption.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

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3.7 GEOLOGY AND SOILS

This section corresponds with 2014 EIR Section 4.5, *Cultural Resources*, and 4.6, *Geology and Soils.*

Would the project:

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

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on substantial evidence of a known fault;

Approved Project: According to the 2014 EIR, the CHCCSP is not located within an earthquake fault zone. Additionally, no surface ruptures were encountered during a trench analysis performed in 1991. Thus, as concluded in the 2014 EIR, the potential for fault surface rupture across the approved project area is extremely low, and development of the approved project site would not cause adverse effects relative to the rupture of a known earthquake fault. Nonetheless, the 2014 EIR includes Mitigation Measures GEO-1 through GEO-6 to reduce impacts to less than significant levels.

Revised Project: The revised project involves the same project footprint as analyzed in the 2014 EIR. As discussed above, the potential for fault rupture at the site is considered low. Although no active faults surround the project site, future development as part of the revised project would be required to comply with the requirements of the Alquist-Priolo Earthquake Fault Zoning Act, as well as with the most recent edition of the California Building Code (CBC), which includes specific design measures intended to maximize structural stability in the event of an earthquake.

Future development would be required to conform with the seismic building regulations contained in these sections of the Colton Municipal Code. Title 15, *Buildings and Construction*, of the Colton Municipal Code includes specific requirements for grading plans and building plans, which are reviewed by a building official prior to approval. Future development under the revised project would also be subject to 2014 EIR Mitigation Measures GEO-1 through GEO-6 to reduce impacts to less than significant levels. Therefore, similar to the approved project, the revised project would have a less than significant impact with mitigation.

Certified 2014 EIR Mitigation Measures: The 2014 EIR includes mitigation measures to reduce potential geology and soils impacts. The following measures from the 2014 EIR are applicable to the revised project.

GEO-1 Final grading plans for individual development projects proposed within the CHCC project area shall be reviewed by a professional geologist to determine whether additional geotechnical studies (possibly including supplemental subsurface investigation, soil expansion potential, ground failure, differential settlement, and geotechnical analysis) may be necessary to provide detailed recommendations that are appropriate for the grading and construction proposed for the types of development projects being proposed (e.g. single family residential, retail commercial, office buildings).

GEO-2 **Removal of Undocumented Fill.** Where encountered during future grading at project development sites, these materials shall be excavated and replaced as properly compacted fill. These surficial fills vary in age and depth, and likely exist across much of the CHCC project area to various extents, including but not limited to the abandoned air strip, abandoned reservoir, and within the golf course. Debris such as pieces of asphalt, concrete, plant matter should be removed from the artificial fill during future grading within the property.

GEO-3 **Re-evaluation of Documented Fill.** Although not confirmed during the geotechnical due diligence assessment, it is possible that the artificial fill associated with the numerous vacant cut and fill pads within the project area (both in developed and undeveloped areas) were tested and documented during placement. Exhibit 4.6-5 shows the areas of the site containing vacant fill pads. Whether this is the case or not, it would be prudent to perform a geotechnical subsurface investigation in these areas to evaluate these fill soils if these pads are to be utilized for structural improvements. In addition, it is currently unknown whether or not these pads represent cut pads in structural late Pleistocene sediments, or documented fill pads. Fills and cuts also will likely occur associated with existing structures. Evaluation of these soils shall be considered for future proposed development on a project-by-project basis.

GEO-4 Over-excavation of Near-Surface Soils. The project area contains relatively loose soils in the near surface across most of the undeveloped portions of the project area including the vacant cut-fill pads. These loose soils are associated with historic human activity (dumping, minor grading): wind-blown sands, erosion, and near surface weathering. Therefore, in areas where these materials will not be completely removed as a result of design grading, the applicant shall be required to overexcavate and recompact the near-surface alluvium to mitigate excessive settlement and removal of deleterious material to the satisfaction of the project geologist.

GEO-5 Cut/Fill Transitions. To mitigate the potential for differential settlement and to provide a relatively uniform bearing surface for proposed structures supported thereon, the cut portions of the building pads should be overexcavated and replaced as compacted fill.

GEO-6 Surface Stability of Existing Fill and Cut Slopes. Numerous small to medium- sized fill and cut slopes exist within the project area. Since onsite soils consist largely of granular, non-cohesive sands and possibly gravelly sands, the fill slopes may be subject to erosion and would require overexcavation and recompaction.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact With 2014 EIR Mitigation Incorporated.

ii) Strong seismic ground shaking?

Approved Project: The 2014 EIR concluded that the CHCCSP area would likely experience ground shaking from local and regional earthquakes during the life of the proposed development. Furthermore, it should be recognized that the southern California region is an area of moderate to high seismic risk and that it is not considered feasible to make structures totally resistant to seismic related hazards. Structures within the project area should be designed and constructed to resist the effects of seismic ground motions as provided in Sections 1626 through 1633 of the CBC. The method of design will be dependent on the seismic zoning, site characteristics, occupancy category, building configuration, type of structural system, and building height. To further reduce effects of strong seismic ground shaking, the 2014 EIR includes Mitigation Measures GEO-1 through GEO-6 to reduce impacts to less than significant levels.

Revised Project: The revised project would not result in greater impacts than previously analyzed in the 2014 EIR since the revised project would involve the same project footprint as the approved project. Future development under the revised project would also be subject to the existing seismic design requirements identified in 2014 EIR Mitigation Measures GEO-1 through GEO-6, the Colton Municipal Code, CBC, and Title 24 requirements as detailed above. Thus, impacts would remain less than significant with 2014 EIR mitigation incorporated.

Certified 2014 EIR Mitigation Measures: Refer to Mitigation Measures GEO-1 through GEO-6.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact With 2014 EIR Mitigation Incorporated.

iii) Seismic-related ground failure, including liquefaction?

Approved Project: The 2014 EIR concluded that the CHCCSP area is not located within a liquefaction zone. In addition, groundwater in the region is located at a depth of greater than 50 feet in which loose silts and sands are not expected to be encountered beneath the project area during rough grading operations. Therefore, the potential for liquefaction to occur within the project area is generally considered low.

Revised Project: The revised project would not result in greater impacts than previously analyzed in the 2014 EIR since the revised project would involve the same project footprint as the approved project. As stated, the project site is not located within a liquefaction hazard area. A less than significant impact would occur.

Certified 2014 EIR Mitigation Measures: No mitigation measures were required in the 2014 EIR.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

iv) Landslides?

Approved Project: According to the 2014 EIR, no evidence of the potential for landslides or soil instability exists in the CHCCSP area. The approved project site is located more than 10 miles south of the nearest geologic features that would cause landslide potential. Therefore, no potential exposure to future residents would occur.

Revised Project: The revised project involves the same project footprint as analyzed in the 2014 EIR. As a result, implementation of the revised project would not expose people or structures to seismic induced landslides.

Certified 2014 EIR Mitigation Measures: No mitigation measures were required in the 2014 EIR.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

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

Approved Project: As detailed in the 2014 EIR, the approved project area is characterized as an arid depositional environment comprised of loose soils, which could result in potential erosion and loss of topsoil. To minimize this, a series of Best Management Practices (BMPs) are outlined in Table 4.6-1 of the 2014 EIR, which contains a series of seismic related conditions and codes pursuant to Title 24 of the CBC, City Ordinances, Grading Requirements, and Building Codes, as well as National Pollutant Discharge Elimination System (NPDES) permitting requirements as outlined in Title 14, *Storm Drains and Floodplain Management* and Title 16, Chapter 16.72, *Grading and Erosion Control*, in the City of Colton Municipal Code. The implementation of BMPs would ensure that neither significant erosion, sedimentation, or other water quality degrading impacts would occur during construction.

Based on the 2014 EIR, project implementation would generate urban non-point pollutants that would enter the stormwater system. The approved project has the potential to discharge pollutants into the regional drainage system that leads to the Santa Ana River. The urban pollutants include motor oil, pesticides, detergents, animal waste, etc. into downstream waters. However, the approved project is not anticipated to discharge pollutants that would require pollution controls beyond those already implemented into the project required by the City. The approved project must comply with BMPs and pollutant discharge is required. Therefore, Mitigation Measures WQ-1 and WQ-2 would be implemented to ensure BMPs are successful. Refer to Section 3.10, *Hydrology and Water Quality*, for the applicable measures.

Revised Project: The revised project involves the same project footprint as analyzed in the 2014 EIR. Additionally, excavation activities associated with the revised project would not result in significant erosion impacts or loss of topsoil. To reduce impacts related to soil erosion and loss of topsoil, all demolition and construction activities would be subject to compliance with the most recent CBC. An erosion control plan would be implemented during inclement weather periods to reduce onsite erosion. In accordance with Clean Water Act and NPDES requirements, water erosion during construction would be minimized by limiting construction to dry weather, covering exposed excavated dirt during periods of rain, and protecting excavated areas from flooding with temporary berms. In addition, site preparation would be conducted in compliance with BMPs and state and local codes and requirements for erosion control, grading, and soil remediation.

Long-term operation of the revised project would not result in substantial soil erosion or loss of topsoil, following implementation of an approved landscape and irrigation plan, and with implementation of 2014 EIR Mitigation Measures WQ-1 and WQ-2, which are also applicable to the revised project. Potential impacts associated with erosion during construction and operation of the revised project would be less than significant with mitigation incorporated. In addition, the revised project would not result in greater impacts than previously analyzed in the 2014 EIR.

Certified 2014 EIR Mitigation Measures: Refer to Mitigation Measures WQ-1 and WQ-2.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact With 2014 EIR Mitigation Incorporated.

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

Approved Project: Refer to Response 3.7(a)(iii), 3.7(a)(iv), and 3.7(d) for a discussion concerning liquefaction, landslides, and collapse (from expansive soils), respectively. As stated in the 2014 EIR, the approved project site is not located in a geologic unit that has any known instability. The soil review associated with the 2014 EIR determined that the approved project site is underlain by young, unconsolidated, alluvial soils, making them susceptible to settlement, collapse, and subsidence due to their generally loose and dry nature. As detailed in the 2014 EIR, Geologic Hazard Standard 1 of the existing General Plan Safety Element requires developers to conduct geotechnical studies to identify any liquefaction, collapse, subsidence, and other ground failure potential. Additionally, Geologic Hazard Standard 1 requires that appropriate design parameters be implemented on a project-by-project basis (supplemental to soils reports required under Chapter 18 of the City of Colton Municipal Code and Appendix J of the CBC).

Further, the water agencies serving the City of Colton have identified programs within their Urban Water Management Plans (UWMPs) for the long-term management of the area groundwater basins. As concluded in the 2014 EIR, implementation of these policies would maintain adequate groundwater levels, thereby reducing impacts associated with subsidence. Therefore, implementation of existing standards and regulations outlined in the 2014 EIR will reduce impacts associated with lateral spreading, ground failure and subsidence to less than significant levels.

As discussed in the 2014 EIR, impacts associated with unstable geologic units would be reduced to less than significant levels through compliance with existing 2014 EIR Mitigation Measures GEO-1 through GEO-6. Thus, impacts were found be less than significant with mitigation incorporated.

Revised Project: The revised project involves the same project footprint as analyzed in the 2014 EIR and would therefore be exposed to similar geologic conditions. Existing geologic conditions continue to be similar to those analyzed at the time of the 2014 EIR analysis and the revised project would not result in greater impacts relative to landslide, lateral spreading, subsidence, liquefaction, or collapse than previously analyzed in the 2014 EIR. Therefore, impacts associated with unstable geologic units would remain less than significant through compliance with existing EIR Mitigation Measures GEO-1 through GEO-6.

Certified 2014 EIR Mitigation Measures: Refer to Mitigation Measures GEO-1 through GEO-6.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact With 2014 EIR Mitigation Incorporated.

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

Approved Project: Based on the 2014 EIR, the project area has the potential to be underlain by expansive soils in some areas. Implementation of existing 2014 EIR Mitigation Measure GEO-1, requiring review of grading plans by a qualified geologist, would determine the presence of expansive soils on a project-by-project basis. Further, each project would be required to prepare a site-specific geotechnical report that would identify additional measures to mitigate construction impacts resulting from expansive soils (if encountered). Thus, the 2014 EIR determined that compliance with existing 2014 EIR Mitigation Measure GEO-1 would reduce potential impacts to less than significant.

Revised Project: The revised project involves the same project footprint as analyzed in the 2014 EIR and would therefore be exposed to similar geologic conditions. Therefore, similar to the approved project, implementation of 2014 EIR Mitigation Measure GEO-1 would reduce impacts to less than significant.

Certified 2014 EIR Mitigation Measures: Refer to Mitigation Measure GEO-1.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact With 2014 EIR Mitigation Incorporated.

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

Approved Project: Based on the 2014 EIR, no impact would occur relative to septic tanks or alternative wastewater disposal systems since the approved project would connect to the City's wastewater reclamation plant.

Revised Project: The revised project does not propose the construction of septic tanks or alternative wastewater disposal systems. As with the approved project, no impact would occur in this regard.

Certified 2014 EIR Mitigation Measures: No mitigation measures were required in the 2014 EIR.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: No Impact.

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

Approved Project: According to the 2014 EIR, the CHCCSP area is located primarily upon Quaternary younger fan deposits of Holocene or historically recent age. The area is described as having low paleontological sensitivity but may overlie earlier deposits situated at an undetermined depth and therefore have undetermined paleontological sensitivity. As the CHCCSP area consists of primarily vacant parcels, the 2014 EIR included Mitigation Measure CR-4, requiring development projects to prepare site-specific paleontological reports, and to implement a paleontological monitoring program on sites with moderate or high paleontological sensitivity. Impacts were determined to be less than significant with mitigation in this regard.

Revised Project: The revised project involves the same project footprint as analyzed in the 2014 EIR and would therefore be exposed to similar geologic conditions. Similar to the approved project, 2014 EIR Mitigation Measure would also apply to the revised project, and impacts would be reduced to a less than significant level with mitigation incorporated.

Certified 2014 EIR Mitigation Measures: The 2014 EIR includes mitigation measures to reduce potential paleontological impacts. The following measure from the 2014 EIR is applicable to the revised project.

CR-4 In conjunction with the preparation of site-specific geotechnical reports for individual development projects, the applicant shall also have a site-specific Paleontological assessment prepared to establish the probability that paleontological resources have the potential to occur on an individual project site. If the assessment results in a determination of moderate or high paleontological sensitivity, a paleontological monitoring program shall be implemented. This monitoring program shall be consistent with the current provisions of CEQA and with the guidelines of the Society of Vertebrate Paleontology. If the assessment determines that the project area has low paleontological sensitivity, no program to mitigate adverse impacts to paleontological resources will be necessary. This measure shall be implemented to the satisfaction of the Development Services Director, who will be responsible for monitoring compliance.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact With 2014 EIR Mitigation Incorporated.

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3.8 GREENHOUSE GAS EMISSIONS

This section corresponds with 2014 EIR Section 4.7, *Greenhouse Gas*.

Would the project:

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

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

Approved Project:

Through San Bernadino Association of Governments (SANBAG), the City of Colton forms the Colton Chapter of the San Bernadino County Regional GHG Reduction Plan which has been prepared to assist the City in conforming to the GHG emissions reductions as mandated under AB 32. The City of Colton is a participant, along with 20 other cities in the San Bernadino County Regional GHG Reduction Plan. The Plan was adopted, and the EIR was certified by the SANBAG Board on March 5, 2014. Based on California Air Resources Board 2008 Scoping Plan, reducing GHG emissions to 1990 levels by 2020 means cutting approximately 30 percent from Business-As-Usual (BAU) emissions levels, or about 15 percent from year 2008 levels, which is the baseline for the GHG Reduction Plan. Consistent with the Scoping Plan, the City of Colton chose a reduction target of 15 percent below 2008 GHG emissions levels by 2020. The City of Colton selected this goal to reduce its community GHG emissions to a level that is 15 percent below its 2008 emissions level, which would result in a reduction of 34.27 percent below BAU levels at 2020. According to the 2014 EIR, with implementation of Mitigation Measures AQ-1 through AQ-14, compliance with regulations and sequestration from the planting trees in the Specific Plan area, year 2020 emissions would be reduced by 50.8 percent from BAU emissions, which meets the SANBAG GHG Reduction Plan threshold of a 15 percent reduction from BAU emissions. Therefore, with Mitigation Measures AQ-1 through AQ-14, the approved project would not result in significant impact to global climate change.

Revised Project:

GHG Emissions

The revised project would implement Program 10 from the adopted 6th Cycle Housing Element, resulting in the rezoning of at least 34 acres across 17 retail parcels via the upzoning to allow or a density of up to 40 units per acre. The rezone would ensure the City has the appropriate zoning in place to achieve its regional housing needs allocation (RHNA) requirement and a 20 percent buffer as outlined in the Housing Element. The revised project would rezone 132 single family detached dwelling units, 809,672-square-feet Shopping Center, 204,558-square-feet Office, 17.61-acre Business Park, and 4.51-acre Open Space/Park to 3,105 multi-family dwelling units, 119,567-square-feet Business Park, and 348,567-square-feet Shopping Center on Planning Areas (PAs) 7, 8, 9, 12, 14, 15, 16, and 19.[10] According to the *Colton Hub City Centre Specific Plan Amendment – Trip Generation Assessment* (Trip Generation Assessment), prepared by Michael Baker International, dated May 8, 2025, PAs 7, 8, 9, 12, 14, 15, 16, and 19 of the approved project would generate 36,820 trips per day and the rezoning area under the revised project would generate 33,946 trip per day, which would result in net reduction of 2,874 trips per day.

Future construction-related activities associated with development under the revised project would result in GHG emissions. Because implementation of the revised project does not propose any specific development, construction-related GHG emissions that may occur at any one time at any scale are speculative and cannot be accurately determined at this stage of the planning process. As such, construction emissions are not quantified. As mentioned above, the 2014 EIR did not specifically address construction emissions. The GHG analysis in the 2014 EIR focused on achieving a

[10] To directly assess the change in trips forecast to be generated by the revised project, the trip generation memorandum included an identical Planning Area comparison boundary as the 2014 EIR. For the purposes of the Air Quality, Energy, Greenhouse Gas, Nosie, and Traffic technical studies, this included the entirety of Planning Areas 7, 8, 9, 12, 14, 15, 16A, 16B, 19A, and 19B. As a result, the Air Quality, Energy, Greenhouse Gas, Noise, and Traffic technical studies assumed a more conservative (greater) buildout than identified in Section 1.5, *Project Description*.

BAU reduction of 15 percent. Accordingly, a comparison analysis of GHG emissions relative to construction is not feasible.

Operational emissions could be quantified at this time based on the allowable buildout square footage and daily trips. Direct GHG emissions would include emissions from area sources, mobile sources, and refrigerants, while indirect emissions would include emissions from energy consumption, water demand, and solid waste generation. The most recent version of the California Emissions Estimator Model (CalEEMod), version 2022.1 was used to calculate GHG emissions. CalEEMod outputs are contained within Appendix A.

Table 3-8 presents the estimated GHG emissions of PAs 7, 8, 9, 12, 14, 15, 16, and 19 of the revised project. As shown in Table 3-8, the total amount of PAs 7, 8, 9, 12, 14, 15, 16, and 19 of the revised project-related GHG emissions from direct and indirect sources combined would total 77,229.26 $MTCO_2e$ per year, which are 2,923.77 $MTCO_2e$ per year less than the land use proposed under the approved project.

TABLE 3-8: ESTIMATED GREENHOUSE GAS EMISSIONS

Emission Source	CO_2	CH_4	N_2O	Refrigerants	CO_2e
	Metric Tons/year[1]				
Approved Project Planning Areas 7, 8, 9, 12, 14, 15, 16, and 19					
Direct Emissions					
Mobile Source	70,692.00	3.21	3.37	121.00	71,896.00
Area Source	38.40	<0.01	<0.01	0.00	38.50
Refrigerants	0.00	0.00	0.00	1.53	1.53
Total Direct Emissions[2]	70,730.40	3.21	3.37	122.53	71,936.03
Indirect Emissions					
Energy	7,199.00	0.55	0.05	0.00	7,228.00
Water	445.00	7.77	0.19	0.00	695.00
Waste	84.00	8.39	0.00	0.00	294.00
Total Indirect Emissions[2]	7,728.00	16.71	0.24	0.00	8,217.00
Total Approved Project Planning Areas 7, 8, 9, 12, 14, 15, 16, and 19Emissions	*80,153.03 $MTCO_2e$ per year*				
Revised Project Planning Areas 7, 8, 9, 12, 14, 15, 16, and 19					
Direct Emissions					
Mobile Source	68,372.00	3.06	3.24	117.00	69,530.00
Area Source	938.00	0.99	<0.01	0.00	963.00
Refrigerants	0.00	0.00	0.00	4.16	4.16
Total Direct Emissions[2]	*68,434.90*	*3.06*	*3.24*	*121.16*	*69,597.26*
Indirect Emissions					
Energy	6,678.00	0.53	0.04	0.00	6,703.00
Water	310.00	5.76	0.14	0.00	496.00
Waste	124.00	12.40	0.00	0.00	433.00
Total Indirect Emissions[2]	*7,112.00*	*18.69*	*0.18*	*0.00*	*7,632.00*
Total Revised Project Planning Areas 7, 8, 9, 12, 14, 15, 16, and 19 Emissions	*77,229.26 $MTCO_2e$ per year*				
Total Net Change	*-2,923.77 $MTCO_2e$ per year*				

Notes: CO_2 = carbon dioxide; CH_4 = methane; N_2O = nitrous oxide; CO_2e = carbon dioxide equivalent

1. Emissions calculated using California Emissions Estimator Model Version 2022.1 (CalEEMod) computer model.
2. Totals may be slightly off due to rounding.

Source: Refer to Appendix A for assumptions used in this analysis.

Direct Project-Related Source of Greenhouse Gases

Mobile Source. According to the Trip Generation Assessment, PAs 7, 8, 9, 12, 14, 15, 16, and 19 of the revised project would generate approximately 33,946 total daily trips, which are 2,874 less than the land uses proposed under the 2014 EIR. PAs 7, 8, 9, 12, 14, 15, 16, and 19 of the revised project would generate 69,530.00 $MTCO_2e$ per year of mobile

source GHG emissions, which is 2,333.00 $MTCO_2e$ per year less than the emissions from the land uses proposed under the 2014 EIR for PAs 7, 8, 9, 12, 14, 15, 16, and 19; refer to Table 3-8.

Area Source. Area source emissions were calculated using CalEEMod and project-specific land use data. Project-related area sources may include exhaust emissions from typical landscape maintenance equipment such as lawnmowers, shedders/grinders, blowers, trimmers, chain saws, and hedge trimmers. As noted in Table 3-8, PAs 7, 8, 9, 12, 14, 15, 16, and 19 of the revised project would result in 963.00 $MTCO_2e$ per year of area source GHG emissions, which is 924.5 $MTCO_2e$ per year more than the emissions from the land uses proposed under the 2014 EIR for PAs 7, 8, 9, 12, 14, 15, 16, and 19.

Refrigerants. Refrigerants are substances used in equipment for air conditioning and refrigeration. Most of the refrigerants used today are HFCs or blends thereof, which can have high GWP values. All equipment that uses refrigerants has a charge size (i.e., quantity of refrigerant the equipment contains), and an operational refrigerant leak rate, and each refrigerant has a GWP that is specific to that refrigerant. CalEEMod quantifies refrigerant emissions from leaks during regular operation and routine servicing over the equipment lifetime and then derives average annual emissions from the lifetime estimate. Implementation of the revised project would include air conditioning and refrigeration onsite. As such, emissions of refrigerants are primarily from air conditioning and refrigeration onsite. PAs 7, 8, 9, 12, 14, 15, 16, and 19 of the revised project would directly result in approximately 4.16 $MTCO_2e$ per year from refrigerants, which is 2.63 $MTCO_2e$ per year more than the emissions from the land uses proposed under the 2014 EIR for PAs 7, 8, 9, 12, 14, 15, 16, and 19; refer to Table 3-8.

Indirect Project-Related Source of Greenhouse Gases

Energy. Energy consumption emissions were calculated using the CalEEMod model and project-specific land use data. Electricity and natural gas would be provided to the proposed rezoning area via Southern California Edison (SCE) and Southern California Gas Company (SoCal Gas). PAs 7, 8, 9, 12, 14, 15, 16, and 19 of the revised project would indirectly result in 6,703.00 $MTCO_2e$ per year of GHG emissions due to energy consumption, which is 525.00 $MTCO_2e$ per year less than the emissions from the land uses proposed under the 2014 EIR for PAs 7, 8, 9, 12, 14, 15, 16, and 19; refer to Table 3-8.

Water. PAs 7, 8, 9, 12, 14, 15, 16, and 19 of the revised project's operations would result in a demand of approximately 183 million gallons of water per year, which is 88 million fewer than land uses proposed under the approved project, refer to Appendix A. Emissions from indirect energy impacts due to water supply would result in 496.00 $MTCO_2e$ per year, which is 199.00 $MTCO_2e$ per year less than the emissions from the land uses proposed under the 2014 EIR for PAs 7, 8, 9, 12, 14, 15, 16, and 19; refer to Table 3-8.

Waste. Solid waste associated with operations of PAs 7, 8, 9, 12, 14, 15, 16, and 19 of the revised project would result in 433.00 $MTCO_2e$ per year, which is 139.00 $MTCO_2e$ per year more than the emissions from the land uses proposed under the 2014 EIR for PAs 7, 8, 9, 12, 14, 15, 16, and 19; refer to Table 3-8.

Conclusion

As shown in Table 3-8, the total amount of PAs 7, 8, 9, 12, 14, 15, 16, and 19 of the revised project-related GHG emissions from direct and indirect sources combined would total 77,229.26 $MTCO_2e$ per year, which is 2,923.77 $MTCO_2e$ per year less than the emissions from the land uses proposed under the 2014 EIR. As such, the revised project would contribute to a reduction in the approved project's GHG emissions, which was evaluated as a significant and unavoidable impact in the 2014 EIR.

Consistency with Applicable GHG Plans, Policies, or Regulations

The GHG plan consistency analysis for the revised project is based on its alignment with the 2022 Scoping Plan, the 2020-2045 RTP/SCS, and the County's Regional GHG Reduction Plan. Statewide, the 2022 Scoping Plan provides measures to achieve SB 32 targets. Regionally, the SCAG 2020-2045 RTP/SCS includes measures to achieve VMT reductions required under SB 375. The County of San Bernadino update the Reduction Plan in 2021. The 2021 Reduction Plan summarizes the actions that 23 jurisdictions selected to reduce jurisdictional GHG emissions, as well as state-mandated actions.

Consistency With the 2022 Scoping Plan

The 2022 Scoping Plan identifies reduction measures necessary to achieve the goal of carbon neutrality by 2045 or earlier. Actions that reduce GHG emissions are identified for each AB 32 inventory sector. Provided in Table 3-9 is an evaluation of applicable reduction actions/strategies by emissions source category to determine how the revised project would be consistent with or exceed reduction actions/strategies outlined in the 2022 Scoping Plan.

TABLE 3-9: Consistency with the 2022 Scoping Plan: AB 32 Inventory Sectors

Actions and Strategies	Project Consistency Analysis
Smart Growth / Vehicles Miles Traveled (VMT)	
Reduce VMT per capita to 25% below 2019 levels by 2030, and 30% below 2019 levels by 2045	Consistent. Per Trip Generation Assessment, PAs 7, 8, 9, 12, 14, 15, 16, and 19 of the revised project would result in 2,873 fewer daily trips than the land uses proposed under the approved project for PAs 7, 8, 9, 12, 14, 15, 16, and 19. Furthermore, future development within the revised proposed rezoning area would be required to comply with all applicable Title 24 and CalGreen Code measures, such as providing bicycle parking and electric vehicle charging stations that would reduce VMT.
Construction Equipment	
Achieve 25% of energy demand electrified by 2030 and 75% electrified by 2045.	Consistent. The City of Colton has not adopted an ordinance or program requiring the use of electrified construction equipment. However, if adopted in the future, developments within the revised project would be required to comply with the applicable policies requiring the use of electrified construction equipment.
New Residential and Commercial Buildings	
All electric appliances beginning 2026 (residential) and 2029 (commercial), contributing to 6 million heat pumps installed statewide by 2030	Consistent. The City of Colton has not adopted an ordinance or program requiring the use of all electric appliances in new developments. Additionally, the City also does not have any regulation that requires all-electric development. However, if regulations related to all electric development are adopted in the future, the revised project would comply with such regulations. Furthermore, future development would require the project to comply with the most current California Building Energy and Efficiency standards and the most current CALGreen requirements.
Non-combustion Methane Emissions	
Divert 75% of organic waste from landfills by 2025	Consistent. SB 1383 establishes targets to achieve a 50 percent reduction in the level of the statewide disposal of organic waste from the 2014 level by 2020 and a 75 percent reduction by 2025. The law establishes an additional target that not less than 20 percent of currently disposed edible food is recovered for human consumption by 2025. The revised project would comply with local and regional regulations and recycle or compost 75 percent of waste by 2025 pursuant to SB 1383.
Source: California Air Resources Board, *2022 Scoping Plan*, November 16, 2022.	

Consistency with the 2020-2045 RTP/SCS

The Connect SoCal 2024 was adopted on April 4, 2024. However, CARB concluded that the technical methodology SCAG used to quantify the GHG emission reductions for the Connect SoCal 2024 does not operate accurately.[11] SCAG resubmitted the Sustainable Communities Strategy (SCS) Submittal Package for CARB's review in June 2024. At the time of preparation of this Addendum, CARB has not made its determination on the validity of Connect SoCal 2024. Review by CARB is limited to acceptance or rejection of SCAG's determination that its SCS would, if implemented, achieve the region's GHG emissions reduction target. If CARB rejects SCAG's determination of meeting the GHG emission target, SCAG would need to revise the SCS or adopt an alternative planning strategy demonstrating the ability to achieve the target. As such, until CARB makes the decision, Connect SoCal 2024 is not

[11] California Air Resources Board, *RE: CARB Review of Southern California Association of Governments' 2024 SCS Senate Bill 375 Greenhouse Gas Emissions Draft Technical Methodology*, March 29, 2024. https://ww2.arb.ca.gov/sites/default/files/2024-04/SCAG%20memo%20final.pdf, accessed February 13, 2025.

a fully adopted document and is potentially subject to further updates, especially from the GHG reduction perspective of the methods and assumptions of the calculation of Auto Operating Costs (AOC)[12], induced travel, electric vehicle incentives, job center parking and parking deregulation, off-model strategy assumptions, and emissions factors.

As CARB has not made the decision at the time of preparation of this document, the consistency analysis only relies upon the 2020-2045 RTP/SCS, refer to Table 3-10. The 2020-2045 RTP/SCS includes performance goals that were adopted to help focus future investments on the best-performing projects and different strategies to preserve, maintain, and optimize the performance of the existing transportation system. The 2020-2045 RTP/SCS is forecasted to help California reach its GHG reduction goals by reducing GHG emissions from passenger cars by 8 percent below 2005 levels by 2020, and by 19 percent by 2035 in accordance with the most recent CARB targets adopted in March 2018. Five key SCS strategies are included in the 2020-2045 RTP/SCS to help the region meet its regional VMT and GHG reduction goals. Table 3-10 evaluates the revised project's consistency with the 2020-2045 RTP/SCS strategies. As detailed, the revised project would be consistent with the GHG emission reduction strategies contained in the 2020-2045 RTP/SCS.

TABLE 3-10: CONSISTENCY WITH THE 2020-2045 RTP/SCS

Reduction Strategy	Applicable Land Use Tools	Description of Project Measure(S) / Documentation of Compliance / Explanation of Non-Compliance	Project Consistency
Focus Growth Near Destinations and Mobility Options			
A) Emphasize land use patterns that facilitate multimodal access to work, educational and other destinations B) Focus on a regional jobs/housing balance to reduce commute times and distances and expand job opportunities near transit and along center-focused main streets C) Plan for growth near transit investments and support implementation of first/last mile strategies D) Promote the redevelopment of underperforming retail developments and other outmoded nonresidential uses E) Prioritize infill and redevelopment of underutilized land to accommodate new growth, increase amenities and connectivity in existing neighborhoods F) Encourage design and transportation options that reduce the reliance on and number of solo car trips (this could include mixed uses or locating and orienting close to existing destinations) G) Identify ways to "right size" parking requirements and promote alternative parking strategies (e.g. shared parking or smart parking)	Center Focused Placemaking, Priority Growth Areas (PGA), Job Centers, High Quality Transit Areas (HQTAs), Transit Priority Areas (TPA), Neighborhood Mobility Areas (NMAs), Livable Corridors, Spheres of Influence (SOIs), Green Region, Urban Greening.	A) The revised proposed rezoning area is located in a highly urbanized environment, bound by West San Bernadino Avenue to the north, Grove Avenue to the east, East Valley Boulevard to the south, and North Pepper Avenue to the west. Additionally, the site is located adjacent to public transportation (the nearest existing bus stops provided by OmniTrans are located along West San Bernardino Avenue and East Valley Boulevard). As such, occupants of future development associated with the revised project would be offered a variety of multimodal access. B) As discussed above, the revised project would be located adjacent to existing bus stops. The revised project would rezone to promote mixed-use land uses, which would reduce commute times and distances and expand jobs opportunities near transit. C) As detailed above, the revised proposed rezoning area is located in a highly urbanized environment, bound by West San Bernadino Avenue to the north, Grove Avenue to the east, East Valley Boulevard to the south, and North Pepper Avenue to the west. Additionally, the site is located adjacent to public transportation (the nearest existing bus stops provided by OmniTrans are located along West San Bernardino Avenue and East Valley Boulevard). As such, the revised project plans for growth (mixed-use, retail, and residential development) near transit	Consistent. The revised project would be consistent with the strategy.

[12] AOC is used as key variable across several major model components of the travel demand model, such as vehicle ownership, destination choice, and mode choice. This parameter represents the expenses associated with the usage of vehicles, expressed in cents per mile or dollar per mile. AOC plays a pivotal role as a fundamental parameter within the travel demand model.

Reduction Strategy	Applicable Land Use Tools	Description of Project Measure(S) / Documentation of Compliance / Explanation of Non-Compliance	Project Consistency
		investments and support implementation of first/last mile strategies. D) The revised project would allow the redevelopment of an underutilized site to create new economic opportunities within an urbanized area of Colton. E) The revised project would allow the redevelopment of an underutilized site to create more housing opportunities within an urbanized area of Colton. F) As detailed above, the revised proposed rezoning area is located in an urbanized environment with a variety of multimodal transportation access options. Future development onsite would also be required to comply with the latest Title 24 Standards and CalGreen Code and provide bike and electric vehicle parking options to reduce the reliance on and number of solo car trips. G) As no specific development is proposed at this time, it would be too speculative to determine ways to "right size" parking requirements or promote specific alternative parking strategies. Nonetheless, future developments within the Specific Plan area would be subject to project-specific and site-specific discretionary approvals (including separate CEQA review) on a case-by-case basis to ensure that development occurs in a logical manner consistent with the Specific Plan.	
Promote Diverse Housing Choices			
A) Preserve and rehabilitate affordable housing and prevent displacement B) Identify funding opportunities for new workforce and affordable housing development C) Create incentives and reduce regulatory barriers for building context sensitive accessory dwelling units to increase housing supply D) Provide support to local jurisdictions to streamline and lessen barriers to housing development that supports reduction of greenhouse gas emissions	PGA, Job Centers, HQTAs, NMA, TPAs, Livable Corridors, Green Region, Urban Greening.	The revised project would implement Program 10 from the adopted 6th Cycle Housing Element, resulting in the rezoning of at least 34 acres across 17 retail parcels via the upzoning to allow or a density of up to 40 units per acre. The rezone would ensure the City has the appropriate zoning in place to achieve its regional housing needs allocation (RHNA) requirement and a 20 percent buffer as outlined in the Housing Element.	Consistent. The revised project would be consistent with this reduction strategy.
Leverage Technology Innovations			
A) Promote low emission technologies such as neighborhood electric vehicles, shared rides hailing, car sharing,	HQTA, TPAs, NMA, Livable	A) Future development within the revised project would comply with sustainable practices included in the latest Title 24 Standards and CalGreen Code, which would require	Consistent. The revised project would be

Reduction Strategy	Applicable Land Use Tools	Description of Project Measure(S) / Documentation of Compliance / Explanation of Non-Compliance	Project Consistency
bike sharing and scooters by providing supportive and safe infrastructure such as dedicated lanes, charging and parking/drop-off space B) Improve access to services through technology—such as telework and telemedicine as well as other incentives such as a "mobility wallet," an app-based system for storing transit and other multi-modal payments C) Identify ways to incorporate "micro-power grids" in communities, for example solar energy, hydrogen fuel cell power storage, and power generation	Corridors.	developments to provide bike parking and electric vehicle parking in order to promote low emissions technologies. B) This reduction strategy does not apply as the revised project does not include specific development that could improve access to services through technology. C) Future development within the revised project would comply with sustainable practices included in the latest Title 24 Standards and CalGreen Code, which would require future development to install solar photovoltaic systems or meet certain energy efficiency standards.	consistent with this reduction strategy.
Support Implementation of Sustainability Policies			
A) Pursue funding opportunities to support local sustainable development implementation projects that reduce greenhouse gas emissions B) Support statewide legislation that reduces barriers to new construction and that incentivizes development near transit corridors and stations C) Support local jurisdictions in the establishment of Enhanced Infrastructure Financing Districts (EIFDs), Community Revitalization and Investment Authorities (CRIAs), or other tax increment or value capture tools to finance sustainable infrastructure and development projects, including parks and open space D) Work with local jurisdictions/communities to identify opportunities and assess barriers to implement sustainability strategies E) Enhance partnerships with other planning organizations to promote resources and best practices in the SCAG region F) Continue to support long range planning efforts by local jurisdictions G) Provide educational opportunities to local decisions makers and staff on new tools, best practices and policies related to implementing	Center Focused Placemaking, Priority Growth Areas (PGA), Job Centers, High Quality Transit Areas (HQTAs), Transit Priority Areas (TPA), Neighborhood Mobility Areas (NMAs), Livable Corridors, Spheres of Influence (SOIs), Green Region, Urban Greening.	A) Future development within the revised project would comply with sustainable practices included in the CALGreen Code and Title 24 standards. B) As detailed above, the revised project is located within an urbanized area near transit corridors. C) This reduction strategy does not apply as the revised project does not involve infrastructure or parks development. D) Future development within the revised project would be located in an urbanized area near transit corridors and be required to comply with sustainable practices included in the CALGreen Code and Title 24 standards. E) This strategy is associated with regional-wide efforts to promote resources and best practices in the SCAG region and is not applicable to the revised project which proposes rezoning. F) The revised project supports the long-range planning efforts presented in the Specific Plan. G) This strategy is associated with City-wide efforts to provide educational opportunities and is not applicable to the revised project which proposes rezoning to include more dwelling units.	Consistent. The revised project would be consistent with this reduction strategy.

Reduction Strategy	Applicable Land Use Tools	Description of Project Measure(S) / Documentation of Compliance / Explanation of Non-Compliance	Project Consistency
the Sustainable Communities Strategy			
Promote a Green Region			
A) Support development of local climate adaptation and hazard mitigation plans, as well as project implementation that improves community resiliency to climate change and natural hazards B) Support local policies for renewable energy production, reduction of urban heat islands and carbon sequestration C) Integrate local food production into the regional landscape D) Promote more resource efficient development focused on conservation, recycling and reclamation E) Preserve, enhance and restore regional wildlife connectivity F) Reduce consumption of resource areas, including agricultural land G) Identify ways to improve access to public park space	Green Region, Urban Greening, Greenbelts and Community Separators.	A) As demonstrated throughout this section, the revised project would be consistent with applicable local plans pertaining to climate adaptation. B) As demonstrated throughout this section, the revised project would be consistent with applicable local plans pertaining to climate adaptation. Additionally, future development within the revised proposed rezoning area would be required to comply with the CALGreen Code and Title 24 standards and implement design features that support renewable energy production and reduction of urban heat islands. Future development would also be subject to individual CEQA review that may warrant carbon sequestration. C) The revised project does not propose any use related to food production. D) The revised project would comply with local and regional regulations and recycle or compost 75 percent of waste by 2025 pursuant to SB 1383. E) The revised project would be consistent; refer to Section 3.4, *Biological Resources*. F) The revised project would not propose any use related to food production. G) The revised project would allow various development, including mixed-use, retail, and residential, near the public park space located north of the proposed rezoning area.	Consistent. The revised project would be consistent with this reduction strategy.
Source: Southern California Association of Governments, *2020-2045 Regional Transportation Plan/Sustainable Communities Strategy – Connect SoCal*, September 3, 2020.			

County of San Bernadino Regional Greenhouse Gas Reduction Plan

The City of Colton's Climate Action Plan was adopted in 2015 based on 2014 County of San Bernadino Regional GHG Reduction Plan. The County has updated the Regional Reduction Plan in 2021 with 2016 Baseline GHG emissions, 2040 BAU Emission Forecast, and 2030 Emissions with Reduction Forecast for all the participant jurisdictions with the latest State efforts and local efforts. Per forecasts in the 2021 Regional Reduction Plan, the City of Colton would meet the reduction goal associated with the Reduction Plan. As discussed above, the revised project would result in fewer annual GHG emissions compared to the land uses proposed in the 2014 EIR. Furthermore, future developments within the Specific Plan area would be subject to project-specific and site-specific discretionary approvals (including separate CEQA review) on a case-by-case basis to ensure that development occurs in a logical manner consistent with the applicable GHG reduction Plan or Climate Action Plan. As such, the revised project would be consistent with the GHG Reduction Plan as it would not generate more emissions than what was proposed under the approved project.

Conclusion

In summary, the plan consistency analysis provided above demonstrates that the revised project complies with or exceeds the plans, policies, regulations and GHG reduction actions/strategies outlined in the 2022 Scoping Plan, the 2020-2045 RTP/SCS, and the County's Regional GHG Reduction Plan. Impacts in this regard would be less than significant, consistent with the 2014 EIR.

The revised project would not result in a new significant environmental effect or substantial increase in the severity of a previously identified significant environmental effect as compared to the conclusions of 2014 EIR.

Certified 2014 EIR Mitigation Measures: The 2014 EIR includes the following mitigation measure to reduce potential GHG impacts. The following measure from the 2014 EIR is applicable to the revised project. Changes that have been made are depicted as strike through and double underlined text.

GHG-1 Although with Mitigation Measure AQ-1 through AQ-14, future projects would exceed the SCAQMD draft threshold, the buildout scenario still meets the percent reduction threshold called for in the SANBAG GHG Reduction Plan ~~set in the City's Climate Action Plan~~.

With mitigation, compliance with regulations (such as Pavley, the Renewable Energy Standard, compliance with Green Building Standards and ~~2013~~ 2022 Title 24 standards ~~[approximately 30 percent more efficient than 2008 Title 24 standards] etc.)~~, and sequestration from the planting of at least 2,551 new trees in the CHCCSP project area; ~~year 2020 emissions would be reduced by 50.8 percent from BAU emissions; which meets the SANBAG GHG Reduction Plan threshold of a 15 percent reduction from BAU emissions.~~ emissions would meet the SANBAG GHG Reduction Plan threshold.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact With 2014 EIR Mitigation Incorporated.

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3.9 HAZARDS AND HAZARDOUS MATERIALS

This section corresponds with 2014 EIR Section 4.8, *Hazards and Hazardous Materials*.

Would the project:

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

Approved Project: According to the 2014 EIR, implementation of the approved project would not create a significant hazard to the public or environment through the routine transport, use, or disposal of hazardous materials following conformance with existing 2014 EIR Mitigation Measures HAZ-1 through HAZ-11, standard construction Best Management Practices (BMPs) and the existing regulatory framework in place for hazardous materials. As such, impacts were found to be less than significant with mitigation incorporated.

Revised Project: The revised project involves the same project footprint as analyzed in the 2014 EIR. Like the approved project, construction activities associated with the revised project could involve the routine transport, use, or disposal of hazardous materials, such as petroleum-based fuels or hydraulic fluid used for construction equipment. The revised project would implement 2014 EIR Mitigation Measures HAZ-1 through HAZ-11, in addition to standard construction BMPs, to ensure such materials are appropriately contained and remediated as required by local, State, and federal law. Potential impacts relative to the routine transport, use or disposal of hazardous materials would be less than significant.

Certified 2014 EIR Mitigation Measures: The 2014 EIR includes mitigation measures to reduce potential hazardous materials impacts. The following measures from the 2014 EIR are applicable to the revised project.

HAZ-1 Prior to development of a site in the CHCCSP project area, applicants for development of any site that has been documented in the Phase I ESA and/or subsequent EDR report (2013) as having a REC or a PEC within the project area shall be required to conduct a site-specific Phase I ESA to determine if a potential significant impact exists. If the Phase I ESA concludes that there are hazardous materials on site, a Phase II ESA shall be conducted including soils testing. If test results are found to be positive for a potential impact, then a Site Remediation/Local Oversight Program shall be implemented to clean and detoxify the subject site prior to initial ground disturbance activities (e.g., grading).

HAZ-2 Prior to onsite development of sites not listed as having a REC or a PEC on site, the landowner/developer shall conduct a Phase I ESA that determines if contamination from pesticide and herbicide usage has occurred by taking soil samples at suspected former orchard grove sites. This measure also applies to sites where evidence of illegal dumping has occurred. Remediation, if required, shall occur prior to any site disturbing activities.

HAZ-3 Prior to onsite development, applicants for development of any site documented in the Phase I ESA as having ASTs shall provide proof of documentation to confirm that ASTs have been placed within secondary containment units or have been removed.

HAZ-4 Prior to onsite development, applicants for development of any site documented in the Phase I ESA as having USTs shall provide proof of documentation to the City's Building Official to confirm recent fit test documents that demonstrate no indications of a release

HAZ-5 Prior to demolishing any existing building(s), the landowner/developer shall conduct an inspection to assess existing building for asbestos containing materials prior to demolition, and if encountered, the material shall be abated prior to demolition by a qualified contractor in accordance with current local, State, and federal regulations.

HAZ-6 Prior to onsite development, existing buildings found with soil drip lines shall be tested for lead-based paints, and if found to be positive, shall be removed and replaced with non, lead-based coated soil drip lines.

HAZ-7 Prior to onsite development, transit pipes, if encountered in former orchard grove areas, shall be removed by the landowner/developer and disposed of in accordance with current regulations.

HAZ-8 Prior to onsite development, all existing transformers, to be removed, shall be conducted by a licensed contractor or utility agency responsible for transformer maintenance.

HAZ-9 Prior to onsite development, the landowner/developer shall remove all miscellaneous trash debris and dispose of it in accordance with current regulations. Areas underneath debris accumulation piles shall be re-inspected for staining and possible hazardous waste material.

HAZ-10 During onsite development, if a septic tank is encountered, the landowner/developer shall provide for the removal and disposal of septic tank(s) in accordance with current regulations.

HAZ-11 Adherence to mitigation for air quality to reduce construction related emissions during development of projects in Planning Area 24 would reduce impacts to less than significant levels when construction activities can be limited either by limiting duration of activities or number of pieces of equipment in simultaneous use such that emissions thresholds are not exceeded. Prior to commencement of grading in Planning Area 24, the applicant shall conduct a project specific air quality analysis to determine how to achieve this reduction in emissions.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact with 2014 EIR Mitigation Incorporated.

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

Approved Project: The potential for accidental release of petroleum products in sufficient qualities during the construction process may pose a significant hazard to people and the environment during implementation of the approved project. Thus, the 2014 EIR requires Mitigation Measures HAZ-1 through HAZ-11 to reduce impacts relative to hazardous materials to a less than significant level. Since quantities of hazardous materials on the project site after development would be household quantities, the 2014 EIR determined that impacts associated with the potential for significant release of hazardous materials were less than significant.

Revised Project: Refer to above Response 3.9(a). The revised project involves the same project footprint as analyzed in the 2014 EIR. Like the approved project, the revised project would implement existing 2014 EIR Mitigation Measures HAZ-1 through HAZ-11 to reduce this impact to a less than significant level.

Certified 2014 EIR Mitigation Measures: Refer to Mitigation Measures HAZ-1 through HAZ-11.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact With 2014 EIR Mitigation Incorporated.

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

Approved Project: Planning Area 24 of the approved project area includes Slover Mountain High School. Implementation of existing EIR Mitigation Measure HAZ-1 through HAZ-11, requiring developmental review and approval by the Development Services Director on a project-by-project basis, in addition to implementation of other design standards and BMPs, would reduce impacts to sensitive receptors in Planning Area 24 to be less than significant.

Revised Project: The revised project involves the same project footprint as that analyzed in the 2014 EIR. As discussed in the 2014 EIR, development associated with the revised project would be required to implement existing EIR

Mitigation Measures HAZ-1 through HAZ-11. Similar to the approved project, compliance with these measures would reduce potential impacts to Slover Mountain High School to be less than significant.

Certified 2014 EIR Mitigation Measures: Refer to Mitigation Measures HAZ-1 through HAZ-11.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant with 2014 EIR Mitigation Incorporated.

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

Approved Project: Based on the Phase I Environmental Site Assessment (ESA) prepared for the 2014 EIR, the approved project area contains numerous Potential Environmental Concerns (PECs). Specifically, there are four sites located in the approved project area along W. Valley Boulevard that are considered to be generators of hazardous waste as defined under the Resource Conservation and Recovery Act (RCRA). These sites, as required by law, are required to continuously report operations, use, and transport of hazardous wastes to the Environmental Protection Agency (EPA). The 2014 EIR included Mitigation Measures HAZ-1 through HAZ-10, which provide design and construction guidelines to minimize impacts related to hazardous materials throughout the approved project's lifetime (including requiring preparation of a site-specific Phase I ESA). The 2014 EIR concluded that conducting a Phase I ESA for each location prior to construction or demolition activities and remediating any site-specific hazardous conditions (if necessary) would ensure that potential contamination is managed to the satisfaction of the City, San Bernardino County Certified Unified Program Agency (CUPA), and the RWQCB. The 2014 EIR concluded that compliance with these Mitigation Measures and regulatory requirements reduced impacts to be less than significant.

Revised Project: The revised project involves the same project footprint as analyzed in the 2014 EIR. As mentioned previously, the approved project site contains several PECs. Based on an updated consultation of Department of Toxic Substances Control (DTSC) hazardous waste and substance site list, the revised project is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.[13] Regardless, the revised project would comply with existing 2014 EIR Mitigation Measures HAZ-1 through HAZ-10, should any PECs warrant further investigation as development occurs on a project-by-project basis, thereby reducing impacts to be less than significant.

Certified 2014 EIR Mitigation Measures: The 2014 EIR Refer to Mitigation Measures HAZ-1 through HAZ-10.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less than Significant with 2014 EIR Mitigation Incorporated.

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

Approved Project: According to the 2014 EIR, the approved project site is not located within two miles of a public airport nor a public airport land use plan area. The nearest public use airports are the Rialto Municipal Airport, located approximately four miles north of the revised project area, and San Bernardino International Airport (SBIA) located approximately seven miles east of the project site. According to Figure III-7 of the County's Final Comprehensive Land Use Plan for the Rialto Airport[14], the project site is not within the airport influence area. Further, there are no private airstrips located in the vicinity of the project site. However, there are three helicopter landing pads associated with the Arrowhead Regional Medical Center (ARMC) located within the approved project area. Thus, the 2014 EIR implements Mitigation Measures HAZ-12 through HAZ-14, requiring development projects in Planning Areas 16 and 19 through 24 to submit site, landscape, and lighting plans to County of San Bernardino for approval and ensure

[13] Department of Toxic Substances Control, *Hazardous Waste and Substance Site List (CORTESE)*, https://calepa.ca.gov/SiteCleanup/CorteseList/, accessed September 9, 2024.

[14] County of San Bernardino, Airport Land Use Commission, *Final Comprehensive Land Use Plan, Rialto Municipal Airport*, January 1991.

project compatibility with the ARMC helipads. Thus, potential impacts would be reduced to less than significant levels.

Revised Project: The revised project involves the same project footprint as analyzed in the 2014 EIR and would also implement existing 2014 EIR Mitigation Measure HAZ-12 through HAZ-14 to ensure ARMC helipad compatibility. No new airport facilities have been constructed since the adoption of the 2014 EIR, and the revised project site remains out of the Rialto Municipal Airport influence area. Therefore, similar to the approved project, the revised project is not located within two miles of an airport and would not conflict with any existing airport compatibility plans for the County. Further, the revised project would comply with 2014 EIR Mitigation Measures HAZ-12 through HAZ-14 so potential impacts to the ARMC helipads would be reduced to less than significant levels.

Certified 2014 EIR Mitigation Measures: The 2014 EIR includes mitigation measures to reduce potential hazardous materials impacts. The following measures from the 2014 EIR are applicable to the revised project.

HAZ-12 Prior to development of projects within Planning Areas 16, and 19 through 24, site plans, including lighting plans must be submitted to the County of San Bernardino Land Use Services Department who will be responsible for coordinating with the ARMC administration to ensure no impacts to the ARMC or the helicopter landing pads occur. In addition, emergency access to and from the ARMC site must also be considered in the planning of future development projects in these planning areas. Site plans must include proposed building setbacks from property lines and show the distance between the ARMC helicopter landing pads and proposed buildings. Lighting and landscape plans must also accompany the site plans. The County shall provide input to proposed plans to ensure compatibility between proposed land uses within these planning areas and the ARMC's ability to provide safe ingress and egress of helicopters, and emergency vehicles.

HAZ-13 In order to ensure land use compatibility between future uses in adjacent planning areas, or adjacent uses within planning areas, applicants for future development projects within Planning Areas 5, 9, 16, and 24 (planning areas that include sensitive receptors or will in the future), shall plan their sites to consider proximity to residential neighborhoods and Slover Mountain High School. This may require greater setbacks from property lines, consideration of the location of emergency access points, location of HVAC equipment, location of storage tanks or storage buildings. All new projects in the CHCCSP project area will be subject to site plan review and approval by the Development Services Director or his/her designee.

HAZ-14 For all businesses that generate medical waste, each business shall register with the San Bernardino County Department of Environmental Health as a medical waste generator and prepare/implement a Medical Waste Management Plan (MWMP) as required under the California Medical Waste Management Program. The Department of Environmental Health, as the Local Enforcement Agency (LEA) for the State is responsible for approving the MWMP as well as conducting inspections of these facilities.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less than Significant Impact with 2014 EIR Mitigation Incorporated.

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

Approved Project: The 2014 EIR determined that the approved project would not impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan following the implementation of Mitigation Measures HAZ-12 through HAZ-14. Thus, the 2014 EIR determined that potential conflicts with an adopted emergency response plan or evacuation plan would be less than significant.

Revised Project: The revised project involves the same project footprint as analyzed in the 2014 EIR. As with the approved project, implementation of the design and development requirements outlined in existing 2014 EIR Mitigation Measures HAZ-12 through HAZ-14 would ensure safe travel and ARMC compatibility, encompassing

emergency access in the revised project vicinity. While the 2014 EIR specified that the Hermosa Gardens Cemetery would remain designated as Open Space, the site has since been designated as Public Facilities, according to the County's LU-1 Land Use Map, updated in October of 2020.[15] Regardless of the designation change, the cemetery remains operational and continues to provide airspace and clearance for helicopters traveling to and from the ARMC and prohibits building construction that would impede travel in the future. Further, existing EIR Mitigation Measures HAZ-12 through HAZ-14 provide design requirements including maximum building heights that would prevent conflict with the ARMC. Similar to the approved project, the revised project would have a less than significant impact with this mitigation incorporated.

Certified 2014 EIR Mitigation Measures: Refer to Mitigation Measures HAZ-1 through HAZ-11.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact with 2014 EIR Mitigation Incorporated.

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

Approved Project: According to the 2014 EIR, the approved project area is surrounded by urban uses and is not located in proximity to wildland areas. The 2014 EIR also specifies that while the project area contains vacant parcels, the risk of wildfire would decrease with buildout of the CHCCSP area. The 2014 EIR stated that the project site's fire protection services are highly available and can respond promptly. Refer to Section 3.15, *Public Services*, of this document for further discussion.

Revised Project: The revised project involves the same project footprint as that analyzed in the 2014 EIR. The 17 parcels affected by the revised project are not identified as being located within a Very High Fire Severity Zone (VHFSZ) by CalFire.[16] The revised project would comply with Municipal Code Chapter 15.16, which adopts by reference the 2022 California Fire Code, and includes guidance for wildland fire management. Like the approved project, buildout resulting from the revised project would be required maintain adequate access to the project area and provide dependable water supply with adequate fire flow to support fire protection services as part of a mandatory provision from the City. Since the project area does not pose significant risk for wildland fire, a less than significant impact would occur.

Certified 2014 EIR Mitigation Measures: The 2014 EIR did not include mitigation relative to wildland fire impacts.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

[15] County of San Bernardino, *LU-1 Land Use Map*, https://www.arcgis.com/apps/webappviewer/index.html?id=f23f04b0f7ac42e987099444b2f46bc2, accessed March 18, 2025.

[16] California Department of Forestry and Fire Protection, *Fire Hazard Severity Zone Viewer*, https://experience.arcgis.com/experience/03beab8511814e79a0e4eabf0d3e7247/, dated April 1, 2024, accessed March 17, 2025.

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3.10 HYDROLOGY AND WATER QUALITY

This section corresponds with 2014 EIR *Section 4.9, Hydrology and Water Quality*.

Would the project:

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

Approved Project: The 2014 EIR determined the approved project's construction activities could result in potential significant impacts to water quality due to stormwater runoff. Compliance with the requirements of the Santa Ana Regional Water Quality Board (RWQB), including the preparation of a SWPP containing Best Management Practices (BMPs) for the control and treatment of runoff, would reduce impacts. Furthermore, the approved project's operations would increase impervious features in the project area and create new sources of pollution. Future development in the project area would be required to comply with the MS4 permit, which establishes requirements for the discharge of urban runoff, as well as 2014 EIR Mitigation Measure HWQ-1, which requires the development and implementation of Landscape Management Plans with the goal of reducing the discharge of potential contaminants to local waterways, and Mitigation Measure HWQ-2, which requires a site-specific hydrology/ drainage study. The 2014 EIR determined that compliance with the MS4 Permit, requirements of the RWQB, and Mitigation Measures HWQ-1and HWQ-2 would ensure the approved project resulted in less than significant impacts to water quality standards.

Revised Project: As part of Section 402 of the Clean Water Act, the US Environmental Protection Agency (EPA) has established regulations under the National Pollutant Discharge Elimination System (NPDES) program to control direct stormwater discharges. In California, the State Water Resources Control Board (SWRCB) administers the NPDES permitting program and is responsible for developing NPDES permitting requirements. The NPDES program regulates industrial pollutant discharges, which include construction activities. The SWRCB works in coordination with the Regional Water Quality Control Boards (RWQCB) to preserve, protect, enhance, and restore water quality. Like the approved project, the revised project site is within the jurisdiction of the Santa Ana Regional Water Quality Control Board (RWQCB).

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

Construction of site-specific development under the revised project could result in short-term impacts on water quality due to the handling, storage, and disposal of construction materials, maintenance and operation of construction equipment, and earthmoving activities. These potential pollutants could damage downstream waterbodies. Dischargers whose projects disturb one or more acres of soil, or whose projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the SWRCB's General Permit for Discharges of Stormwater Associated with Construction Activity Construction General Permit Order 2009-0009-DWQ (Construction General Permit). The Construction General Permit requires the project applicant to prepare and implement a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP would specify BMPs to be used during revised project construction to minimize or avoid water pollution, thereby reducing potential short-term impacts to water quality. Upon completion of site-specific development proposals under the revised project, the project applicant would be required to submit a Notice of Termination to the SWRCB to indicate that construction has been completed.

Following conformance with the Construction General Permit, SWPPP, implementation of BMPs, and 2014 EIR Mitigation Measures HWQ-1 and HWQ-2, the revised project's short-term impacts on water quality and waste discharge requirements would be less than significant.

Certified 2014 EIR Mitigation Measures: The 2014 EIR includes mitigation measures to reduce potential hydrology and water quality impacts. The following measures from the 2014 EIR are applicable to the revised project:

HWQ-1 Future projects developed in the CHCCSP project area shall be subject to the development standards set forth in the Specific Plan including the development and implementation of Landscape Management Plans (LMPs) for landscaped areas with the goal of reducing potential discharge of herbicides, pesticides, fertilizers, and other contaminants to local waterways. All contractors involved in project-related landscaping conducted during individual phases of development, as well as maintenance of landscaping following project completion, shall complete their work in strict compliance with the LMP. Project developers shall be responsible for ensuring that requirements of the LMP are provided to and instituted by future project tenants following project completion. A licensed landscape architect or architectural firm with experience in methods to reduce or eliminate the use of landscape chemicals that could cause adverse effects to the environment shall prepare the LMP. At a minimum, an LMP shall:

- Require that pesticides and fertilizers not be applied in excessive quantities, and only applied at times when rain is not expected for at least two weeks, in an effort to minimize leaching and runoff into the storm drainage system.
- Encourage the use of organic fertilizers and mulching of landscaped areas to inhibit weed growth and reduce water demands.
- Utilize native, perennial, drought-tolerant species of vegetation to minimize irrigation needs

HWQ-2 Because the project area will be developed by a number of project proponents and not as one development project, each project proponent must provide a hydrology/ drainage study for each site being developed or redeveloped. Therefore, on a project-by-project basis, each project proponent shall provide a detailed engineering design for a project site and show how the site will be connected to the CHCCSP storm drain system to refine the design currently shown in the *Exhibit 4.9-3* prepared by Hall and Foreman, August 2013. The facilities shall be sized to meet current requirements based on proposed CHCCSP land uses to the satisfaction of the City Engineer.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact With 2014 EIR Mitigation Incorporated.

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

Approved Project: Based on the 2014 EIR, water in the approved project area would be provided by the West Valley Water District's (WVWD) existing groundwater wells and the City's existing groundwater wells. The WVWD and the City confirmed that current demand of and future availability of water resources for the project area will not impact groundwater supply or recharge capabilities. Therefore, the approved project would not substantially decrease groundwater supplies such that the project may impede sustainable groundwater management. Impacts would be less than significant in this regard.

Revised Project: The revised project is not located on a groundwater recharge site and would not deplete groundwater supplies. Water would continue to be provided by the WVWD's existing groundwater wells and the City's existing groundwater wells. Although the project would introduce a net increase of 2,640 units into the CHCCSP as compared to the approved project, the revised project would reduce non-residential areas within the CHCCSP by approximately 634,234 square feet. It should be noted that, consistent with the approved project, feasible future development under the revised project is assumed to occur over time based on land use and market considerations; thus, any increase in demand for groundwater would occur gradually as additional development and associated population growth is added to the project area. As concluded in Section 3.14, *Population and Housing*, future development associated with the project is not anticipated to directly or indirectly induce substantial unplanned population growth.

Based on correspondence with WVWD and the City of Colton, future development activities would be required to confirm adequacy of water supply as part of the District and City's standard Will-Serve Process.[17] This may include

[17] Microsoft Teams Meeting: Daniel Guerra, Development Services Supervisor – West Valley Water District and City of Colton, April 24, 2025.

preparation of site-specific Water Supply Assessments for large development projects defined by California Water Code § 10912 (Senate Bill 610). While no large development projects meeting this definition are proposed under the CHCCSP amendment, California Water Code § 10912 would apply to any "project" that includes (1) A proposed residential development of more than 500 dwelling units; (2) A proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space; (3) A proposed commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space; (4) A proposed hotel or motel, or both, having more than 500 rooms; (5) A proposed industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area; (6) A mixed-use project that includes one or more of the projects specified in this subdivision; (7) A project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500 dwelling unit project.

The actual need for groundwater supplies would be verified and dependent upon the provider's capacities and commitments at the time an entitlement application within the CHCCSP area is submitted to the City. Where new or expanded groundwater supplies would be warranted to ensure adequate capacity, environmental impacts would be associated with facility construction to the extent that its location, construction methods, and operations affect the site and surrounding land uses. Construction and operation of new systems/infrastructure or facilities would be subject to environmental review pursuant to CEQA to determine whether adverse physical effects on the environment would occur.

Further, as disclosed in the 2014 EIR, future development projects in the CHCCSP project area are subject to development impact fees for a number of CIP improvements, including for adequate groundwater supply.

As such, the revised project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management. Impacts would remain less than significant in this regard.

Certified 2014 EIR Mitigation Measures: No mitigation measures were required in the 2014 EIR.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

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

i) Result in substantial erosion or siltation on- or offsite?

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

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

Approved Project: Based on the 2014 EIR, future development in the approved project area would result in an alteration in drainage patterns that could potentially increase the volume and discharge rates of stormwater runoff. However, the Master Storm Drain Plan for the approved project area, as well as the Storm Drain Plan for the project area, would reduce drainage impacts. Furthermore, future development would be subject to 2014 EIR Mitigation Measure HWQ-1, which requires the development and implementation of Landscape Management Plans with the goal of reducing the discharge of potential contaminants to local waterways, as well as 2014 EIR Mitigation Measure HWQ-2, which requires the design and construction of adequate storm drains and retention basins in the project area. Impacts were determined to be less than significant with mitigation in this regard.

Revised Project: The revised project involves the same footprint as the approved project. Similar to the approved project, future development under the revised project would be subject to the Master Storm Drain Plan and Storm Drain Plan for the project area, as well as 2014 EIR Mitigation Measures HWQ-1 and HWQ-2. Impacts would be less than significant with mitigation in this regard.

Certified 2014 EIR Mitigation Measures: Refer to Mitigation Measures HWQ-1 and HWQ-2.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact With 2014 EIR Mitigation Incorporated.

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

Approved Project: The 2014 EIR determined the approved project's impacts associated with flooding would be minimal due a lack of watercourse or water bodies susceptible to flooding in the project area. No impact was identified.

Revised Project: According to the FEMA National Flood Hazard Layer Viewer, which has been updated since preparation of the 2014 EIR, the revised project site is not located within a 100-year flood hazard area.[18] According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) (dated March 17, 2025), the approved project site is located within Zone X. Zone X is identified as an area of minimal flood hazard. The revised project site is located approximately 45 miles from the Pacific Ocean and is not adjacent to any marine or inland water bodies. Thus, no impact would occur.

Certified 2014 EIR Mitigation Measures: No mitigation measures were required in the 2014 EIR.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: No impact.

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

Approved Project: This threshold was not analyzed as part of the 2014 EIR.

Revised Project: The revised project site is located in the Santa Ana River Hydrologic Unit in the South Coast Hydrologic Region. The Santa Ana RWQCB oversees basin planning and water quality in the Santa Ana River Hydrologic Unit. The Santa Ana RWQCB prepares the Water Quality Control Plan for the Santa Ana River Basin (Basin Plan) to protect local surface waters and groundwater basins. The Basin Plan designates beneficial uses of water in the region and provides objectives to maintain or improve water quality in the region. The project would be in conformance with the Basin Plan, which establishes water quality standards for the ground and surface waters of the region. Further, the NPDES permit is intended to protect water quality. Compliance with the permit would ensure that the revised project would not impair existing or potential beneficial uses of nearby or downstream water bodies and would not conflict with or obstruct implementation of the Basin Plan. Thus, impacts to a water quality control plan or sustainable groundwater management plan would be less than significant.

Certified 2014 EIR Mitigation Measures: No mitigation measures were required in the 2014 EIR.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

[18] Federal Emergency Management Agency, *National Flood Hazard Layer Viewer*, https://msc.fema.gov/portal/search?AddressQuery=1603%20W%20Valley%20Blvd%20Colton%2C%20CA%2092324. accessed March 17, 2025.

3.11 LAND USE AND PLANNING

This section corresponds with 2014 EIR Section 4.10, *Land Use and Planning*.

Would the project:

a) Physically divide an established community?

Approved Project: Based on the 2014 EIR, the approved CHCCSP area is described as approximately 60 percent vacant land or open space associated with the Colton Golf Course in an otherwise urban environment. The 2014 EIR disclosed that the proposed CHCCSP would allow the development of existing vacant properties or existing underutilized properties, add new development projects, infrastructure, and a refined traffic circulation system. Implementation of the CHCCSP would result in the creation of a community comprised of both older existing land uses and new land uses. The approved project area was not considered a "community," although a small neighborhood located at the southwest corner of C Street and Hermosa Avenue in Planning Area 24 immediately south of the Hermosa Gardens Cemetery was acknowledged. The approved project did not plan to redevelop this neighborhood or discourage continued habitation of residences. Therefore, the 2014 EIR concluded that the approved project would create no impact in terms of physically dividing an established community.

Revised Project: The physical division of an established community is typically associated with construction of a linear feature, such as a major highway or railroad tracks, or removal of a means of access, such as a local road or bridge, which would impair mobility within an existing community or between a community and an outlying area.

Consistent with the approved project, the revised project would be developed on the same CHCCSP footprint. None of the revised project components would constitute a barrier that would physically divide an established community. Access to and movement throughout the revised project area and the City would not be physically impaired due to the revised project. Therefore, no impact would occur.

Certified 2014 EIR Mitigation Measures: No mitigation measures were required in the 2014 EIR.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: No Impact.

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

Approved Project: The 2014 EIR evaluated the approved project against the City of Colton General Plan Land Use Element, SCAG Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), Rialto Gateway Specific Plan, and West Valley Habitat Conservation Plan. The approved project was found to be consistent with the Land Use Element, since the CHCCSP was prepared to implement the City's vision to create a dynamic mixed-use center where people can live, shop, work and play. According to the 2014 EIR, the CHCCSP would establish a land use plan with comprehensive development regulations, community planning and design guidelines/standards that will create a sense of community and a sense of place. The project area would be developed into a pedestrian friendly community where people are encouraged to walk and cycle between homes, businesses, shopping areas and entertainment areas. Implementation of the CHCCSP would create a new employment center for the City and strengthen its economic base.

Concerning consistency with the RTP/SCS, the 2014 EIR determined that the CHCCSP has been prepared to meet the intent of SB 375 and SCAG's Sustainable Communities Strategy by planning for an integrated community of residential, professional office, business park and commercial retail uses, along with the existing ARMC campus with over 3,000 employees, all within close proximity to encourage walking and cycling. The specific plan also includes the incorporation of Omnitrans Bus Rapid Transit (BRT) routes along major streets in the project area including Pepper Avenue and Valley Blvd. SCAG's Compass Blueprint Study (2007) included BRT routes in the Inland Empire including two routes through the project area. The approved project was determined consistent with the RTP/SCS in this regard.

In order to ensure that compatible land uses are considered in areas adjacent to the Rialto Gateway Specific Plan, 2014 EIR Mitigation Measure LU-1 requires the City of Colton to coordinate any development projects proposed in planning areas adjacent to the Rialto Gateway Specific Plan (Planning Areas 1, 2, 3, 4, 5, and 10) with the City of Rialto. The approved project was determined consistent with the Rialto Gateway Specific Plan in this regard.

Finally, the approved project was determined consistent with the West Valley Habitat Conservation Plan, which calls for the conservation of 48.8 acres of Delhi sands flower-loving fly (DSF) habitat within the CHCCSP project area plus an additional 0.6 acres of Open Space/Park to provide a bridge between planning areas 11 and 18 to allow DSF to migrate between the two conservation areas. Planning areas 3, 6, 11 and 18 were set aside for Open Space/Habitat Conservation for the DSF, plus Planning Area 14 (Open Space/Park) for a total of 49 acres. The West Valley HCP provides a total of 63.3 acres of permanent habitat in conservation including the 48.8 acres in the CHCCSP project area. The remaining acreage is located in the Hermosa Gardens Cemetery, and near the northeast corner of Pepper Avenue and Valley Boulevard (Hospital and Pepper Avenue Conservation Sites). The conservation sites were previously set aside as mitigation for the development of the ARMC as well as for the intersection improvements made at this intersection. Overall, impacts related to the approved project causing a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect were less than significant with mitigation incorporated.

Revised Project: Like the approved project, the introduction of a RES-MU zone within the CHCCSP would be consistent with the Land Use Element, as the revised project would create a dynamic mixed-use center where people can live, shop, work and play. Implementing projects of the CHCCSP would continue to be subject to the Specific Plan's comprehensive development regulations and community planning and design guidelines/standards, including new regulations and standards in place for the RES-MU zone.

SCAG has since updated its RTP/SCS since preparation of the 2014 EIR, and a consistency analysis of the revised project to the 2020-2045 RTP/SCS, is provided in Section 3.3, *Air Quality*. The 2020-2045 RTP/SCS includes performance goals that were adopted to help focus future investments on the best-performing projects and different strategies to preserve, maintain, and optimize the performance of the existing transportation system. The 2020-2045 RTP/SCS is forecasted to help California reach its GHG reduction goals by reducing GHG emissions from passenger cars by 8 percent below 2005 levels by 2020, and by 19 percent by 2035 in accordance with the most recent CARB targets adopted in March 2018. Five key SCS strategies are included in the 2020-2045 RTP/SCS to help the region meet its regional VMT and GHG reduction goals. Table 3-10 evaluates the revised project's consistency with the 2020-2045 RTP/SCS strategies. As detailed in Table 3-10, the revised project would be consistent with the GHG emission reduction strategies contained in the 2020-2045 RTP/SCS.

The revised project does not change land uses in Planning Areas 1, 2, 3, 4, 5, and 10. Thus, the revised project would not result in land use compatibility concerns with the Rialto Gateway Specific Plan and 2014 EIR Mitigation Measure LU-1 would not apply.

Finally, the revised project does not involve land use changes to PA 3, 6, 11, or 18, which continue to be identified as Open Space/Habitat Conservation for the DSF.

Therefore, the revised project would not conflict with any land use plan, policy, or regulation with implementation of this measure. Impacts would be less than significant.

Certified 2014 EIR Mitigation Measures: Mitigation Measure LU-1 is not applicable to the revised project.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

3.12 MINERAL RESOURCES

This section corresponds with 2014 EIR Section 4.11, *Mineral Resources*.

Would the project:

a) Result in the loss of availability of a known mineral resource of value to the region and the residents of the State?

Approved Project: The 2014 EIR determined that the approved project is within a designated Mineral Resource Zones (MRZ). The CHCCSP is located within an area classified as MRZ-3, where mineral deposits exist, but their significance cannot be adequately determined from available data. However, as explained in the 2014 EIR, impacts to these deposits are highly unlikely, as there are no mining operations currently occurring on or near the project site, and beginning such endeavors would result in significant impacts to nearby sensitive receptors, inclusive of nearby residential uses and the Arrowhead Regional Medical Center, directly adjacent to the project site. Further, the 2014 EIR maintains that there is no evidence indicating the project site contains any mineral resource that could be of value on a regional or State level. Therefore, impacts to mineral resources resultant of project implementation would be less than significant.

Revised Project: The revised project involves the same project footprint as analyzed in the 2014 EIR. Thus, the revised project would result in less than significant impacts to known mineral resources of value to the region and residents.

Certified 2014 EIR Mitigation Measures: No mitigation measures were required in the 2014 EIR.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

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

Approved Project: According to the 2014 EIR, the loss of availability of a locally-important mineral resource recovery site would not occur as a result of the approved project, and no mineral resources are anticipated to occur within the approved project area. Therefore, no impact would occur in this regard.

Revised Project: Refer to Response 3.12(a). No mineral resources impacts would occur with the revised project.

Certified 2014 EIR Mitigation Measures: No mitigation measures were required in the 2014 EIR.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: No Impact.

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3.13 NOISE

This section corresponds with 2014 EIR Section 4.12, *Noise*. According to the 2014 EIR, two noise assessments were prepared for the approved project that analyzed development of the amended West Valley Specific Plan (WVSP) with the entitled approved project as proposed at that time.

Would the project:

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

Approved Project:

Construction Impacts

Based on the 2014 EIR, the future development within the Specific Plan site would introduce construction-related noise impacts. Construction activities would represent a short-term impact on the existing ambient noise levels. Specifically, the 2014 EIR determined that noise from construction equipment would be approximately 95 dBA at hotels and single-family residential units located between Valley Boulevard and the Interstate 10 Freeway (I-10 Freeway). However, the 2014 EIR also acknowledged that these sensitive receptors are already exposed to elevated noise levels due to their proximity to the I-10 Freeway. The 2014 EIR also determined that construction-related activities would result in noise levels as high as 90 dBA at the single-family residences directly to the north of the Specific Plan area. Similarly, sensitive receptors such as the Allen Chapel Community Church, San Bernardino Social Service Building, the Arrowhead Regional Medical Center, Slover Mountain Highschool, and Hermosa Gardens Cemetery would be exposed to noise levels as high as 90 dBA due to development of the approved project. Additionally, the 2014 EIR acknowledged that construction noise from the development of the Specific Plan may impact recreational activities at the Colton Golf Club located centrally of the Specific Plan area. Lastly, the 2014 EIR discussed that potential demolition activities of existing structures near Planning Areas (PAs) designated as Open Space/Habitat uses would adversely affect sensitive animal species.

It should be noted the City of Colton's noise ordinance has not established noise performance standards for construction activities. The City of Colton's noise ordinance prohibits the production of excessive noise, but the description of noise violation is qualitative, and no quantitative significance threshold was established. Therefore, the 2014 EIR used the construction noise performance standards found in the County of San Bernardino Development Code which restricts such noise producing construction activity to daytime hours. Specifically, the County of San Bernardino Development Code, Section 83.01.080, indicated that noise producing construction activities are restricted to between the hours of 7:00 a.m. and 7:00 p.m. Monday to Saturday, with no such activity permitted on Sundays or Federal holidays. While the San Bernardino County does not have legal authority within the City, the noise exemption for construction activities indicates that construction noise is allowed if it abides to the time periods where people are less sensitive to noise (daytime hours).

While construction noise is exempt under the County of San Bernardino Development Code, the 2014 EIR determined that implementation of Mitigation Measures N-1 and N-2 would minimize construction-related noise impacts. Mitigation Measure N-1 requires construction activities to comply with the County of San Bernardino Development Code's hours of construction which restricts construction to between the hours of 7:00 a.m. and 7:00 p.m. Monday to Saturday, with no such activity permitted on Sundays or Federal holidays. Mitigation Measure N-2 requires additional noise mitigation measures be incorporated when construction activities occur within 1,500 feet of an identified sensitive receptors (i.e., Colton Golf Club [if in operation during potential construction activities], residential properties, the Arrowhead Regional Medical Center, etc.). Additional mitigation measures prescribed in Mitigation Measure N-2 include the use of state-of-the-art muffling devices and noise shielding, locating equipment staging grounds away from receptors, locating hauling routes away from receptors, etc. Therefore, the 2014 EIR concluded that construction noise impacts would be less than significant with the implementation of Mitigation Measure N-1 and N-2.

Operational Impacts

Based on the 2014 EIR, trips associated with the approved project would not generate noise levels exceeding the significance threshold of 65 dBA Community Noise Equivalent Level (CNEL) along surrounding roadway segments along Meridian Avenue north of Valley Boulevard and Olive Street east of Rancho Avenue.

Additionally, the 2014 EIR determined that with the approved project, operational activities associated with proposed Retail, Retail Mixed Use, Office Mixed Use, and Business Parks would potentially impact onsite and offsite sensitive receptors. Specifically, stationary noise sources associated with these land uses include parking lot noise, air conditioning units, delivery trucks, loading, and unloading activities. However, the 2014 EIR states that determining noise levels associated with truck deliveries, loading docks, and heating, ventilation, and air conditioning (HVAC) units would be difficult since building plans are not yet available. Nevertheless, due to the proximity of Retail, Retail Mixed Use, Office Mixed Use, and Business Parks to future and existing sensitive receptors, the 2014 EIR determined that the approved project would require the implementation of Mitigation Measure N-5. Mitigation Measure N-5 would require future retail development to conduct a detailed noise and vibration study to evaluate retail noise (i.e., parking lot noise, HVAC noise, etc.) and vibration impacts. Depending on the findings of the noise and vibration study, further project-specific mitigations would be implemented which could include noise barrier walls and setbacks from sensitive receptors. Additionally, the 2014 EIR determined that non-residential development in accordance with the approved project along Valley Boulevard and Pepper Avenue would implement Mitigation Measure N-6 which requires the construction of roof-ceiling assemblies that make up the building envelope to have a minimum Sound Transmission Class (STC) of 50 and exterior windows with a minimum STC of 30. Therefore, the 2014 EIR concluded that operational noise impacts would be less than significant with the implementation of Mitigation Measures N-5 and N-6.

Revised Project:

The City of Colton has not adopted noise thresholds for construction-related activities since the approval of the 2014 EIR. The San Bernadino County continues to restrict noise from construction activity to daytime hours (between the hours of 7:00 a.m. through 7:00 p.m. Monday to Saturday, with no such activity permitted on Sundays or Federal holidays).

The City of Colton establishes its noise performance standards in the City's Municipal Code. The noise ordinance (Municipal Code § 18.42.040) establishes a threshold of 65 dBA as the maximum operational sound level permitted to be generated, when measured at the boundary line of the property on which the sound is generated.

Existing Conditions

Ambient Noise Levels

To quantify existing ambient noise levels in the project area, Michael Baker International conducted four short-term noise measurements in the project vicinity on February 26, 2025. The 10-minute measurements were taken between 11:00 a.m. and 12:00 p.m. Refer to Exhibit 5 for measurement locations. Short-term (L_{eq}) measurements at these locations are considered representative of the noise levels in the project area throughout the day. The noise measurements were taken during "off-peak" (9:00 a.m. through 3:00 p.m.) traffic noise hours as this provides a more conservative baseline. During rush hour traffic, vehicle speeds and heavy truck volumes are often low; as such, free-flowing traffic conditions before or after rush hour often yield higher noise levels due to higher vehicle speeds. The ambient noise levels measured are identified in Table 3-11, *Noise Measurements*.

Source: Google Earth Pro, March 2025

Michael Baker INTERNATIONAL

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COLTON HUB CITY CENTRE SPECIFIC PLAN AMENDMENT

Noise Measurement Locations

Exhibit 5

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TABLE 3-11: NOISE MEASUREMENTS

Site No.	Location	L_{eq} (dBA)	L_{min} (dBA)	L_{max} (dBA)
NM-1	Southwest boundary of the Arrowhead Regional Medical Center facing Planning Area 19	70.0	46.3	87.0
NM-2	In front of 1000 Agua Caliente Avenue near the Anga Caliente Avenue and West San Bernardino Avenue intersection	69.5	47.3	83.8
NM-3	In front of 1001 North Christobal Lane	66.2	41.8	82.0
NM-4	Within the West Court Apartments located along the West San Bernardino Avenue	66.0	40.9	83.6
Source: Refer to Appendix D, for the results of the field measurements.				

Meteorological conditions were sunny, warm temperatures (68 degrees Fahrenheit [°F]), and wind speeds of approximately two miles per hour. Measured noise levels during the daytime measurements ranged from 66.0 to 70.0 dBA L_{eq}. The sources of peak noise include traffic along the roadways and overhead airplane noise. Noise monitoring equipment used for the ambient noise survey consisted of a Brüel & Kjær Hand-held Analyzer Type 2250 equipped with a Type 4189 pre-polarized microphone. The monitoring equipment complies with applicable requirements of the American National Standards Institute (ANSI) for Type I (precision) sound level meters. Refer to Appendix D for the results of the field measurement.

Sensitive Receptors

Human response to noise varies widely depending on the type of noise, time of day, and sensitivity of the receptor. Sensitive populations are more susceptible to the effects of noise than the general population. Land uses considered sensitive by the State of California include schools, playgrounds, athletic facilities, hospitals, rest homes, rehabilitation centers, long-term care and mental care facilities. Generally, a sensitive receptor is identified as a location where human populations (especially children, senior citizens, and sick persons) are present. Land uses less sensitive to noise are business, commercial, and professional developments. Noise receptors categorized as being least sensitive to noise include industrial, manufacturing, utilities, agriculture, natural open space, undeveloped land, parking lots, warehousing, and transit terminals. These types of land use often generate high noise levels. Moderately sensitive land uses typically include multi-family dwellings, hotels, motels, dormitories, and outpatient clinics.

The nearest existing sensitive receptor outside of the proposed rezoning area is the existing single-family residential use located approximately 85 feet to the north (across San Bernardino Avenue). Other nearby existing sensitive receptors outside of the Specific Plan area includes the Allen Chapel Community Church, San Bernardino Social Service Building, the Arrowhead Regional Medical Center, Slover Mountain Highschool, and Hermosa Gardens Cemetery. However, these existing sensitive receptors are located further away than 85 feet from the proposed rezoning area. As such, the following evaluation will analyze impacts to the nearest sensitive receptor.

Additionally, the revised project would propose residential mixed-use development near the proposed retail development within the site. Furthermore, development of the revised project would occur near sensitive receptors within the Specific Plan area (i.e., Colton Golf Club, single-family residential and hotel uses north of the I-10, and recently constructed single-family developments in PAs 2, 7, and 8). As such, these existing and future sensitive receptors within the Specific Plan area are also addressed in the evaluation below.

Construction Impacts

The revised project would propose the re-zoning of PAs 7, 8, 9, 12, 14, 15, 16, and 19. While the re-zoning of these PAs would not directly result in construction-related noise impacts, future development within these areas would result in construction-related noise impacts. However, construction-related noise levels in these PAs may occur at any one

time at any scale and as such, are speculative and cannot be accurately determined at this stage of the planning process. Similar to the approved project, the revised project would still be located near identified sensitive receptors. Specifically, development of PAs 9, 12, 14, 15, 16, and 19 in accordance with the revised project would expose existing sensitive receptors (single-family residential dwelling units north of the Specific Plan area, Colton Golf Club, and the Arrowhead Regional Medical Center) to construction noise. However, since the project site location and boundary would not change, these sensitive receptors would be exposed to similar construction noise levels that was concluded in the 2014 EIR. Additionally, technological improvements, phasing out diesel-powered equipment for electrical alternatives, and stricter noise regulations have reduced typical construction equipment noise levels since 2014. Nevertheless, development within the proposed rezoning area would be subjected to Mitigation Measure N-1 which requires construction activities to comply with the County of San Bernardino Development Code, Section 83.01.080. Compliance with Mitigation Measure N-1 requires construction activities to be restricted to between the hours of 7:00 a.m. and 7:00 p.m. Monday to Saturday, with no such activity permitted on Sundays or Federal holidays. Additionally, future development within PAs 7, 8, 9, 12, 14, 15, 16, and 19 would incorporate Mitigation Measure N-2 which requires additional noise mitigation measures to be incorporated when construction activities occur within 1,500 feet of an identified sensitive receptors (i.e., Colton Golf Club [if in operation during potential construction activities], residential properties, the Arrowhead Regional Medical Center, etc.). Additional measures prescribed in Mitigation Measure N-2 include the use of state-of-the-art muffling devices and noise shielding, locating equipment staging grounds away from receptors, locating hauling routes away from receptors, etc. Furthermore, future developments would be subject to project-specific and site-specific discretionary approvals (including separate CEQA review) on a case-by-case basis to ensure that development occurs in a logical manner consistent with the revised project.

Overall, similar to the approved project, construction would occur within the City's permitted hours of operation in accordance with Mitigation Measure N-1. Additionally, the revised project would implement Mitigation Measures N-2, as applicable, to minimize construction-related noise at sensitive receptors. Therefore, impacts would be less than significant with mitigation and the revised project would not result in greater impacts than previously analyzed in the 2014 EIR. Thus, the revised project would not result in a new significant environmental effect or substantial increase in the severity of a previously identified significant environmental effect as compared to the conclusions of the 2014 EIR.

Operational Impacts

As discussed, the revised project proposes the re-zoning of PAs 7, 8, 9, 12, 14, 15, 16, and 19. While the re-zoning of these PAs would not directly result in noise impacts, operation of future developments within these PAs would introduce operational noise. Operational noise impacts analyzed in the approved project within these PAs include mobile, stationary, and railroad noise. The following evaluation would analyze the change in operational noise impacts under the revised project.

Mobile Noise Impacts

According to the *Colton Hub City Centre Specific Plan Amendment – Trip Generation Assessment* (Trip Generation Assessment), prepared by Michael Baker International, dated May 8, 2025, the revised project would result in a reduction of average daily trips compared to the approved project. Specifically, the Trip Generation Assessment determined that the approved project would result in a trip generation of approximately 36,820 average daily trips in PAs 7, 8, 9, 12, 14, 15, 16, and 19. However, the proposed rezoning is projected to result in a trip generation of approximately 33,946 average daily trips in PAs 7, 8, 9, 12, 14, 15, 16, and 19. This would represent a reduction of 2,874 trips compared to what was previously analyzed in the 2014 EIR. As such, the revised project would reduce trips to and from the Specific Plan area in PAs 7, 8, 9, 12, 14, 15, 16, and 19 and thus, would result in a decrease in mobile noise than what was previously analyzed in the 2014 EIR.

Stationary Noise

Construction of the revised project, similar to the approved project, would result in new stationary noise sources (parking lots and HVAC units). Similar to the approved project, the location of parking lots and loading docks/truck delivery areas associated with future development are unknown at this stage of the revised project. Additionally, other stationary noise sources such as mechanical equipment such as HVAC units would be present for residential and retail uses. However, the location, number, and type of HVAC units are unknown at this stage of the revised project. It

should be noted that HVAC units are typically shielded through parapet walls or sound walls that reduce overall noise levels from such equipment.

PAs 7 and 8

The revised project would not change the land use of Residential Medium-1 in PAs 7 and 8. It should also be noted that PA 7 and the eastern portion of PA 8 have been developed with single-family residential dwelling units since the approval of the 2014 EIR. The office building on the eastern portion of PA 8, specifically located at 2040 Woodpine Avenue, was present since the approval of the 2014 EIR. Since PAs 7 and 8 have already been developed in conformity with the approved project, the following evaluation does not require further analysis of its existing operational noise impact on future sensitive development within the approved project area.

PAs 9, 12, 14, 15, 16A, and 19A

The revised project would rezone PAs 9, 12, 14, 15, 16A, and 19A to Residential Mixed-Use. It should be noted that the land use of Residential Mixed-Use was not evaluated for operational noise impacts in the 2014 EIR. Residential mixed-use are typically associated with developments that combine residential dwelling units with commercial, retail, or office uses (typically on the first floor). Future residential mixed-use developments in PAs 9, 12, 14, 15, 16A, and 19A would include HVAC units that would be either installed on the roof or ground level. Typically, mechanical equipment, such as HVAC units, generates noise levels of 60 dBA at 20 feet from the source. Noise generated by stationary sources typically attenuates at a rate of 6 dBA per doubling distance from the source. The nearest existing sensitive receptors to PAs 9, 12, 14, 15, 16A, and 19A are the single-family residential dwelling units to the north, approximately 85 feet away from PA 19A. At the distance of 85 feet, noise levels from HVAC units would be approximately 37 dBA. However, future residential mixed-uses would not be built on the project boundary. Therefore, the operation of the HVAC units would be lower than 37 dBA and would not exceed the ambient noise level (69.5 dBA, refer to Table 3-11 above).

PAs 12, 14, 15, 16A, and 19A adjoins PAs designated as Open Space/Park and Open Space/Habitat. PA 9 adjoins PAs 7 and 8, which is developed with single-family residential dwelling units. However, as previously discussed, the location of residential mixed-use developments in PAs 9, 12, 14, 15, 16A, and 19A to the proximity of sensitive land uses (residential and open space/habitat) and the location of HVAC units and other stationary sources are unknown during this stage of planning. As required in Mitigation Measure N-5, future retail development (including residential mixed-use) would conduct a detailed noise and vibration study to evaluate retail noise (i.e., parking lot noise, HVAC noise, etc.) and vibration impacts. Depending on the findings of the noise and vibration study, further project-specific mitigations would be implemented which could include noise barrier walls and setbacks from sensitive receptors. Although the noise level cannot be quantified at this time, future developments within the PAs 9, 12, 14, 15, 16A, and 19A would be subject to project-specific and site-specific discretionary approvals (including separate CEQA review) on a case-by-case basis to ensure that development would be consistent with the City's noise standards. With implementation of Mitigation Measure N-5, operational noise in PAs 9, 12, 14, 15, 16A, and 19A would be less than significant with mitigation measure incorporated, similar to what was previously determined in the 2014 EIR.

PAs 16B and 19B

The revised project would not change the land use of PAs 16B and 19B proposed under the approved project. As discussed in the 2014 EIR, parking activities and operational noise associated with retail uses in PA 16 would not impact the closest existing sensitive receptor, the Arrowhead Regional Medical Center, due to the hospital's existing setback from Pepper Avenue. The 2014 EIR also determined that noise along Pepper Avenue would mask parking lot noise from retail uses in PA 16. Vehicle noise along San Bernardino Avenue was determined to mask a majority of PA 19's operational noise to the closest sensitive receptor to the north, approximately 85 feet away.

HVAC units would be installed on the roof of future retail buildings. Typically, mechanical equipment, such as HVAC units, generates noise levels of 60 dBA at 20 feet from the source. Noise generated by stationary sources typically attenuates at a rate of 6 dBA per doubling distance from the source. The nearest existing sensitive receptor to PA 16B is the Arrowhead Regional Medical Center located approximately 650 feet to the east from PA 16B property line. As previously discussed, the closest existing sensitive receptors to PA 19B are the single-family residential uses to the north, approximately 85 feet away. At the distance of 650 and 85 feet, noise levels from HVAC units would be approximately 19 and 37 dBA, respectively. However, future retail uses would not be built on the project boundary.

Therefore, operational noise of the HVAC units would be lower than 19 and 37 dBA. Furthermore, the projected HVAC noise levels of 19 and 37 dBA would not exceed the ambient noise levels of 70.0 dBA near the Arrowhead Regional Medical Center and 69.5 dBA at the single-family residential uses to the north; refer to Table 3-11 above.

Similar to the approved project, the revised project would keep the retail land use in PAs 16B and 19B which may potentially impact the Open Space/Habitat land uses in PA 18 and future residential uses under the revised project. Specifically, the revised project would allow for residential development within PAs 16A and 19B which adjoins the retail uses in PAs 16B and 19B. According to the City's Municipal Code Section 18.42.030, *Noise*, the maximum permitted noise level from any facility, including its equipment, shall not exceed 65 dBA when measured at the property's site boundary. However, as previously discussed, the location of retail land uses in PAs 16B and 19B to the proximity of sensitive land uses and the location of HVAC units and other stationary sources are unknown during this stage of planning. As required in Mitigation Measure N-5, future retail development would conduct a detailed noise and vibration study to evaluate retail noise (i.e., parking lot noise, HVAC noise, etc.) and vibration impacts. Depending on the findings of the noise and vibration study, further project-specific mitigations would be implemented which could include noise barrier walls and setbacks from sensitive receptors. Although the noise level cannot be quantified at this time, future developments within PAs 16B and 19B would be subject to project-specific and site-specific discretionary approvals (including separate CEQA review) on a case-by-case basis to ensure that development would be consistent with the City's noise standards. In addition, retail development in PA 16B would incorporate Mitigation Measure N-6. Mitigation Measure N-6 requires new non-residential along Valley Boulevard and Pepper Avenue to be the constructed with roof-ceiling assemblies that would contain building envelope that has a minimum STC of 50 and exterior windows with a minimum STC of 30. With implementation of Mitigation Measure N-5 and N-6, impacts associated with retail operation uses in PAs 16B and 19B would be less than significant with mitigation measures incorporated, similar to what was previously determined in the 2014 EIR. Overall, the revised project would not result in a new significant environmental effect or substantial increase in the severity of a previously identified significant environmental effect as compared to the conclusions of the 2014 EIR.

Railroad Noise

The revised project would not change the location and boundary of the approved project site and would not propose any land uses associated with railroad noise. As the revised project would not result in an increase in ambient noise levels due to railroad noise, no impacts would occur in this regard. Overall, the revised project would not result in a new significant environmental effect or substantial increase in the severity of a previously identified significant environmental effect as compared to the conclusions of the 2014 EIR.

Certified 2014 EIR Mitigation Measures: The 2014 EIR includes mitigation measures to reduce potential noise impacts. The following measures from the 2014 EIR are applicable to the revised project. Changes that have been made are depicted as strike through and double underlined text.

N-1 Control of Construction Hours – All construction activities should be limited to the hours between 7:00 AM and 7:00 PM Monday through Saturday. Construction and demolition should be prohibited on Sundays or national holidays.

N-2 In addition to implementation of Mitigation Measure N-1, the following mitigation measures should be implemented whenever construction activities occur within 1,500 feet of the hotel and residential land uses located between Valley Blvd and the I-10 Freeway; the Colton Golf Club (if in operation); the residential properties, the church and the Rialto City Park all located along San Bernardino Avenue; the Rialto Retirement Home, Vista Cove Care Center and the Cathedral of Praise Church all located near Riverside Drive; the San Bernardino Social Services Building; the Arrowhead Regional Medical Center; the Hermosa Gardens Cemetery; Slover Mountain High School; the residential land uses located along Hermosa Avenue, and adjacent to planning areas set aside for permanent habitat (planning areas 3, 6, 11 and 18) as well as the habitat set aside as part of the HCP within the Cemetery property.

a. All construction contractors shall limit haul truck deliveries to the same hours specified for construction equipment (7:00 AM and 7:00 PM Monday through Saturday).
b. To the extent feasible, haul routes shall not pass sensitive land uses or residential dwellings and should avoid using alleyways adjacent to said uses.

c. All construction contractors shall use power construction equipment with state-of-the-art noise shielding and muffling devices.
d. During all project site excavation and grading on any site in the CHCCSP project area, construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards.
e. All construction contractors shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise sensitive receptors nearest a project site during all project construction.
f. All construction contractors shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest a project site

N-5[19] Prior to issuance of building permits for non-residential land uses within planning areas 5, 9, 12, 14, 15, 16, 19, 21, 22, 23 and 24, all project proponents shall prepare a detailed noise study that shall ensure that these sources do not exceed 55 dBA (L_{eq}) and 75 dBA (L_{max}) during the daytime (7:00 AM to 10:00 PM), and 45 dBA (L_{eq}) and 65 dBA (L_{max}) during the nighttime (10:00 PM to 7:00 AM). The assessment shall be prepared by a qualified acoustical engineer and shall document the noise generation characteristics of the proposed equipment and the projected noise levels at the nearest use. Compliance with these levels shall be demonstrated and any measures required to comply with the Noise Ordinance will be included in the project plans. The report shall be completed and approved by the City prior to issuance of building permits.

N-6 New non-residential development shall be constructed with roof-ceiling assemblies that make up the building envelope to have an STC of at least 50 and exterior windows must have minimum STC of 30 where sound levels at the property line regularly exceed 65 decibels. This measure shall apply to new non-residential land uses proposed along Valley Boulevard and Pepper Avenue. This measure would reduce interior noise levels to acceptable levels and mitigate any impact to less than significant. Buildings with few or no occupants and where occupants are not likely to be affected by exterior noise, as determined by the enforcement authority, such as factories, stadiums, storage, enclosed parking structures and utility buildings are exempt from this measure.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact With 2014 EIR Mitigation Incorporated.

b) Generate excessive ground borne vibration or ground borne noise levels?

Approved Project:

Construction Impacts

Based on the 2014 EIR, construction-related activities would introduce varying degrees of ground vibration depending on the type of construction equipment being used. The 2014 EIR determined that construction equipment such as loaded trucks, large bulldozers, and a hoe ram would be used during the demolition of structures within the approved project site. Additionally, loaded trucks, jackhammers, and vibratory rollers would be utilized for the construction of new structures and asphalt paving. Of these listed equipment, vibratory rollers would introduce the largest vibrations. At a distance of 25 feet, vibratory rollers would introduce a peak particle velocity (PPV) of 0.21 inch per second at 25 feet. Thus, the 2014 EIR determined that vibration equipment being used within 70 feet of a sensitive receptor would exceed the 80-vibration decibel (VdB) perception standard for human annoyance. Additionally, vibration equipment being used within 26 feet of a sensitive receptor would exceed the 0.20 inch per second PPV standard for structural damage. To reduce construction vibration impacts, the 2014 EIR implemented Mitigation Measures N-1 and N-3.

[19] It is noted that these changes to Mitigation Measure N-5 are based on the revised project's allowance of potentially noise-sensitive (i.e., residential) land uses within Planning Areas 12, 14, 15, and 19, which were previously identified for retail uses. The requirement of a detailed noise study for non-residential land uses within the new RES-MU Planning Areas does not trigger preparation of a Supplemental EIR as the City of Colton has agreed to adopt the revised mitigation measure to reduce noise impacts to sensitive receptors such that they would not be substantially more severe than shown in the previous EIR.

Mitigation Measure N-1 would ensure that construction activities would occur within the permitted hours of construction while Mitigation Measure N-3 would ensure that no vibration generating equipment would be located less than 70 feet of an existing vibration sensitive land use, including conservation sites. Therefore, the 2014 EIR concluded that construction vibration impacts would be less than significant with the implementation of Mitigation Measures N-1 and N-3.

Operational Impacts

Based on the 2014 EIR, the most vibration sensitive receptor is the Arrowhead Regional Medical Center located to the east of Specific Plan area. The 2014 determined that proposed retail uses (PA 16), office mixed use (PAs 19, 21, and 23), and retail – mixed uses (PA 24) in accordance with the approved project would be located near the Arrowhead Regional Medical Center. These land uses under the approved project would potentially cause operational vibration impacts. These uses are typically associated with drive aisles and loading docks which would generate medium and heavy truck trips. However, the 2014 EIR states that vibration noise from these sources would be significantly lower than 0.10 inches per second PPV, which would be well below the most conservative threshold of 0.2 inch/second PPV for structural damage. Nevertheless, the 2014 EIR determined that operations of retail, office, and business parks would require the incorporation of Mitigation Measure N-4 which would require structural vibration monitoring for vibration equipment used within 26 feet of an existing structure. Therefore, the 2014 EIR concluded that operational vibration impacts would be less than significant with the implementation of Mitigation Measure N-4.

Revised Project:

Construction Impacts

The revised project would not generate or expose persons or structures to excessive ground borne vibration from construction. Construction of the revised project would have the potential to result in varying degrees of temporary ground borne vibration, depending on the specific construction equipment used. Vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. The results from ground borne vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight structure damage at the highest levels.

The revised project proposes the re-zoning of PAs 7, 8, 9, 12, 14, 15, 16, and 19. While the re-zoning of these PAs would not directly result in construction-related vibration impacts, construction of new structures in these PAs would introduce vibration impacts. The 2014 EIR determined that development within the approved project would not result in a significant vibratory impact if the use of vibratory equipment is located further than 70 feet away from a sensitive receptor for the VdB perception standard and further than 26 feet away for structural damage. It should be noted that the revised project would not change the Specific Plan boundary. The closest existing sensitive receptor outside of the Specific Plan area is the sensitive receptors to the north of PA 19, approximately 85 feet away. Additionally, construction activities would occur throughout the project site and would not be concentrated at the point closest to the sensitive receptors. As such, vibratory equipment used during the development of the revised project would not be located within the distance thresholds identified in the 2014 EIR.

However, future development may expose sensitive land uses (i.e., residential, open space/habitat, etc.) within the Specific Plan area to vibration impacts. Construction-related vibrations levels in these PAs may occur at any one time in any scale and as such, are speculative and cannot be accurately determined at this stage of the planning process. The revised project would not propose any specific development. Furthermore, future developments within the proposed rezoning area would be subject to project-specific and site-specific discretionary approvals (including separate CEQA review) on a case-by-case basis to ensure that construction-related vibrations would be minimized, and development occurs in a logical manner consistent with approved project. As such, the revised project would also adhere to the permitted hours of construction (Mitigation Measure N-1) and would ensure that vibratory impacts are minimized through the implementation of Mitigation Measure N-3. Therefore, vibratory equipment used from the revised project would not be located within the distance identified in the 2014 EIR and impacts would be reduced to a less than significant level with the implementation of Mitigation Measures N-1 and N-3, similar to what was previously determined in the 2014 EIR. Overall, the revised project would not result in a new significant environmental effect or substantial increase in the severity of a previously identified significant environmental effect as compared to the conclusions of the 2014 EIR.

Operational Impacts

The revised project would rezone parcels near the Arrowhead Regional Medical Center which was identified by the 2014 EIR as the most sensitive receptor to vibration impacts. However, under the revised project, PAs 16 and 19 would keep the existing zoning on the eastern portions (PAs 16B and 19B) to allow for retail uses. As such, the revised project, similar to the approved project, would allow for retail and commercial uses adjacent to the Arrowhead Regional Medical Center. As determined by the 2014 EIR, operations associated with these land uses would generate vibrations (heavy and medium truck trips) which would not exceed the most conservative threshold of 0.2 inch/second PPV. Nevertheless, similar to the approved project, the revised project would incorporate Mitigation Measure N-4 which would require structural vibration monitoring for vibration equipment used within 26 feet of an existing structure.

Additionally, it should be noted that the revised project would rezone PAs 7, 8, 9, 12, 14, 15, 16A, and 19A to allow for residential mixed-use. Residential uses are not typically associated with land uses that generate substantial vibration impacts. However, retail, commercial, or office uses may be constructed within these PAs as part of the mixed-use component. However, as previously discussed, operation of retail and commercial uses would not generate vibrations that would exceed the most conservative threshold of 0.2 inch/second PPV. Nevertheless, the revised project would require the incorporation of Mitigation Measure N-4. As such, the proposed re-zoning of parcels to allow for residential mixed-use development would not generate substantial vibrations. With Mitigation Measure N-4, operational vibratory impacts associated with the revised project would be reduced to less than significant impacts, similar to what was previously determined in the 2014 EIR. Overall, the revised project would not result in a new significant environmental effect or substantial increase in the severity of a previously identified significant environmental effect as compared to the conclusions of the 2014 EIR.

Certified 2014 EIR Mitigation Measures: The 2014 EIR includes mitigation measures to reduce potential noise impacts. The following measures from the 2014 EIR are applicable to the revised project.

Refer to 2014 EIR Mitigation Measure N-1, and

N-3 The use of vibratory equipment shall be avoided within 70 feet of existing vibration sensitive land uses (residential, habitat, ARMC).

N-4 If vibratory equipment must be used within 26 feet of an existing structure vibration monitoring shall be conducted and work shall be halted and re-evaluated if vibratory levels near 0.20 PPV which is the standard established to protect structures.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact With 2014 EIR Mitigation Incorporated.

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

Approved Project: The Specific Plan area is not located within an airport land use plan or within two miles of a public airport or a public use airport that would expose people working in the project site to excessive noise levels. The closest airport to the Specific Plan area is the Rialto Municipal Airport which is four miles to the north. The Specific Plan area is also not located within the vicinity of a private airstrip that would expose people working in the project sites to excessive noise levels. Therefore, the 2014 EIR determined that the approved project would not expose people to excessive airport related noise and no impact would occur.

Revised Project: The revised project does not change the Specific Plan area as analyzed in the 2014 EIR. As discussed above, the revised project proposes the re-zoning of PAs 7, 8, 9, 12, 14, 15, 16, and 19. Thus, the revised project would not expand or relocate the Specific Plan area. The nearest airport to the Specific Plan area is the Rialto Municipal Airport, which is located approximately four miles to the north. Additionally, the Specific Plan area is not within the

airport land use plan of this airport. Thus, the revised project would similarly have no impact related to excessive airport related noises. Overall, the revised project would not result in a new significant environmental effect or substantial increase in the severity of a previously identified significant environmental effect as compared to the conclusions of the 2014 EIR.

Certified 2014 EIR Mitigation Measures: No mitigation measures were required in the 2014 EIR.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: No Impact.

3.14 POPULATION AND HOUSING

This section corresponds with 2014 EIR *Section 4.13, Population and Housing.*

Would the project:

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

***Approved Project*:** Based on the 2014 EIR, the approved project had the potential to induce direct and indirect population growth. Based on the City of Colton's 2013 average household size of 3.51, it was determined the approved project would add an estimated 965 new residents to the City's population through the development of residential units. This was equivalent to 1.8 percent of the City's projected population in 2020. Accordingly, the approved project would not induce substantial unplanned population growth, and impacts would be less than significant.

Revised Project: Since the time of the adoption of the 2014 EIR, the CHCCSP has been amended to implement pieces of Programs 10, 11, and 18 of the City's 6th Cycle Housing Element and rezone sites in the CHCCSP area used to meet the City's RHNA as RES-MU. This would bring the City's Housing Element into full compliance with State law.

For the purposes of this addendum, a maximum buildout of 3,000 total residential dwelling units is evaluated for the revised project; refer to Table 1-3, *Revised Project Buildout*. This represents a net increase of 2,640 units as compared to the approved project.[20] The revised project would reduce non-residential areas within the CHCCSP by approximately 634,234 square feet, for a total buildout of 1,797,503 square feet of non-residential uses.

It is speculative to determine whether all future residents of the anticipated 2,640 additional dwelling units would relocate from within or outside of the City. Thus, this analysis conservatively assumes future residents would relocate from outside of the City. Based on the City's average household size of 3.24, the revised project would introduce up to 8,554 new residents.[21] Therefore, the revised project would induce population growth in a local context. Conservatively assuming that all 8,554 new residents relocate from outside of the City, potential population growth associated with the revised project would represent a 16 percent increase over the City's existing 2024 population of 52,778 persons.

Table 3-12, *Revised Project's Development Potential Compared to General Plan Buildout Assumptions*, compares the revised project's potential population and housing growth to the General Plan's population and housing forecasts for the City at buildout. The City's housing stock is forecast to total approximately 21,204 dwelling units at General Plan buildout, with a resultant population of approximately 67,182 persons; refer to Table 3-12. Compared to the General Plan buildout assumptions, the proposed development potential would increase the City's housing stock by 2,640 dwelling units and increase the City's population by 8,554 persons. As shown in Table 3-12, buildout in accordance with the proposed Specific Plan would not exceed the General Plan's housing or population forecasts. Impacts would be less than significant in this regard.

[20] For information purposes, the 6th Cycle Housing Element assumed a maximum residential buildout of 3,719 units.

[21] California Department of Finance, *Report E 5 Population and Housing Estimates for Cities, Counties, and the State, 2020-2024, With 2020 Census Benchmark, Sacramento, California*, May 2024.

TABLE 3-12
REVISED PROJECT'S DEVELOPMENT POTENTIAL COMPARED TO GENERAL PLAN BUILDOUT ASSUMPTIONS

Description	Dwelling Units	Population
Existing Conditions (May 2024)[22]	16,795	52,778
Revised Project Net Development Potential	2,640	8,554
Total City (Including Revised Project Net Development Potential)	19,435	61,332
General Plan Buildout Assumptions[23]	21,204	67,182
Revised Project's Net Development Potential Compared to General Plan Buildout Increase Assumption	*-1,769*	*-5,850*

Table 3-13, *Revised Project's Development Potential Compared to SCAG Growth Forecasts*, compares the project's anticipated housing and population growth with SCAG's 2040 growth projections for Colton. As indicated in Table 3-13, SCAG projects that the City's housing stock would total 21,700 dwelling units with a resultant population of 70,700 persons by 2040. Compared to SCAG's growth forecasts, the proposed development potential would increase the City's housing stock by 2,640 dwelling units and increase the City's population by up to 8,554 persons. As shown, the revised project's development potential would not exceed SCAG's population estimates or growth forecasts for dwelling units for 2040.

TABLE 3-13
REVISED PROJECT'S DEVELOPMENT POTENTIAL COMPARED TO SCAG GROWTH FORECASTS

Description	Dwelling Units	Population
Existing Conditions (May 2024)[24]	16,795	52,778
Revised Project Net Development Potential	2,640	8,554
Total City (Including Revised Project Net Development Potential)	19,435	61,332
SCAG 2040 Forecasts[25]	21,700	70,700
Revised Project's Net Development Potential Compared to SCAG's 2040 Forecast Increase Assumption	*-2,265*	*-9,368*

The revised project would not result in substantial unplanned population growth and impacts in this regard would be less than significant.

Certified 2014 EIR Mitigation Measures: No mitigation measures were required in the 2014 EIR.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

[22] California Department of Finance, *Report E 5 Population and Housing Estimates for Cities, Counties, and the State, 2020-2024, With 2020 Census Benchmark, Sacramento, California*, May 2024.

[23] City of Colton General Plan, Land Use Element Table LU-1, Development and Population Projections, 2013.

[24] California Department of Finance, *Report E 5 Population and Housing Estimates for Cities, Counties, and the State, 2020-2024, With 2020 Census Benchmark, Sacramento, California*, May 2024.

[25] Southern California Association of Governments, *Current Context Demographics and Growth Forecast Table 14, Jurisdiction-Level Growth Forecast*, September 30, 2020.

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

Approved Project: According to the 2014 EIR, the approved project does not propose the removal of any housing in the project area and thus would have no displace substantial numbers of existing people or housing. Impacts would be less than significant.

Revised Project: Similar to the approved project, the revised project would also not displace any residents or housing from the CHCCSP area. Revised project implementation would not directly result in new construction; however, implementation of the project over time would allow for future development of 2,640 new housing units in the CHCCSP area, thus providing a surplus of housing opportunities over that currently allowed under buildout of the CHCCSP. Therefore, implementation of the revised project would not displace substantial numbers of existing residents or housing units and would not necessitate the construction of replacement housing elsewhere. Impacts would remain less than significant.

Certified 2014 EIR Mitigation Measures: No mitigation measures were required in the 2014 EIR.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

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3.15 PUBLIC SERVICES

This section corresponds with 2014 EIR *Section 4.14, Public Services.*

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

i) Fire Protection?

Approved Project: According to the 2014 EIR, the approved project area is served by the Colton Fire Department. Fire Station 212, located at 1511 North Rancho Avenue, is responsible for initial response in the project area, but all stations can respond. The 2014 EIR determined the approved project would contribute to an incremental demand for fire and emergency services. 2014 EIR Mitigation Measure PS-1 required relocating Fire Station 212 within or adjacent to the CHCCSP area to maintain adequate response time. 2014 EIR Mitigation Measure PS-2 required installation of fire suppression and alarm technology as required under the Uniform Building Code (UBC) and approved by the Colton Fire Department. Overall, the 2014 EIR determined compliance with Standards and Proposals of the General Plan Safety Element, relevant sections of the California Building Code, and Mitigation Measures PS-1 and PS-2 would ensure impacts regarding fire protection services would be less than significant.

Revised Project: The revised project site continues to be serviced by the Colton Fire Department; and the nearest fire station is still Fire Station 212 (which has not been relocated at the time of this writing). Similar to the approved project, the revised project would result in an incremental demand for fire protection services. However, similar to the approved project, the revised project would also be subject to Standards and Proposals of the General Plan Safety Element, relevant sections of the California Building Code, and Mitigation Measures PS-1 and PS-2 relative to fire protection services. Notably, payment of development impact fees in accordance with Colton Municipal Code Chapter 12.32, *Public Improvement Fees,* would satisfy 2014 EIR Mitigation Measure PS-1. A less than significant impact with mitigation incorporated would occur and impacts would not be greater than those identified in the 2014 EIR.

Certified 2014 EIR Mitigation Measures: The 2014 EIR includes mitigation measures to reduce potential fire protection services impacts. The following measures from the 2014 EIR are applicable to the revised project:

PS-1 In order to provide adequate fire protection coverage for the CHCCSP project area, equipment and staffing apparatus from Station 212 shall be relocated to a new, fully equipped facility within the project area or in close proximity to maintain adequate response time. In order to implement the relocation of Station 212 and staff a paramedic squad the following is recommended:

- Relocate fire station 212 from its current location at 1511 North Rancho Avenue to a location within the CHCCSP project area ideally on Olive Street between Meridian Street and North Jackson Street;
- Include a purpose-built EOC in the relocated fire station; and
- Hire six firefighter paramedics to staff a paramedic squad daily with two personnel.

PS-2 Prior to occupancy of any project buildings, all structures shall be equipped with the most reliable, commercially available fire suppression and alarm technology as required under the Uniform Building Code (UBC) standards and approved by the City of Colton Fire Department. The project applicant shall be responsible for maintaining these systems during project operations. Furthermore, if the call load for fire inspections increases beyond fire inspection sustainability (as indicated in annual reports) for the CHCCSP, a Fire Inspector shall be provided.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact With 2014 EIR Mitigation Incorporated.

b) Police Protection?

Approved Project: According to the 2014 EIR, the approved project area is served by the Colton Police Department. The Police Department headquarters are located at the City Hall Campus, 650 North La Cadena Drive in Colton, approximately 1.5 miles east of the CHCCSP. The 2014 EIR determined that the approved project would contribute to an incremental demand for police protection services. Impacts would be less than significant with compliance with applicable Standards and Proposals outlined in the General Plan Safety Element, and implementation of 2014 EIR Mitigation Measure PS-3.

Revised Project: The revised project site continues to be served by the Colton Police Department, which remains located approximately 1.5 miles east of the CHCCSP. Similar to the approved project, the revised project would result in an incremental demand for police protection services in the project area. Payment of development impact fees in accordance with Colton Municipal Code Chapter 12.32, *Public Improvement Fees,* would satisfy 2014 EIR Mitigation Measure PS-3. A less than significant impact with mitigation incorporated would occur and impacts would not be greater than those identified in the 2014 EIR.

Certified 2014 EIR Mitigation Measures: The 2014 EIR includes mitigation measures to reduce potential police protection services impacts. The following measures from the 2014 EIR are applicable to the revised project:

PS-3 In order to improve the service ratio for the Police Department, a substation facility shall be provided within the CHCCSP area. Development impact fees shall be allocated by the City of Colton in order to provide additional officers, support personnel and new equipment for said substation. The timing of the development of this substation will be determined in consultation with the Police Department.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact With 2014 EIR Mitigation Incorporated.

c) Schools?

Approved Project: Based on the 2014 EIR, the approved project area is served by the Colton Joint Unified School District (CJUSD) and the Rialto Unified School District (RUSD). However, the area of the CHCCSP served by the CJUSD did not propose residential uses (Planning Areas 21-24 are located within the CJUSD), and therefore the 2014 EIR determined that the CJUSD would not be impacted by the approved project. The 2014 EIR concluded that the approved project would contribute an additional 188 students in the RUSD. Payment of development impact fees the School District, as identified in 2014 EIR Mitigation Measure PS-4, would reduce impacts to school performance objectives and enrollment capacity to less than significant with mitigation incorporated.

Revised Project: Similar to the approved project, the revised project would introduce new residents into the City and result in student generation that could impact local school capacities. Like the approved project, the revised project does not propose residential uses within Planning Areas 21 through 24, as the revised project involves Planning Areas 7, 8, 9, 12, 14, 15, 16, and 19 of the CHCCSP. As noted in Section 3.14, *Population and Housing*, buildout of the revised project would conservatively result in 8,554 new residents within the CHCCSP, some of which would be school-age. Nonetheless, like the approved project, the revised project would also be subject to the payment of school development impact fees as provided for in 2014 EIR Mitigation Measure PS-4. Payment of school impact fees in compliance with Senate Bill 50 are considered full mitigation under CEQA. A less than significant impact with mitigation would occur and impacts would not be greater than those identified in the 2014 EIR.

Certified 2014 EIR Mitigation Measures: The 2014 EIR includes mitigation measures to reduce potential public services impacts. The following measures from the 2014 EIR are applicable to the revised project:

PS-4 Each developer proposing a new project, or the substantial redevelopment of a project site shall pay Development Impact Fees for all Public Services (Fire, Police, Schools, Libraries, Parks) as determined by the Community Development Director or his/her designee.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact With 2014 EIR Mitigation Incorporated.

d) Parks?

Approved Project: According to the 2014 EIR, the approved project would have a relatively high demand for would contribute to an incremental demand for park capacity. As discussed in 2014 EIR, the approved project proposed the construction of a 4.14-acre park in Planning Areas (PAs) 12 and 14, in order to meet the City's goal of designating five acres of parkland per 1,000 residents (refer to Policy LU-12.4 of the City's 2013 General Plan). However, construction of the proposed park in PAs 12 and 14 would occur in the footprint of an existing 10.46-acre park, replacing it with a smaller, neighborhood park with upgraded recreational amenities detailed in the 2014 EIR. This replacement would result in a net loss of 5.95 acres of parkland. In compliance with Mitigation Measure PS-4, parkland Development Impact Fees would be required. However, the City was already at a park deficit prior to approval of the approved project, and thus any new residents in the City would exacerbate the existing condition for parks. Impacts were determined to be significant and unavoidable in this regard.

Revised Project: The City of Colton owns and operates 37 acres of park land/open space and is below the standard for park land per population (a park within 0.5 mile of every residential neighborhood and 5 acres of park land per 1,000 residents). The revised project would remove approximately 3.91 acres of Open Space/Park Uses with the new RES-MU use, adding to the City's park deficit. However, similar to the approved project, future development occurring under the revised project would be subject to payment of parkland Development Impact Fees as provided for in Mitigation Measure PS-4. Further, as noted in Section 4.0, *Development Regulations*, of the amended CHCCSP, all RES-MU residential developments shall provide private open space and common open space as follows:

1. **Private Open Space**. Private open space shall be provided for each unit as follows. Private open space may be provided in the form of patios, porches, balconies, or recessed areas open on at least one side.

    a. A minimum of one hundred (100) square feet of private open space per unit, with a minimum dimension of ten feet (10') on the ground floor.

    b. A minimum of fifty (50) square feet of private open space shall be provided for every four (4) units on any floors above the ground floor.

    c. For SROs, Senior Housing, Residential Care Facilities, and Transitional and Support Housing uses, up to fifty percent (50%) of the required private open space can be provided through as common residential open space.

    d. Subject to approval by the Development Services Director, common open space may be substituted for private open space at a ratio of 1.5:1.

        i. For example, one hundred fifty (150) square feet of improved common open space per unit may be substituted for the one hundred (100) square feet of required provided open space. For example, seventy-five (75) square feet of common open space per unit can be substituted for fifty (50) square feet of private open space.

2. **Common Open Space**. Common residential open space shall be provided at a minimum of twenty-five (25) square feet per unit. Common residential open space areas shall have a minimum dimension of ten feet (10'). Common areas on building rooftops that are furnished with recreational amenities, landscaping, and shade structures can satisfy up to fifty percent (50%) of the common residential open space requirement.

    a. Shared Common Open Space. When common open space is designed for shared public / private use, the minimum requirement for common residential open space shall be reduced to twenty (20) square feet per unit. These common residential open space areas may be provided in the form of pools, playgrounds, recreation fields, or recreation buildings, but no less than fifty percent (50%) of the common residential open space area shall be outdoor, landscaped common residential open space.

3. Sidewalk connections shall be provided from homes to public sidewalks, and between homes and residential open space.

4. All landscape areas shall conform to the Community Design Guidelines and Plant Palette that are located in Section 6.0 of the CHCCSP.

Although the revised project would add approximately 3.91 acres to the City's park deficit, future development as a result of the amended CHCCSP would provide private open space and common open space in accordance with Section 4.0, *Development Regulations*, of the amended CHCCSP. As identified in Table 1-1, *Revised Project Sites*, the 17 parcels impacted by the revised project are primarily zoned Retail (R) by the existing CHCCSP. The Retail (R) zone does not require private open space and common open space; refer to CHCCSP Section 4.2.1, *Retail (R)*. As a result, the revised project would improve opportunities for open space within the CHCCSP area compared to the approved project. Thus, although impacts would remain significant and unavoidable, impacts identified in the 2014 EIR would be reduced under the revised project.

Certified 2014 EIR Mitigation Measures: Refer to Mitigation Measure PS-4.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Significant and Unavoidable – No New Impact.

e) Other public facilities?

Approved Project: According to the 2014 EIR, other public facilities affected by the approved project would include libraries. The Colton Public Library's three facilities provide library services in the City of Colton. The Main Public Library is located at 656 Ninth Street, the Luque Branch Library is located at 294 East "O" Street, and the Carnegie Building is located at 380 North La Cadena Drive. In compliance with 2014 EIR Mitigation Measure PS-4, the City would collect Development Impact Fees to support expansion of library services commensurate with development proposals. All future development projects, residential and nonresidential, would be required to pay these fees. The 2014 EIR determined that impacts would be less than significant with mitigation incorporated in regard to library services.

Revised Project Future development accommodated under the revised project would also be subject to the payment of development impact fees for library services in accordance with 2014 EIR Mitigation Measure PS-4. Thus, this impact would be less than significant with mitigation and impacts would not be greater than those identified in the 2014 EIR.

Certified 2014 EIR Mitigation Measures: Refer to Mitigation Measure PS-4 above.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact With 2014 EIR Mitigation Incorporate.

3.16 RECREATION

This section corresponds with 2014 EIR Section 4.14, *Public Services*.

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

Approved Project: Refer to Response 3.15(d).

Revised Project: Refer to Response 3.15(d).

Certified 2014 EIR Mitigation Measures: Refer to Mitigation Measure PS-4 in Section 3.15 of this Addendum.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Significant and Unavoidable – No New Impact.

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

Approved Project: Refer to Response 3.15(d).

Revised Project: Refer to Response 3.15(d).

Certified 2014 EIR Mitigation Measures: Refer to Mitigation Measure PS-4 in Section 3.15 of this Addendum.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Significant and Unavoidable – No New Impact.

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3.17 TRANSPORTATION

This section corresponds with 2014 EIR Section 4.15, *Traffic and Circulation.* In addition, the *Colton Hub City Centre Specific Plan Amendment - Trip Generation Assessment* (Trip Generation Assessment) was prepared by Michael Baker International (dated May 8, 2025); refer to Appendix E, *Trip Generation Assessment*.

Would the project:

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

Approved Project: The *Colton Hub City Center Specific Plan Traffic Impact Analysis (Kunzman Associates Inc., 2014)* [2014 TIA], documented in the 2014 EIR, analyzed the estimated project trips for each planning area based on the land use assumptions that were available at that time.

Table 3-14, *Approved Project Trip Generation*, provides the previously documented trip generation calculations for planning areas within the comparison boundary. As shown, within the comparison boundary, a total of 36,819 daily trips, 1,466 AM Peak Hour trips, and 3,570 PM Peak Hour trips were anticipated during an average weekday.

TABLE 3-14: APPROVED PROJECT TRIP GENERATION[26]

TRIP GENERATION (VEHICLES)									
LAND USE	ITE CODE	INTENSITY		DAILY TRIPS	AM PEAK HOUR		PM PEAK HOUR		
				TOTAL	IN	OUT	TOTAL	IN	OUT
Single-Family Detached	210	132 DU	1,257	99	25	74	132	83	49
Shopping Center	820	809,672 SF	30,265	649	402	247	2,755	1,320	1,435
Office	710	204,558 SF	2,652	386	341	45	386	65	321
Business Park	770	17.61 AC	2,638	332	282	50	297	59	238
Open Space/Park	412	4.51 AC	8	0	0	0	0	0	0
TOTAL			*36,820*	*1,466*	*1,050*	*416*	*3,570*	*1,527*	*2,043*
Colton Hub City Center Specific Plan Traffic Impact Analysis (Kunzman Associates Inc., 2014) Trip Rate Source: Institute of Transportation Engineer's (ITE) Trip Generation Manual, 9th Edition.									

According to the 2014 EIR and based on the results of a Traffic Impact Analysis that was prepared for the approved project, the approved project would result in impacts to the circulation system in the project area. Therefore, Mitigation Measure TC-1, which requires future development proposals to pay into a fair share program to implement specific roadway improvements, was required. The 2014 EIR determined that implementation of Mitigation Measure TC-1 would reduce potentially significant transportation impacts to a less than significant level with mitigation incorporated.

Similarly, the 2014 EIR determined impacts to transit services would be less than significant with implementation of 2014 EIR Mitigation Measure TC-3, which require coordination with Omnitrans of necessary road and site improvements related to transit stops, road improvements along bus routes, and any other improvements that may affect transit in the CCHCSP project area. The 2014 EIR determined impacts to bicycle facilities would be similarly

[26] To directly assess the change in trips forecast to be generated by the revised project, the trip generation memorandum included an identical Planning Area comparison boundary as the 2014 EIR. For the purposes of the Air Quality, Energy, Greenhouse Gas, Nosie, and Traffic technical studies, this included the entirety of Planning Areas 7, 8, 9, 12, 14, 15, 16A, 16B, 19A, and 19B. As a result, the Air Quality, Energy, Greenhouse Gas, Noise, and Traffic technical studies assumed a more conservative (greater) buildout than identified in Section 1.5, *Project Description*.

less than significant with mitigation with implementation of 2014 EIR Mitigation Measure TC-4, which would require new development to provide bicycle storage facilities.

Revised Project: The revised project trips were estimated using the ITE Trip Generation Manual (9th Edition); refer to Table 3-15, *Revised Project Trip Generation*. Table 3-16, *Project Trip Comparison*, compares the approved 2014 EIR trips to the revised project trips. As shown, within the comparison boundary, the revised project is expected to generate fewer daily and PM Peak Hour trips compared to the approved 2014 EIR (2,874 daily trips and 644 PM Peak Hour trips). Additionally, within the comparison boundary, the revised project is expected to generate an additional 15 AM Peak Hour trips compared to the 2014 EIR.

While there is only a net increase of 15 trips in the AM Peak Hour, there is a change in the inbound and outbound distribution of trips during the AM Peak Hour. This is likely a result of the increase in residential dwelling units under the revised project. The residential land uses experience higher rate of outbound trips during the AM Peak Hour compared to the land uses assumed under the 2014 EIR. The precise location of the residential developments would influence the distribution of trips onto the roadway network and any operational changes at the study intersections.

TABLE 3-15: REVISED PROJECT TRIP GENERATION

TRIP GENERATION (VEHICLES)									
LAND USE	ITE CODE	INTENSITY	DAILY TRIPS	AM PEAK HOUR			PM PEAK HOUR		
				TOTAL	IN	OUT	TOTAL	IN	OUT
Multifamily Housing (Low-Rise)	221	1,863 DU	9,926	605	127	478	886	576	310
Multifamily Housing (Mid-Rise)	223	1,242 DU	6,747	373	116	257	484	281	203
Shopping Center	820	348,567 SF	15,291	334	207	127	1,383	664	719
Business Park	770	119,267 SF	1,982	169	144	25	173	45	128
TOTAL			*33,946*	*1,481*	*594*	*887*	*2,926*	*1,566*	*1,360*
Note: Values may vary slightly due to rounding Trip Rate Source: Institute of Transportation Engineer's (ITE) Trip Generation Manual, 9th Edition.									

TABLE 3-1615: PROJECT TRIP COMPARISON

TRIP GENERATION (VEHICLES)								
SCENARIO	DAILY TRIPS	AM PEAK HOUR			PM PEAK HOUR		
		TOTAL	IN	OUT	TOTAL	IN	OUT
2014 EIR	36,820	1,466	1,050	416	3,570	1,527	2,043
Revised Project	33,946	1,481	594	887	2,926	1,566	1,360
TOTAL	*-2,874*	*+15*	*-456*	*+471*	*-644*	*+39*	*-683*
Note: Values may vary slightly due to rounding Trip Rate Source: Institute of Transportation Engineer's (ITE) Trip Generation Manual, 9th Edition.							

The revised project's net increase of 15 AM peak hour trips would not result in significant impacts on the circulation system. Like the approved project, future development accommodated under the revised project would be subject to Mitigation Measure TC-1, which requires future development proposals to pay into a fair share program to implement specific roadway improvement. With implementation of 2014 EIR Mitigation Measure TC-1, impacts would remain less than significant with mitigation incorporated.

Like the approved project, impacts to transit services would be less than significant with implementation of 2014 EIR Mitigation Measure TC-3, which requires coordination with Omnitrans of necessary road and site improvements related to transit stops, road improvements along bus routes, and any other improvements that may affect transit in the

CCHCSP project area. The revised project's impact to bicycle facilities would be similarly less than significant with mitigation with implementation of 2014 EIR Mitigation Measure TC-4, which would require new development to provide bicycle storage facilities.

Certified 2014 EIR Mitigation Measures: The 2014 EIR includes mitigation measures to reduce potential transportation impacts. The following measures from the 2014 EIR are applicable to the revised project.

TC-1 Because development projects in the CHCCSP project area will be submitted by a number of different project applicants, the City's Public Works Department will be responsible for developing a fair share fee program for the purpose of funding for the necessary improvements identified in the CHCCSP Traffic Impact Study. The program shall specifically identify the nature, location, timing and cost of all improvements necessary to ensure that significant impacts are all adequately addressed and mitigated and the fail share program shall require the implementation of identified improvements at the appropriate time.

Specific improvements include:

a. Construct Pepper Avenue adjacent to the project from San Bernardino Avenue to the projects south boundary at its ultimate half-section width as a Major Arterial including landscaping and parkway improvements in conjunction with development.

b. Construct Meridian Avenue adjacent to the project from the north project boundary to Valley Boulevard at its ultimate half-section width as a Collector Street including landscaping and parkway improvements in conjunction with development.

c. Construct San Bernardino Avenue adjacent to the project from the project's west boundary to Meridian Street at its ultimate half-section width as a Major Arterial including landscaping and parkway improvements in conjunction with development.

d. Construct Valley Boulevard adjacent to the project from the project's west boundary to the project's east boundary at its ultimate half-section width as a Major Arterial including landscaping and parkway improvements in conjunction with development.

e. The project site should provide sufficient parking spaces to meet City of Colton parking code requirements in order to service onsite parking demand.

f. On-site traffic signing and striping should be implemented in conjunction with detailed construction plans for the project.

g. Sight distance at each project access should be reviewed with respect to California Department of Transportation/City of Colton standards in conjunction with the preparation of final grading, landscaping, and street improvement plans.

TC-3 The City of Colton, Omnitrans and project applicants shall coordinate the necessary road and site improvements related to transit stops, road improvements along bus routes, and any other improvements that may affect transit in the CCHCSP project area. This shall be accomplished through the City's Development Review process when projects are proposed along existing or future bus routes identified by Omnitrans.

TC-4 In addition, the City of Colton requires new development projects to provide bicycle storage facilities. Because of the unique nature of the proposed mixed-use project, the CHCCSP would require applicants for future non-residential projects to provide a bicycle parking study that analyzes the specific project need for bicycle parking and storage. The study shall identify where this bicycle storage would be provided in each component of the project to meet the intent of the City Zoning Ordinance. The implementation of this project design feature would result in less than significant related impacts to bicycles as it actually would encourage greater bicycle usage.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact With 2014 EIR Mitigation.

b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?[27]

Approved Project: This threshold was not evaluated in the 2014 EIR. However, as discussed in Response 3.17(a), above, the 2014 EIR determined that a less than significant transportation impact would occur with implementation of Mitigation Measures TC-1 through TC-3.

Revised Project: The City of Colton's Vehicle Miles Traveled (VMT) Guidelines describe screening thresholds to determine the level of transportation impact that would result from a project.[28] These are based on guidance from the San Bernadino County Transportation Authority (SBCTA) and the California Office of Planning and Research (OPR) technical advisory. The City's guidelines state that "a project can be assumed to generate a less than significant impact if it is found to attract less than or equal to 110 project trips per day." As shown in Response 3.17(a), the approved project and revised project would not screen out of the City's VMT threshold. However, the RES-MU zone introduced by the revised project would effectively reduce VMT within the CHCCSP, as the zone is intended to encourage a mix of uses to serve the needs of local residents, employees, and visitors. Projects are encouraged to provide a mix of pedestrian-oriented housing and commercial uses. Similarly, the revised project is anticipated to result in reduced VMT impacts as it is anticipated to result in 2,874 less trips than those disclosed in the 2014 EIR. Thus, impacts would not be greater than previously analyzed in the 2014 EIR.

Certified 2014 EIR Mitigation Measures: Refer to Mitigation Measures TC-1 through TC-3.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact With 2014 EIR Mitigation.

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

Approved Project: According to the 2014 EIR, a major road network is already in place for the CHCCSP project area, providing north/south and east/west vehicular circulation routes. These include Pepper Avenue, Meridian Avenue and Hermosa Avenue, north/south streets through the CHCCSP project area that connect to Valley Boulevard and San Bernardino Avenue (east/west streets). There is also a full interchange at Pepper Avenue and the I-10 freeway and further west is a full interchange at Riverside Avenue in the City of Rialto. The 2014 EIR disclosed that the proposed CHCCSP would change local traffic patterns and increase traffic levels as planning areas develop with a mix of land uses. The proposed CHCCSP Circulation Plan provided in the 2014 EIR Project Description (Exhibit 2-5) shows additional roads that would be developed within proposed planning areas in order to provide adequate traffic circulation throughout the project area as well as connections to existing major streets and arterials. Pedestrian and bike paths and bikeways would encourage circulation of motorized and non-motorized vehicles in a safe and orderly way. Overall, the 2014 EIR determined that all proposed roadways associated with the approved project would be constructed in accordance with existing standards; thus, approved project implementation would not result in significant impacts related to geometric design features or incompatible uses.

Revised Project: The revised project does not proposed changes to the CHCCSP Circulation Plan. Given there are no changes in the Circulation Plan, the revised project is not expected to further impact local roadway networks than previously described in the 2014 EIR. As a result, impacts would remain less than significant.

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[27] The 2014 EIR was circulated for public review prior to adoption of vehicle miles travelled (VMT) as the primary metric for analyzing transportation impacts. In accordance with CEQA Guidelines § 15007(c), "If a document meets the content requirements in effect when the document is sent out for public review, the document shall not need to be revised to conform to any new content requirements in Guideline amendments taking effect before the document is finally approved." Since circulation of an Addendum is not required in accordance with CEQA Guidelines Section 15164, and LOS was the primary method for analyzing transportation impacts when the previously certified EIR was circulated for public review, an analysis of VMT is not required under CEQA.

[28] City of Colton, *City of Colton VMT (Vehicle Miles Travelled) Guidelines*, June 2, 2020.

Certified 2014 EIR Mitigation Measures: No mitigation measures were required in the 2014 EIR.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

d) Result in inadequate emergency access?

Approved Project: According to the 2014 EIR, the I-10 freeway, I-215 freeway and SR-60 freeway provide regional access to the project area while various roadways near the project area provide local access and primarily serve the existing area. As part of project development within the CHCCSP project area, roadways and intersections would be improved in accordance with 2014 EIR Mitigation Measure TC-1. The provision of an extensive internal circulation system to adequately support future land uses, the maintenance of adequate levels of service throughout the project area as the CHCCSP project area develops, and the road design standards set forth in Section 5 of the CHCCSP would ensure that streets are designed at appropriate widths, adequate visibility for on-coming traffic, and intersection stop controls. Special consideration for land use in Planning Areas 28, 29, 31, 32, and 35 (Planning Areas in the vicinity of the ARMC), include coordination with the County of San Bernardino to ensure that the proposed CHCCSP circulation system meets the needs of the County in providing adequate access to the ARMC, particularly for emergency vehicles. 2014 EIR Mitigation Measure TR-2 calls for coordination between future applicants of development projects in the CHCCSP project area, the City and the County in order to ensure that there is adequate ingress/egress from the ARMC site. Therefore, the 2014 EIR determined that impacts would be less than significant with mitigation incorporated.

Revised Project: The revised project does not proposed changes to the CHCCSP Circulation Plan. As with the approved project, future development accommodated by the revised project would be subject to the road design standards set forth in Section 5 of the amended CHCCSP to ensure that streets are designed at appropriate widths, adequate visibility for on-coming traffic, and intersection stop controls. Future development under the revised project would not be subject to 2014 EIR Mitigation Measure TR-2, since the revised project does not propose land use changes to within Planning Areas 28, 29, 31, 32, and 35 (Planning Areas in the vicinity of the ARMC). Similar to the approved project, the revised project would have a less than significant impact in this regard.

Certified 2014 EIR Mitigation Measures: 2014 EIR Mitigation Measure TC-2 is not applicable to the revised project.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

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3.18 TRIBAL CULTURAL RESOURCES

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

Notwithstanding, AB 52 applies to all new applications deemed complete on or after July 1, 2015. Thus, as the revised project is a modification to the previously approved project, and not a new application, AB 52 does not apply to this project.

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

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

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

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

Approved Project: The 2014 EIR was prepared prior to the enactment of AB 52. Therefore, the 2014 EIR did not include a discussion of tribal cultural resources, nor was tribal coordination conducted at that time since the 2014 EIR document pre-dates the tribal consultation requirements that became effective in July 2015.

Revised Project: The revised project is located on the same footprint as the approved project. Since the revised project does not require a Negative Declaration or EIR, AB 52 Tribal notification is not required. Nonetheless, for future development projects subject to California Environmental Quality Act (CEQA) review, the City of Colton would conduct site-specific Native American tribal consultation under AB 52 on a project-by-project basis. As defined by AB 52, the consultation would be considered complete when the City of Colton and the consulting tribe agree on measures to avoid or mitigate a significant effect on a tribal cultural resource, or one or both parties, acting in good faith and reasonable effort, conclude that mutual agreement cannot be reached.

As discussed in Section 3.5, *Cultural Resources*, a CHRIS Records Search was conducted by Michael Baker International at the South Central Coastal Information Center in 2025. The records search did not identify any new cultural resources in the CHCCSP area compared to the 2014 EIR. Future development occurring under the revised project would be subject to the applicable provisions of Mitigation Measures CR-1 through CR-3 and CR-5, as defined in the 2014 EIR, to reduce impacts to cultural resources; refer to Section 3.5. 2014 EIR Mitigation Measures CR-1 through CR-3 would require future development to undergo a site-specific records search, prepare a Phase I Cultural Resources Study, and identify procedures for discovery of unearthed cultural resources. In the event that Native American human remains are discovered, 2014 EIR Mitigation Measure CR-5 would require implementation of the requirements and procedures set forth in Section 5097.98 of the California Public Resources Code, including notification of the County Coroner, notification of the Native American Heritage Commission (NAHC) and

consultation with the individual identified by the NAHC to be the "most likely descendant (MLD)." With adherence to these mitigation measures and State law, impacts to tribal cultural resources would remain less than significant with mitigation.

Certified 2014 EIR Mitigation Measures: Refer to Mitigation Measures CR-1 through CR-3 and CR-5.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact With 2014 EIR Mitigation.

3.19 UTILITIES AND SERVICE SYSTEMS

This section corresponds with 2014 EIR *Section 4.16, Utilities and Service Systems.*

Would the project:

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

Approved Project: The 2014 EIR analyzed whether the project would require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. The 2014 EIR did not analyze impacts in regard to the relocation or construction of new or expanded electric power, natural gas, or telecommunication facilities.

Water

Water service in the project area would be provided by the City of Colton and the West Valley Water District (WVWD) groundwater wells. A Water Supply Assessment prepared by the Colton Water Department determined there was adequate water supply available for buildout of the CHCCSP for the next 20 years. A Water Supply Assessment prepared by WVWD indicated availability of adequate water supplies during normal, single-dry, and multiple-dry years within a 20-year projection that would meet the projected demand associated with the approved project.

Wastewater

Regarding wastewater treatment facilities, the 2014 EIR determined all proposed sewer lines within the approved project area are designed for placement within the proposed dedicated street rights-of-way; no additional rights-of-way are required to provide sewage collection within the project area. Impacts were found to be less than significant.

Revised Project:

Water

Water would continue to be provided by the WVWD's existing groundwater wells and the City's existing groundwater wells. Although the project would introduce a net increase of 2,640 units into the CHCCSP as compared to the approved project, the revised project would reduce non-residential areas within the CHCCSP by approximately 634,234 square feet. It should be noted that, consistent with the approved project, feasible future development under the revised project is assumed to occur over time based on land use and market considerations; thus, any increase in demand for new or expanded utilities would occur gradually as additional development and associated population growth is added to the project area. As concluded in Section 3.14, *Population and Housing*, future development associated with the project is not anticipated to directly or indirectly induce substantial unplanned population growth.

Based on correspondence with WVWD and the City of Colton, future development activities would be required to confirm adequacy of water supply as part of the standard Will-Serve Process.[29] This may include preparation of site-specific Water Supply Assessments for large development projects defined by California Water Code § 10912 (Senate Bill 610). While no large development projects meeting this definition are proposed under the CHCCSP amendment, California Water Code § 10912 would apply to any "project" that includes (1) A proposed residential development of more than 500 dwelling units; (2) A proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space; (3) A proposed commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space; (4) A proposed hotel or motel, or both, having more than 500 rooms; (5) A proposed industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area; (6) A mixed-use project that includes one or more of the projects specified in this subdivision; (7)

[29] Microsoft Teams Meeting: Daniel Guerra, Development Services Supervisor – West Valley Water District and City of Colton, April 24, 2025.

A project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500 dwelling unit project.

While no planned water supply and water treatment infrastructure are proposed for the CHCCSP amendment, WVWD and the City of Colton have confirmed that any new or expanded facilities would be developer driven and would be considered during the site-specific will-serve process.[30] The actual need for new or expanded systems would be verified and dependent upon the provider's capacities at the time an entitlement application within the CHCCSP area is submitted to the City. Where new or expanded systems/infrastructure or facilities would be warranted to ensure adequate capacity, environmental impacts would be associated with facility construction to the extent that its location, construction methods, and operations affect the site and surrounding land uses. Construction and operation of new systems/infrastructure or facilities would be subject to environmental review pursuant to CEQA to determine whether adverse physical effects on the environment would occur.

In addition, as disclosed in the 2014 EIR, future development projects in the CHCCSP project area would be subject to development impact fees for a number of CIP improvements, including those related to adequate water supply and water treatment.

As such, the project would not require or result in the relocation or construction of new or expanded water facilities compared to the 2014 EIR. Impacts would remain less than significant in this regard.

Wastewater

The City owns and operates a secondary wastewater treatment plant. Although the project would introduce a net increase of 2,640 units into the CHCCSP as compared to the approved project, the revised project would reduce non-residential areas within the CHCCSP by approximately 634,234 square feet. According to the City's Public Works and Utilities department and wastewater generation rates identified for the 2014 EIR, the addition of 2,640 units would generate approximately 700,000 gallons of wastewater per day; however, the removal of approximately 634,234 square feet of non-residential uses would result in a net reduction of approximately 38,054 gallons of wastewater per day.[31, 32] This represents a net increase of approximately 661,945 gallons of wastewater per day above the 2014 EIR.

As disclosed in the 2014 EIR, future development projects in the CHCCSP project area would be subject to development impact fees for a number of CIP improvements, including those related to adequate wastewater conveyance and treatment. While no planned wastewater conveyance or treatment infrastructure is proposed for the CHCCSP amendment, the City's Public Works and Utilities Department has confirmed that any new or expanded facilities would be developer driven and would be considered during the site-specific will-serve process. As such, the project would not require or result in the relocation or construction of new or expanded wastewater treatment facilities. Impacts would remain less than significant in this regard.

Certified 2014 EIR Mitigation Measures: No mitigation measures were required in the 2014 EIR.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

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

Approved Project: Refer to Response 3.19(a).

Revised Project: Refer to Response 3.19(a).

Certified 2014 EIR Mitigation Measures: No mitigation measures were required in the 2014 EIR.

30 Ibid.

31 Email Correspondence: Jess Sotto, PE, City of Colton Public Works and Utilities Department, April 29, 2025.

32 Non-residential wastewater generation assumes a wastewater generation rate of 60 gallons per day/1,000 square feet, consistent with Table 4.16-4, *Water Consumption and Wastewater Generation in the CHCCSP Project Area*, of the 2014 EIR.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

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

Approved Project: According to the 2014 EIR, development in the approved project area was included in the City's projections for wastewater treatment plants. Development in the approved project area would require review by the City Engineering Department to determine if any modifications are required to ensure wastewater quantities do not exceed infrastructure capacity. Project specific review, as well as collection of Development Impact Fees, would minimize impacts to wastewater treatment providers to less than significant.

Revised Project: Similar to the approved project, the revised project would not result in inadequate wastewater treatment capacity. Site specific development accommodated by the revised project would undergo review by the City Engineering Department to ensure wastewater quantities do not exceed infrastructure capacity, and Development Impact Fees would be applied to offset project-specific impacts to wastewater treatment. A less than significant impact would occur.

Certified 2014 EIR Mitigation Measures: No mitigation measures were required in the 2014 EIR.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

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

Approved Project: According to the 2014 EIR, the approved project was anticipated to generate additional solid waste during the short-term construction phase, as well as the operational phase. The construction and demolition phase could generate 111,973 tons of waste. The 2014 EIR found that implementation of Mitigation Measure USS-1, which requires preparation of a demolition recycling plan, would reduce short-term waste generation to less than significant. In regard to operational waste, the 2014 EIR determined that regional landfill capacities would be able to accommodate the projected amount of solid waste. Impacts were less than significant with mitigation.

Revised Project: Solid waste services for the City are provided by CR&R at the Inland Regional Material Recovery Facility, located at 2059 E. Steel Road.[33] Like the approved project, future development under the revised project would be subject to conformance with 2014 EIR Mitigation Measure USS-1, which requires future development applicants to submit a recycling plan for construction and demolition. Similar to the approved project, the revised project would result in a less than significant impact with mitigation relative to solid waste.

Certified 2014 EIR Mitigation Measures: The 2014 EIR includes mitigation measures to reduce potential solid waste impacts. The following measures from the 2014 EIR are applicable to the revised project.

USS-1 Prior to the issuance of demolition permits, each project applicant shall submit a recycling plan to the City of Colton identifying the procedures by which construction and demolition would be salvaged and recycled to the maximum extent feasible. The plan shall include proof that a construction and demolition debris recycler is under contract to the applicant to perform this work.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact With 2014 EIR Mitigation Incorporated.

[33] CR&R, Material Recovery, *Transfer and Disposal Location Colton, CA*, https://crrwasteservices.com/facilities/material-recovery-transfer-and-disposal-location/colton-ca/, accessed March 17, 2025.

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

Approved Project: The 2014 EIR indicated that the approved project would comply with all solid waste disposal regulations, including recycling requirements, and that the City disposal is compliant with this requirement. The 2014 EIR determined that the approved project would not impact this requirement and that a less than significant impact would occur.

Revised Project: Similar to the approved project, future development activities occurring under the revised project must comply with all solid waste disposal regulations, including recycling requirements. All construction activities would be subject to conformance with relevant federal, state, and local requirements related to solid waste disposal. Specifically, the revised project would be required to demonstrate compliance with the California Integrated Waste Management Act of 1989 (Assembly Bill [AB] 939), which requires all California cities to "reduce, recycle, and re-use solid waste generated in the State to the maximum extent feasible." The California Integrated Waste Management Act of 1989 requires that at least 50 percent of waste produced is recycled, reduced, or composted. The revised project would also be required to demonstrate compliance with the Green Building Code, which includes design and construction measures that act to reduce construction-related waste though material conservation measures and other construction-related efficiency measures. Compliance with these programs would ensure the revised project's construction-related solid waste impacts are less than significant.

Certified 2014 EIR Mitigation Measures: No mitigation measures were required in the 2014 EIR.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

3.20 WILDFIRE

The previously certified 2014 EIR did not specifically evaluate wildfire as it was not required in the CEQA Guidelines at the time the 2014 EIR was prepared.

If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project:

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

Approved Project: The 2014 EIR did not include an assessment of wildfire impacts because the document pre-dates the updates that occurred to the CEQA Appendix G checklist in 2019, including the addition of a Wildfire subsection. However, as discussed in Response 3.9(g) of this Addendum, and Response 3.9(g) of the 2014 EIR, it was determined that the approved project site is not located in a Very High Fire Hazard Severity Zone as designated by CalFire. The 2014 EIR indicates that although there are vacant parcels within the project area, the risk of wildfire will diminish as development progresses on the undeveloped portions of the site. Additionally, the 2014 EIR states that the project site has access to fire protection services with the ability to respond promptly. The 2014 EIR determined that wildland fire risks associated with the approved project were less than significant.

Revised Project: The revised project involves the same project footprint as analyzed in the 2014 EIR. As detailed in Response 3.9(g) of this Addendum, the CHCCSP is not located in or near a State Responsibility Area (SRA) or in or near lands classified as a Very High Fire Hazard Severity Zone (VHFHSZ). [34]

Further, future development accommodated by the revised project would be required to comply with the provisions of Colton Municipal Code, Title 15, *Fire Code*, which incorporates the California Fire Code by reference. The Fire Code includes developmental and design requirements to minimize fire risks during a project's lifetime. In addition, the revised project is subject to the provisions of the City of Colton Emergency Operations Plan (EOP), Colton's Local Hazard Mitigation Plan (LHMP), and the emergency access requirements of the California Fire Code, which include but are not limited to providing access with adjoining uses and providing suitable access for emergency vehicles. The revised project's compliance with these regulations is subject to review and verification by the Colton Fire Department that the revised project plans are in conformance with all applicable fire code provisions. Similar to the approved project, impacts would be less than significant.

Certified 2014 EIR Mitigation Measures: No mitigation measures were required in the 2014 EIR.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

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

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

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

Approved Project: As discussed in Response 3.20(a), above, the approved project is not located in or near an SRA or lands classified as a VHFHSZ. According to the 2014 EIR, the likelihood of potential landslides or soil instability within the approved project site is extremely low. While the approved project site consists of primarily vacant parcels, the site is surrounded by urban development on all sides and is not in proximity to steep hillsides or expansive open space, which are considered fire-prone areas. Refer to Responses 3.7(a), 3.9(g), and 3.20(a) of this Addendum for further discussion. Therefore, the 2014 EIR concluded that it was unlikely the approved project would exacerbate

[34] California Department of Forestry and Fire Protection, *Fire Hazard Severity Zone Viewer*, https://experience.arcgis.com/experience/03beab8511814e79a0e4eabf0d3e7247/, dated April 1, 2024, accessed March 17, 2025.

wildfire risks or expose project occupants to pollutant concentrations or the uncontrolled spread of a wildfire. As discussed above, the 2014 EIR determined that wildland fire risks associated with the approved project were less than significant.

Revised Project: The revised project involves the same project footprint as analyzed in the 2014 EIR and would have similar impacts relative to wildland fires as the approved project. The revised project may exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire. The revised project would remain in compliance with the provisions of the City's EOP, LHMP, and the emergency access requirements of the California Fire Code, and impacts would be less than significant.

Certified 2014 EIR Mitigation Measures: No mitigation measures were required in the 2014 EIR.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

3.21 MANDATORY FINDINGS OF SIGNIFICANCE

Based on this Addendum, the revised project has not substantially changed in regard to the setting, design, impacts, and mitigation measures as described in the 2014 EIR. New circumstances or new information, including any new or revised environmental laws, regulations, or policies, have not modified the impacts of the revised project.

a) ***Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?***

Approved Project: The 2014 EIR in its entirety addresses and discloses all potential environmental effects associated with the development that could be facilitated within the approved project area, including direct, indirect, and cumulative impacts. The 2014 EIR discloses all potential environmental impacts, the level of significance prior to mitigation, approved project requirements that are required by law, feasible mitigation measures, and the level of significance after the incorporation of mitigation measures.

The "Biological Resources" section of the 2014 EIR fully addresses any impacts that might related to the reduction of fish or wildlife habitat, the reduction of fish or wildlife populations, and the reduction or restriction of the range of special-status species as a result of approved project implementation. The "Cultural Resources" section of the 2014 EIR fully addresses impacts related to California history and prehistory, historic resources, archaeological resources, and paleontological resources.

Revised Project: The revised project would not result in impacts beyond those identified in the 2014 EIR in this regard and does not have the potential to degrade the environment, reduce the habitat of a fish or wildlife species, threaten plant or animal communities, reduce, or restrict endangered plant or animal species or eliminate important examples of major periods of California history or prehistory with compliance with the 2014 EIR mitigation measures. Development on the overall approved project site was already accounted for in the 2014 EIR, and the revised project does not propose to change existing land use designations or zoning districts in the approved project area. Therefore, all potentially significant effects resulting from implementation of the revised project, such as those relating to biological and cultural resources, can be avoided/mitigated through compliance with General Plan policies and programs, the established regulatory framework, and the respective 2014 EIR Mitigation Measures as discussed in Sections 3.4 and 3.5 of this Addendum. No new significant impact to biological or cultural resources or substantial increase in the severity of previously identified significant impacts would occur with implementation of the revised project.

Certified 2014 EIR Mitigation Measures: Refer to mitigation measures identified above.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact With 2014 EIR Mitigation.

b) ***Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?***

Approved Project: According to the 2014 EIR, the approved project does not have impacts which are individually limited, but cumulatively considerable, with implementation of the mitigation measures identified in the 2014 EIR, with the exception of construction-related air quality impacts. As discussed in Section 3.3, *Air Quality*, even with implementation of the 2014 EIR Mitigation Measures AQ-1 through AQ-15, buildout of the CHCCSP would violate an air quality standard or expose sensitive receptors to substantial pollutant concentrations. Similarly, the approved project was found to result in significant and unavoidable impacts to parks despite application of 2014 EIR Mitigation Measure PS-4; refer to Section 3.15, *Public Services*.

Revised Project: Similar to the approved project, the revised project is anticipated to exceed the numerical thresholds of significance established by the SCAQMD. No feasible mitigation measures exist that would reduce these emissions to levels that are less than significant. Therefore, a significant unavoidable impact would occur, even with implementation of Mitigation Measures AQ-1 through AQ-14, as identified in the 2014 EIR.

Similarly, the revised project would involve significant and unavoidable impacts to parks despite implementation of 2014 EIR Mitigation Measure PS-4.

Following compliance with the established regulatory framework, the 2014 EIR mitigation measures, and General Plan policies and programs, no new significant cumulative impacts or substantial increase in the severity of previously identified cumulative significant impacts would occur with implementation of the revised project.

Certified 2014 EIR Mitigation Measures: Refer to mitigation measures identified above.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Potentially Significant Impact.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Approved Project: Construction-related activities are anticipated to have some relatively minor, temporary impacts which can be mitigated with implementation of measures included in the 2014 EIR, with the exception of significant and unavoidable air quality impacts as discussed previously (for which the City adopted a Statement of Overriding Considerations). Thus, the 2014 EIR determined that the approved project would involve environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly.

Revised Project: Following compliance with the established regulatory framework, the 2014 EIR mitigation measures, and General Plan policies and programs, no new significant impacts or substantial increase in the severity of previously identified significant impacts would occur with implementation of the revised project.

Certified 2014 EIR Mitigation Measures: Refer to mitigation measures identified above.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Potentially Significant Impact.

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Appendix A

Air Quality, Energy, and GHG Modeling

CHCCSP_2014EIR Land Use Detailed Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	CHCCSP_2014EIR Land Use
Construction Start Date	3/1/2025
Operational Year	2025
Lead Agency	—
Land Use Scale	Plan/community
Analysis Level for Defaults	County
Windspeed (m/s)	2.20
Precipitation (days)	14.2
Location	34.075301264638696, -117.35933215306437
County	San Bernardino-South Coast
City	Colton
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	5335
EDFZ	10
Electric Utility	Colton Electric Utility Department
Gas Utility	Southern California Gas
App Version	2022.1.1.29

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Single Family Housing	132	Dwelling Unit	42.9	257,400	1,546,097	—	437	—

Strip Mall	810	1000sqft	18.6	809,672	80,967	—	—	—
General Office Building	205	1000sqft	4.70	204,558	20,455	—	—	—
Office Park	767	1000sqft	17.6	767,091	76,709	—	—	—
City Park	4.51	Acre	4.51	0.00	0.00	0.00	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

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

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

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

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	9.40	9.34	14.5	64.2	0.09	0.18	10.7	10.9	0.18	3.99	4.09	—	20,205	20,205	1.12	1.74	53.7	20,806
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	9.33	9.32	15.2	53.4	0.09	0.18	10.7	10.9	0.18	3.99	4.09	—	19,503	19,503	0.88	1.76	1.39	20,050
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.70	2.23	10.6	37.3	0.07	0.13	7.59	7.72	0.13	1.86	1.98	—	13,771	13,771	0.61	1.20	14.8	14,157
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.49	0.41	1.93	6.81	0.01	0.02	1.39	1.41	0.02	0.34	0.36	—	2,280	2,280	0.10	0.20	2.46	2,344

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	0.59	0.58	4.57	29.7	0.05	0.10	7.89	7.99	0.10	3.99	4.09	—	5,542	5,542	0.23	0.05	0.91	5,564
2026	4.12	3.09	14.5	64.2	0.09	0.18	10.7	10.9	0.18	2.62	2.80	—	20,205	20,205	1.12	1.74	53.7	20,806
2027	3.92	2.97	13.8	60.9	0.09	0.18	10.7	10.9	0.18	2.62	2.80	—	19,860	19,860	0.84	1.67	48.1	20,428
2028	3.55	2.86	13.4	57.7	0.09	0.18	10.7	10.9	0.11	2.62	2.73	—	19,492	19,492	0.77	1.67	42.9	20,053
2029	3.35	2.74	12.7	54.9	0.09	0.11	10.7	10.8	0.11	2.62	2.73	—	19,109	19,109	0.75	1.61	38.1	19,645
2030	3.17	2.37	12.0	52.3	0.09	0.11	10.7	10.8	0.11	2.62	2.73	—	18,718	18,718	0.67	1.61	33.6	19,247
2031	3.04	2.24	11.7	49.8	0.09	0.11	10.7	10.8	0.11	2.62	2.73	—	18,319	18,319	0.66	1.28	29.4	18,748
2032	9.40	9.34	11.1	47.9	0.09	0.11	10.7	10.8	0.11	2.62	2.73	—	17,935	17,935	0.58	1.28	25.4	18,358
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.74	0.73	4.58	36.5	0.06	0.12	7.89	7.99	0.12	3.99	4.09	—	6,857	6,857	0.28	0.06	0.03	6,883
2026	3.94	2.90	15.2	53.4	0.09	0.18	10.7	10.9	0.18	2.62	2.80	—	19,503	19,503	0.88	1.76	1.39	20,050
2027	3.75	2.79	14.5	50.8	0.09	0.18	10.7	10.9	0.18	2.62	2.80	—	19,175	19,175	0.86	1.67	1.25	19,696
2028	3.41	2.71	13.8	48.3	0.09	0.18	10.7	10.9	0.11	2.62	2.73	—	18,821	18,821	0.78	1.67	1.11	19,341
2029	3.21	2.33	13.3	46.2	0.09	0.11	10.7	10.8	0.11	2.62	2.73	—	18,453	18,453	0.76	1.61	0.99	18,951
2030	3.04	2.25	12.7	44.2	0.09	0.11	10.7	10.8	0.11	2.62	2.73	—	18,074	18,074	0.69	1.61	0.87	18,571
2031	2.91	2.12	12.0	42.2	0.09	0.11	10.7	10.8	0.11	2.62	2.73	—	17,687	17,687	0.67	1.54	0.76	18,163
2032	9.33	9.32	11.7	40.5	0.09	0.11	10.7	10.8	0.11	2.62	2.73	—	17,314	17,314	0.60	1.28	0.66	17,712
2033	9.32	9.31	0.91	5.09	< 0.005	< 0.005	1.61	1.62	< 0.005	0.38	0.38	—	1,524	1,524	0.02	0.01	0.07	1,527
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.33	0.32	2.41	15.8	0.03	0.05	1.95	2.01	0.05	0.90	0.95	—	2,974	2,974	0.12	0.03	0.23	2,986
2026	1.95	1.49	8.11	34.3	0.06	0.11	5.75	5.86	0.11	1.55	1.67	—	10,563	10,563	0.46	0.80	10.4	10,822

2027	2.70	2.01	10.6	37.3	0.07	0.13	7.57	7.70	0.13	1.85	1.98	—	13,771	13,771	0.61	1.20	14.8	14,157
2028	2.43	1.93	10.1	35.8	0.07	0.13	7.59	7.72	0.08	1.86	1.94	—	13,554	13,554	0.56	1.20	13.3	13,938
2029	2.29	1.67	9.55	34.0	0.07	0.08	7.57	7.65	0.08	1.85	1.93	—	13,252	13,252	0.54	1.15	11.7	13,619
2030	2.17	1.60	9.07	32.5	0.07	0.08	7.57	7.65	0.08	1.85	1.93	—	12,980	12,980	0.49	1.15	10.4	13,344
2031	2.10	1.53	8.60	31.0	0.07	0.08	7.57	7.65	0.08	1.85	1.93	—	12,702	12,702	0.48	1.10	9.07	13,050
2032	2.34	2.23	3.47	14.0	0.03	0.03	2.80	2.83	0.03	0.68	0.72	—	4,811	4,811	0.16	0.30	2.82	4,908
2033	1.13	1.13	0.11	0.65	< 0.005	< 0.005	0.19	0.19	< 0.005	0.05	0.05	—	187	187	< 0.005	< 0.005	0.13	188
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.06	0.06	0.44	2.88	< 0.005	0.01	0.36	0.37	0.01	0.16	0.17	—	492	492	0.02	< 0.005	0.04	494
2026	0.36	0.27	1.48	6.27	0.01	0.02	1.05	1.07	0.02	0.28	0.30	—	1,749	1,749	0.08	0.13	1.72	1,792
2027	0.49	0.37	1.93	6.81	0.01	0.02	1.38	1.40	0.02	0.34	0.36	—	2,280	2,280	0.10	0.20	2.46	2,344
2028	0.44	0.35	1.83	6.53	0.01	0.02	1.39	1.41	0.01	0.34	0.35	—	2,244	2,244	0.09	0.20	2.20	2,308
2029	0.42	0.31	1.74	6.21	0.01	0.01	1.38	1.40	0.01	0.34	0.35	—	2,194	2,194	0.09	0.19	1.94	2,255
2030	0.40	0.29	1.66	5.92	0.01	0.01	1.38	1.40	0.01	0.34	0.35	—	2,149	2,149	0.08	0.19	1.71	2,209
2031	0.38	0.28	1.57	5.66	0.01	0.01	1.38	1.40	0.01	0.34	0.35	—	2,103	2,103	0.08	0.18	1.50	2,161
2032	0.43	0.41	0.63	2.56	< 0.005	0.01	0.51	0.52	0.01	0.12	0.13	—	797	797	0.03	0.05	0.47	813
2033	0.21	0.21	0.02	0.12	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	—	31.0	31.0	< 0.005	< 0.005	0.02	31.1

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	0.59	0.58	4.57	29.7	0.05	0.10	7.89	7.99	0.10	3.99	4.09	—	5,542	5,542	0.23	0.05	0.91	5,564
2026	4.12	3.09	14.5	64.2	0.09	0.18	10.7	10.9	0.18	2.62	2.80	—	20,205	20,205	1.12	1.74	53.7	20,806
2027	3.92	2.97	13.8	60.9	0.09	0.18	10.7	10.9	0.18	2.62	2.80	—	19,860	19,860	0.84	1.67	48.1	20,428
2028	3.55	2.86	13.4	57.7	0.09	0.18	10.7	10.9	0.11	2.62	2.73	—	19,492	19,492	0.77	1.67	42.9	20,053
2029	3.35	2.74	12.7	54.9	0.09	0.11	10.7	10.8	0.11	2.62	2.73	—	19,109	19,109	0.75	1.61	38.1	19,645

2030	3.17	2.37	12.0	52.3	0.09	0.11	10.7	10.8	0.11	2.62	2.73	—	18,718	18,718	0.67	1.61	33.6	19,247
2031	3.04	2.24	11.7	49.8	0.09	0.11	10.7	10.8	0.11	2.62	2.73	—	18,319	18,319	0.66	1.28	29.4	18,748
2032	9.40	9.34	11.1	47.9	0.09	0.11	10.7	10.8	0.11	2.62	2.73	—	17,935	17,935	0.58	1.28	25.4	18,358
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.74	0.73	4.58	36.5	0.06	0.12	7.89	7.99	0.12	3.99	4.09	—	6,857	6,857	0.28	0.06	0.03	6,883
2026	3.94	2.90	15.2	53.4	0.09	0.18	10.7	10.9	0.18	2.62	2.80	—	19,503	19,503	0.88	1.76	1.39	20,050
2027	3.75	2.79	14.5	50.8	0.09	0.18	10.7	10.9	0.18	2.62	2.80	—	19,175	19,175	0.86	1.67	1.25	19,696
2028	3.41	2.71	13.8	48.3	0.09	0.18	10.7	10.9	0.11	2.62	2.73	—	18,821	18,821	0.78	1.67	1.11	19,341
2029	3.21	2.33	13.3	46.2	0.09	0.11	10.7	10.8	0.11	2.62	2.73	—	18,453	18,453	0.76	1.61	0.99	18,951
2030	3.04	2.25	12.7	44.2	0.09	0.11	10.7	10.8	0.11	2.62	2.73	—	18,074	18,074	0.69	1.61	0.87	18,571
2031	2.91	2.12	12.0	42.2	0.09	0.11	10.7	10.8	0.11	2.62	2.73	—	17,687	17,687	0.67	1.54	0.76	18,163
2032	9.33	9.32	11.7	40.5	0.09	0.11	10.7	10.8	0.11	2.62	2.73	—	17,314	17,314	0.60	1.28	0.66	17,712
2033	9.32	9.31	0.91	5.09	< 0.005	< 0.005	1.61	1.62	< 0.005	0.38	0.38	—	1,524	1,524	0.02	0.01	0.07	1,527
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.33	0.32	2.41	15.8	0.03	0.05	1.95	2.01	0.05	0.90	0.95	—	2,974	2,974	0.12	0.03	0.23	2,986
2026	1.95	1.49	8.11	34.3	0.06	0.11	5.75	5.86	0.11	1.55	1.67	—	10,563	10,563	0.46	0.80	10.4	10,822
2027	2.70	2.01	10.6	37.3	0.07	0.13	7.57	7.70	0.13	1.85	1.98	—	13,771	13,771	0.61	1.20	14.8	14,157
2028	2.43	1.93	10.1	35.8	0.07	0.13	7.59	7.72	0.08	1.86	1.94	—	13,554	13,554	0.56	1.20	13.3	13,938
2029	2.29	1.67	9.55	34.0	0.07	0.08	7.57	7.65	0.08	1.85	1.93	—	13,252	13,252	0.54	1.15	11.7	13,619
2030	2.17	1.60	9.07	32.5	0.07	0.08	7.57	7.65	0.08	1.85	1.93	—	12,980	12,980	0.49	1.15	10.4	13,344
2031	2.10	1.53	8.60	31.0	0.07	0.08	7.57	7.65	0.08	1.85	1.93	—	12,702	12,702	0.48	1.10	9.07	13,050
2032	2.34	2.23	3.47	14.0	0.03	0.03	2.80	2.83	0.03	0.68	0.72	—	4,811	4,811	0.16	0.30	2.82	4,908
2033	1.13	1.13	0.11	0.65	< 0.005	< 0.005	0.19	0.19	< 0.005	0.05	0.05	—	187	187	< 0.005	< 0.005	0.13	188
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.06	0.06	0.44	2.88	< 0.005	0.01	0.36	0.37	0.01	0.16	0.17	—	492	492	0.02	< 0.005	0.04	494
2026	0.36	0.27	1.48	6.27	0.01	0.02	1.05	1.07	0.02	0.28	0.30	—	1,749	1,749	0.08	0.13	1.72	1,792

2027	0.49	0.37	1.93	6.81	0.01	0.02	1.38	1.40	0.02	0.34	0.36	—	2,280	2,280	0.10	0.20	2.46	2,344
2028	0.44	0.35	1.83	6.53	0.01	0.02	1.39	1.41	0.01	0.34	0.35	—	2,244	2,244	0.09	0.20	2.20	2,308
2029	0.42	0.31	1.74	6.21	0.01	0.01	1.38	1.40	0.01	0.34	0.35	—	2,194	2,194	0.09	0.19	1.94	2,255
2030	0.40	0.29	1.66	5.92	0.01	0.01	1.38	1.40	0.01	0.34	0.35	—	2,149	2,149	0.08	0.19	1.71	2,209
2031	0.38	0.28	1.57	5.66	0.01	0.01	1.38	1.40	0.01	0.34	0.35	—	2,103	2,103	0.08	0.18	1.50	2,161
2032	0.43	0.41	0.63	2.56	< 0.005	0.01	0.51	0.52	0.01	0.12	0.13	—	797	797	0.03	0.05	0.47	813
2033	0.21	0.21	0.02	0.12	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	—	31.0	31.0	< 0.005	< 0.005	0.02	31.1

2.4. Operations Emissions Compared Against Thresholds

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

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	242	220	195	1,860	4.47	4.01	377	381	3.79	95.8	99.6	1,471	499,632	501,102	171	20.9	1,698	513,304
Mit.	242	220	195	1,860	4.47	4.01	377	381	3.79	95.8	99.6	963	499,632	500,595	120	20.9	1,698	511,530
% Reduced	—	—	—	—	—	—	—	—	—	—	—	34%	—	< 0.5%	30%	—	—	< 0.5%
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	216	195	208	1,456	4.18	3.87	377	381	3.68	95.8	99.5	1,471	470,759	472,230	171	21.6	53.0	482,996
Mit.	216	195	208	1,456	4.18	3.87	377	381	3.68	95.8	99.5	963	470,759	471,723	120	21.6	53.0	481,222
% Reduced	—	—	—	—	—	—	—	—	—	—	—	34%	—	< 0.5%	30%	—	—	< 0.5%
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	225	203	211	1,572	4.22	3.82	374	378	3.61	95.0	98.6	1,471	473,100	474,570	171	21.8	739	486,073
Mit.	225	203	211	1,572	4.22	3.82	374	378	3.61	95.0	98.6	963	473,100	474,063	120	21.8	739	484,299

% Reduced	—	—	—	—	—	—	—	—	—	—	—	34%	—	< 0.5%	30%	—	—	< 0.5%
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	41.1	37.1	38.4	287	0.77	0.70	68.2	68.9	0.66	17.3	18.0	243	78,327	78,570	28.3	3.60	122	80,475
Mit.	41.1	37.1	38.4	287	0.77	0.70	68.2	68.9	0.66	17.3	18.0	160	78,327	78,487	19.9	3.60	122	80,181
% Reduced	—	—	—	—	—	—	—	—	—	—	—	34%	—	< 0.5%	30%	—	—	< 0.5%

2.5. Operations Emissions by Sector, Unmitigated

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

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	182	162	183	1,767	4.40	2.98	377	380	2.80	95.8	98.6	—	451,079	451,079	18.8	19.5	1,689	459,048
Area	58.6	57.4	2.70	85.8	0.02	0.30	—	0.30	0.27	—	0.27	0.00	2,840	2,840	0.06	0.01	—	2,844
Energy	1.05	0.53	9.49	7.54	0.06	0.73	—	0.73	0.73	—	0.73	—	43,481	43,481	3.34	0.30	—	43,655
Water	—	—	—	—	—	—	—	—	—	—	—	456	2,232	2,688	47.0	1.13	—	4,200
Waste	—	—	—	—	—	—	—	—	—	—	—	1,014	0.00	1,014	101	0.00	—	3,548
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	9.25	9.25
Total	242	220	195	1,860	4.47	4.01	377	381	3.79	95.8	99.6	1,471	499,632	501,102	171	20.9	1,698	513,304
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	171	151	197	1,448	4.11	2.98	377	380	2.80	95.8	98.6	—	422,545	422,545	19.4	20.2	43.8	429,080
Area	44.1	44.0	1.97	0.84	0.01	0.16	—	0.16	0.16	—	0.16	0.00	2,501	2,501	0.05	< 0.005	—	2,504
Energy	1.05	0.53	9.49	7.54	0.06	0.73	—	0.73	0.73	—	0.73	—	43,481	43,481	3.34	0.30	—	43,655
Water	—	—	—	—	—	—	—	—	—	—	—	456	2,232	2,688	47.0	1.13	—	4,200
Waste	—	—	—	—	—	—	—	—	—	—	—	1,014	0.00	1,014	101	0.00	—	3,548
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	9.25	9.25

Total	216	195	208	1,456	4.18	3.87	377	381	3.68	95.8	99.5	1,471	470,759	472,230	171	21.6	53.0	482,996
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	170	150	201	1,506	4.16	2.98	374	377	2.80	95.0	97.7	—	426,983	426,983	19.4	20.3	729	434,256
Area	53.8	53.1	0.63	58.2	< 0.005	0.11	—	0.11	0.08	—	0.08	0.00	403	403	0.01	< 0.005	—	404
Energy	1.05	0.53	9.49	7.54	0.06	0.73	—	0.73	0.73	—	0.73	—	43,481	43,481	3.34	0.30	—	43,655
Water	—	—	—	—	—	—	—	—	—	—	—	456	2,232	2,688	47.0	1.13	—	4,200
Waste	—	—	—	—	—	—	—	—	—	—	—	1,014	0.00	1,014	101	0.00	—	3,548
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	9.25	9.25
Total	225	203	211	1,572	4.22	3.82	374	378	3.61	95.0	98.6	1,471	473,100	474,570	171	21.8	739	486,073
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	31.0	27.3	36.6	275	0.76	0.54	68.2	68.8	0.51	17.3	17.8	—	70,692	70,692	3.21	3.37	121	71,896
Area	9.82	9.69	0.12	10.6	< 0.005	0.02	—	0.02	0.02	—	0.02	0.00	66.8	66.8	< 0.005	< 0.005	—	66.9
Energy	0.19	0.10	1.73	1.38	0.01	0.13	—	0.13	0.13	—	0.13	—	7,199	7,199	0.55	0.05	—	7,228
Water	—	—	—	—	—	—	—	—	—	—	—	75.6	370	445	7.77	0.19	—	695
Waste	—	—	—	—	—	—	—	—	—	—	—	168	0.00	168	16.8	0.00	—	587
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.53	1.53
Total	41.1	37.1	38.4	287	0.77	0.70	68.2	68.9	0.66	17.3	18.0	243	78,327	78,570	28.3	3.60	122	80,475

2.6. Operations Emissions by Sector, Mitigated

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

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	182	162	183	1,767	4.40	2.98	377	380	2.80	95.8	98.6	—	451,079	451,079	18.8	19.5	1,689	459,048
Area	58.6	57.4	2.70	85.8	0.02	0.30	—	0.30	0.27	—	0.27	0.00	2,840	2,840	0.06	0.01	—	2,844
Energy	1.05	0.53	9.49	7.54	0.06	0.73	—	0.73	0.73	—	0.73	—	43,481	43,481	3.34	0.30	—	43,655
Water	—	—	—	—	—	—	—	—	—	—	—	456	2,232	2,688	47.0	1.13	—	4,200

Waste	—	—	—	—	—	—	—	—	—	—	—	507	0.00	507	50.7	0.00	—	1,774
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	9.25	9.25
Total	242	220	195	1,860	4.47	4.01	377	381	3.79	95.8	99.6	963	499,632	500,595	120	20.9	1,698	511,530
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	171	151	197	1,448	4.11	2.98	377	380	2.80	95.8	98.6	—	422,545	422,545	19.4	20.2	43.8	429,080
Area	44.1	44.0	1.97	0.84	0.01	0.16	—	0.16	0.16	—	0.16	0.00	2,501	2,501	0.05	< 0.005	—	2,504
Energy	1.05	0.53	9.49	7.54	0.06	0.73	—	0.73	0.73	—	0.73	—	43,481	43,481	3.34	0.30	—	43,655
Water	—	—	—	—	—	—	—	—	—	—	—	456	2,232	2,688	47.0	1.13	—	4,200
Waste	—	—	—	—	—	—	—	—	—	—	—	507	0.00	507	50.7	0.00	—	1,774
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	9.25	9.25
Total	216	195	208	1,456	4.18	3.87	377	381	3.68	95.8	99.5	963	470,759	471,723	120	21.6	53.0	481,222
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	170	150	201	1,506	4.16	2.98	374	377	2.80	95.0	97.7	—	426,983	426,983	19.4	20.3	729	434,256
Area	53.8	53.1	0.63	58.2	< 0.005	0.11	—	0.11	0.08	—	0.08	0.00	403	403	0.01	< 0.005	—	404
Energy	1.05	0.53	9.49	7.54	0.06	0.73	—	0.73	0.73	—	0.73	—	43,481	43,481	3.34	0.30	—	43,655
Water	—	—	—	—	—	—	—	—	—	—	—	456	2,232	2,688	47.0	1.13	—	4,200
Waste	—	—	—	—	—	—	—	—	—	—	—	507	0.00	507	50.7	0.00	—	1,774
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	9.25	9.25
Total	225	203	211	1,572	4.22	3.82	374	378	3.61	95.0	98.6	963	473,100	474,063	120	21.8	739	484,299
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	31.0	27.3	36.6	275	0.76	0.54	68.2	68.8	0.51	17.3	17.8	—	70,692	70,692	3.21	3.37	121	71,896
Area	9.82	9.69	0.12	10.6	< 0.005	0.02	—	0.02	0.02	—	0.02	0.00	66.8	66.8	< 0.005	< 0.005	—	66.9
Energy	0.19	0.10	1.73	1.38	0.01	0.13	—	0.13	0.13	—	0.13	—	7,199	7,199	0.55	0.05	—	7,228
Water	—	—	—	—	—	—	—	—	—	—	—	75.6	370	445	7.77	0.19	—	695
Waste	—	—	—	—	—	—	—	—	—	—	—	84.0	0.00	84.0	8.39	0.00	—	294
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.53	1.53

Total	41.1	37.1	38.4	287	0.77	0.70	68.2	68.9	0.66	17.3	18.0	160	78,327	78,487	19.9	3.60	122	80,181

3. Construction Emissions Details

3.1. Demolition (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	0.36	0.36	4.51	18.2	0.03	0.06	—	0.06	0.06	—	0.06	—	3,425	3,425	0.14	0.03	—	3,437
Demolition	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.36	0.36	4.51	18.2	0.03	0.06	—	0.06	0.06	—	0.06	—	3,425	3,425	0.14	0.03	—	3,437
Demolition	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipm	0.10	0.10	1.23	4.98	0.01	0.02	—	0.02	0.02	—	0.02	—	938	938	0.04	0.01	—	942
Demolition	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.23	0.91	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	155	155	0.01	< 0.005	—	156
Demolition	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.07	1.17	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	211	211	0.01	0.01	0.78	215
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	0.07	0.06	0.07	0.88	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	194	194	0.01	0.01	0.02	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.25	0.00	0.00	0.05	0.05	0.00	0.01	0.01	—	53.8	53.8	< 0.005	< 0.005	0.09	54.6
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	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	8.91	8.91	< 0.005	< 0.005	0.02	9.04
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.2. Demolition (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	4.51	18.2	0.03	0.06	—	0.06	0.06	—	0.06	—	3,425	3,425	0.14	0.03	—	3,437
Demolition	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.36	0.36	4.51	18.2	0.03	0.06	—	0.06	0.06	—	0.06	—	3,425	3,425	0.14	0.03	—	3,437
Demolition	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road	0.10	0.10	1.23	4.98	0.01	0.02	—	0.02	0.02	—	0.02	—	938	938	0.04	0.01	—	942
Demolition	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.23	0.91	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	155	155	0.01	< 0.005	—	156
Demolition	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.07	1.17	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	211	211	0.01	0.01	0.78	215
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	0.07	0.06	0.07	0.88	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	194	194	0.01	0.01	0.02	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.25	0.00	0.00	0.05	0.05	0.00	0.01	0.01	—	53.8	53.8	< 0.005	< 0.005	0.09	54.6
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	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	8.91	8.91	< 0.005	< 0.005	0.02	9.04
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.3. Site Preparation (2025) - Unmitigated

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

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

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	0.08	0.43	4.65	0.01	0.02	—	0.02	0.02	—	0.02	—	870	870	0.04	0.01	—	873
Dust From Material Movement	—	—	—	—	—	—	1.26	1.26	—	0.65	0.65	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.85	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	144	144	0.01	< 0.005	—	145
Dust From Material Movement	—	—	—	—	—	—	0.23	0.23	—	0.12	0.12	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.08	1.36	0.00	0.00	0.23	0.23	0.00	0.05	0.05	—	247	247	0.01	0.01	0.91	250
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.08	0.08	1.03	0.00	0.00	0.23	0.23	0.00	0.05	0.05	—	226	226	0.01	0.01	0.02	229
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	0.02	0.18	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	37.7	37.7	< 0.005	< 0.005	0.06	38.2
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	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	6.24	6.24	< 0.005	< 0.005	0.01	6.33
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.4. Site Preparation (2025) - Mitigated

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

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

Off-Road Equipm	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	0.08	0.43	4.65	0.01	0.02	—	0.02	0.02	—	0.02	—	870	870	0.04	0.01	—	873
Dust From Material Movement	—	—	—	—	—	—	1.26	1.26	—	0.65	0.65	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.85	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	144	144	0.01	< 0.005	—	145
Dust From Material Movement	—	—	—	—	—	—	0.23	0.23	—	0.12	0.12	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.08	1.36	0.00	0.00	0.23	0.23	0.00	0.05	0.05	—	247	247	0.01	0.01	0.91	250

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.08	0.08	1.03	0.00	0.00	0.23	0.23	0.00	0.05	0.05	—	226	226	0.01	0.01	0.02	229
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	0.02	0.18	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	37.7	37.7	< 0.005	< 0.005	0.06	38.2
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	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	6.24	6.24	< 0.005	< 0.005	0.01	6.33
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.5. Grading (2025) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	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	0.10	0.10	0.69	5.53	0.01	0.02	—	0.02	0.02	—	0.02	—	1,033	1,033	0.04	0.01	—	1,037
Dust From Material Movement	—	—	—	—	—	—	0.56	0.56	—	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.13	1.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	171	171	0.01	< 0.005	—	172
Dust From Material Movement	—	—	—	—	—	—	0.10	0.10	—	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.10	0.09	0.10	1.17	0.00	0.00	0.26	0.26	0.00	0.06	0.06	—	258	258	0.01	0.01	0.03	262

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	0.02	0.19	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	41.0	41.0	< 0.005	< 0.005	0.07	41.6
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	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	6.79	6.79	< 0.005	< 0.005	0.01	6.89
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

3.6. Grading (2025) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	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	0.10	0.10	0.69	5.53	0.01	0.02	—	0.02	0.02	—	0.02	—	1,033	1,033	0.04	0.01	—	1,037
Dust From Material Movement	—	—	—	—	—	—	0.56	0.56	—	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.13	1.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	171	171	0.01	< 0.005	—	172
Dust From Material Movement	—	—	—	—	—	—	0.10	0.10	—	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.10	0.09	0.10	1.17	0.00	0.00	0.26	0.26	0.00	0.06	0.06	—	258	258	0.01	0.01	0.03	262
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	0.02	0.19	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	41.0	41.0	< 0.005	< 0.005	0.07	41.6

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	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	6.79	6.79	< 0.005	< 0.005	0.01	6.89
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

3.7. Grading (2026) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.64	0.64	4.43	35.3	0.06	0.12	—	0.12	0.12	—	0.12	—	6,599	6,599	0.27	0.05	—	6,621
Dust From Material Movement	—	—	—	—	—	—	3.59	3.59	—	1.42	1.42	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	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	—	6,621

Dust From Material Movement	—	—	—	—	—	—	3.59	3.59	—	1.42	1.42	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.17	0.17	1.20	9.55	0.02	0.03	—	0.03	0.03	—	0.03	—	1,782	1,782	0.07	0.01	—	1,788
Dust From Material Movement	—	—	—	—	—	—	0.97	0.97	—	0.38	0.38	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.22	1.74	< 0.005	0.01	—	0.01	0.01	—	0.01	—	295	295	0.01	< 0.005	—	296
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	0.09	0.08	1.44	0.00	0.00	0.26	0.26	0.00	0.06	0.06	—	276	276	0.01	0.01	0.94	280
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	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	0.08	0.09	1.09	0.00	0.00	0.26	0.26	0.00	0.06	0.06	—	253	253	< 0.005	0.01	0.02	256
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.03	0.31	0.00	0.00	0.07	0.07	0.00	0.02	0.02	—	69.3	69.3	< 0.005	< 0.005	0.11	70.3
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.06	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	11.5	11.5	< 0.005	< 0.005	0.02	11.6
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

3.8. Grading (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	0.64	0.64	4.43	35.3	0.06	0.12	—	0.12	0.12	—	0.12	—	6,599	6,599	0.27	0.05	—	6,621
Dust From Material Movement	—	—	—	—	—	—	3.59	3.59	—	1.42	1.42	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	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	—	6,621
Dust From Material Movement	—	—	—	—	—	—	3.59	3.59	—	1.42	1.42	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.17	0.17	1.20	9.55	0.02	0.03	—	0.03	0.03	—	0.03	—	1,782	1,782	0.07	0.01	—	1,788
Dust From Material Movement	—	—	—	—	—	—	0.97	0.97	—	0.38	0.38	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.22	1.74	< 0.005	0.01	—	0.01	0.01	—	0.01	—	295	295	0.01	< 0.005	—	296
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	0.09	0.08	1.44	0.00	0.00	0.26	0.26	0.00	0.06	0.06	—	276	276	0.01	0.01	0.94	280
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	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	0.08	0.09	1.09	0.00	0.00	0.26	0.26	0.00	0.06	0.06	—	253	253	< 0.005	0.01	0.02	256
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.03	0.31	0.00	0.00	0.07	0.07	0.00	0.02	0.02	—	69.3	69.3	< 0.005	< 0.005	0.11	70.3
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.06	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	11.5	11.5	< 0.005	< 0.005	0.02	11.6
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

3.9. Building Construction (2026) - Unmitigated

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

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

Off-Road	0.23	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	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	0.23	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	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	0.10	0.10	0.90	6.35	0.01	0.02	—	0.02	0.02	—	0.02	—	1,065	1,065	0.04	0.01	—	1,069
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.16	1.16	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	176	176	0.01	< 0.005	—	177
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	2.96	2.67	2.44	44.5	0.00	0.00	8.07	8.07	0.00	1.89	1.89	—	8,524	8,524	0.36	0.29	29.2	8,649
Vendor	0.93	0.19	10.0	5.44	0.07	0.14	2.62	2.76	0.14	0.72	0.86	—	9,284	9,284	0.66	1.43	24.5	9,751
Hauling	0.00	0.00	0.00	0.00	0.00	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	2.80	2.49	2.72	33.6	0.00	0.00	8.07	8.07	0.00	1.89	1.89	—	7,817	7,817	0.12	0.31	0.76	7,912
Vendor	0.92	0.18	10.4	5.52	0.07	0.14	2.62	2.76	0.14	0.72	0.86	—	9,289	9,289	0.66	1.43	0.63	9,733
Hauling	0.00	0.00	0.00	0.00	0.00	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	1.24	1.11	1.32	15.7	0.00	0.00	3.55	3.55	0.00	0.83	0.83	—	3,521	3,521	0.05	0.14	5.60	3,569
Vendor	0.41	0.08	4.67	2.44	0.03	0.06	1.15	1.22	0.06	0.32	0.38	—	4,125	4,125	0.29	0.64	4.68	4,327
Hauling	0.00	0.00	0.00	0.00	0.00	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	0.23	0.20	0.24	2.86	0.00	0.00	0.65	0.65	0.00	0.15	0.15	—	583	583	0.01	0.02	0.93	591
Vendor	0.07	0.01	0.85	0.44	0.01	0.01	0.21	0.22	0.01	0.06	0.07	—	683	683	0.05	0.11	0.77	716
Hauling	0.00	0.00	0.00	0.00	0.00	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 (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	0.23	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	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-Roa Equipment	0.23	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	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-Roa d Equipm ent	0.10	0.10	0.90	6.35	0.01	0.02	—	0.02	0.02	—	0.02	—	1,065	1,065	0.04	0.01	—	1,069
Onsite truck	0.00	0.00	0.00	0.00	0.00	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-Roa d Equipm ent	0.02	0.02	0.16	1.16	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	176	176	0.01	< 0.005	—	177
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	2.96	2.67	2.44	44.5	0.00	0.00	8.07	8.07	0.00	1.89	1.89	—	8,524	8,524	0.36	0.29	29.2	8,649
Vendor	0.93	0.19	10.0	5.44	0.07	0.14	2.62	2.76	0.14	0.72	0.86	—	9,284	9,284	0.66	1.43	24.5	9,751
Hauling	0.00	0.00	0.00	0.00	0.00	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	2.80	2.49	2.72	33.6	0.00	0.00	8.07	8.07	0.00	1.89	1.89	—	7,817	7,817	0.12	0.31	0.76	7,912
Vendor	0.92	0.18	10.4	5.52	0.07	0.14	2.62	2.76	0.14	0.72	0.86	—	9,289	9,289	0.66	1.43	0.63	9,733
Hauling	0.00	0.00	0.00	0.00	0.00	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	1.24	1.11	1.32	15.7	0.00	0.00	3.55	3.55	0.00	0.83	0.83	—	3,521	3,521	0.05	0.14	5.60	3,569
Vendor	0.41	0.08	4.67	2.44	0.03	0.06	1.15	1.22	0.06	0.32	0.38	—	4,125	4,125	0.29	0.64	4.68	4,327
Hauling	0.00	0.00	0.00	0.00	0.00	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	0.23	0.20	0.24	2.86	0.00	0.00	0.65	0.65	0.00	0.15	0.15	—	583	583	0.01	0.02	0.93	591
Vendor	0.07	0.01	0.85	0.44	0.01	0.01	0.21	0.22	0.01	0.06	0.07	—	683	683	0.05	0.11	0.77	716
Hauling	0.00	0.00	0.00	0.00	0.00	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 (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	0.23	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	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	0.23	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road	0.16	0.16	1.45	10.2	0.02	0.03	—	0.03	0.03	—	0.03	—	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	0.03	0.03	0.26	1.86	< 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	2.84	2.55	2.16	41.4	0.00	0.00	8.07	8.07	0.00	1.89	1.89	—	8,353	8,353	0.10	0.29	26.3	8,468
Vendor	0.85	0.19	9.59	5.21	0.07	0.14	2.62	2.76	0.14	0.72	0.86	—	9,110	9,110	0.65	1.36	21.8	9,554
Hauling	0.00	0.00	0.00	0.00	0.00	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	2.69	2.38	2.44	31.2	0.00	0.00	8.07	8.07	0.00	1.89	1.89	—	7,662	7,662	0.11	0.29	0.68	7,752
Vendor	0.83	0.18	10.1	5.29	0.07	0.14	2.62	2.76	0.14	0.72	0.86	—	9,116	9,116	0.65	1.36	0.57	9,538
Hauling	0.00	0.00	0.00	0.00	0.00	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	1.93	1.71	1.92	23.3	0.00	0.00	5.71	5.71	0.00	1.34	1.34	—	5,549	5,549	0.08	0.21	8.10	5,622
Vendor	0.60	0.13	7.18	3.75	0.05	0.10	1.86	1.95	0.10	0.51	0.61	—	6,509	6,509	0.46	0.97	6.73	6,817
Hauling	0.00	0.00	0.00	0.00	0.00	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	0.35	0.31	0.35	4.26	0.00	0.00	1.04	1.04	0.00	0.24	0.24	—	919	919	0.01	0.03	1.34	931
Vendor	0.11	0.02	1.31	0.68	0.01	0.02	0.34	0.36	0.02	0.09	0.11	—	1,078	1,078	0.08	0.16	1.11	1,129

Hauling	0.00	0.00	0.00	0.00	0.00	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 (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	0.23	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	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	0.23	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	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	0.16	0.16	1.45	10.2	0.02	0.03	—	0.03	0.03	—	0.03	—	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 Equipm	0.03	0.03	0.26	1.86	< 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	2.84	2.55	2.16	41.4	0.00	0.00	8.07	8.07	0.00	1.89	1.89	—	8,353	8,353	0.10	0.29	26.3	8,468
Vendor	0.85	0.19	9.59	5.21	0.07	0.14	2.62	2.76	0.14	0.72	0.86	—	9,110	9,110	0.65	1.36	21.8	9,554
Hauling	0.00	0.00	0.00	0.00	0.00	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	2.69	2.38	2.44	31.2	0.00	0.00	8.07	8.07	0.00	1.89	1.89	—	7,662	7,662	0.11	0.29	0.68	7,752
Vendor	0.83	0.18	10.1	5.29	0.07	0.14	2.62	2.76	0.14	0.72	0.86	—	9,116	9,116	0.65	1.36	0.57	9,538
Hauling	0.00	0.00	0.00	0.00	0.00	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	1.93	1.71	1.92	23.3	0.00	0.00	5.71	5.71	0.00	1.34	1.34	—	5,549	5,549	0.08	0.21	8.10	5,622
Vendor	0.60	0.13	7.18	3.75	0.05	0.10	1.86	1.95	0.10	0.51	0.61	—	6,509	6,509	0.46	0.97	6.73	6,817
Hauling	0.00	0.00	0.00	0.00	0.00	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	0.35	0.31	0.35	4.26	0.00	0.00	1.04	1.04	0.00	0.24	0.24	—	919	919	0.01	0.03	1.34	931
Vendor	0.11	0.02	1.31	0.68	0.01	0.02	0.34	0.36	0.02	0.09	0.11	—	1,078	1,078	0.08	0.16	1.11	1,129
Hauling	0.00	0.00	0.00	0.00	0.00	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 (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	0.23	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	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	0.23	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	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	0.16	0.16	1.45	10.2	0.02	0.03	—	0.03	0.03	—	0.03	—	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	0.03	0.03	0.27	1.87	< 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	2.48	2.44	2.13	38.3	0.00	0.00	8.07	8.07	0.00	1.89	1.89	—	8,193	8,193	0.10	0.29	23.6	8,307
Vendor	0.84	0.19	9.19	5.05	0.07	0.14	2.62	2.76	0.07	0.72	0.79	—	8,901	8,901	0.57	1.36	19.4	9,340
Hauling	0.00	0.00	0.00	0.00	0.00	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	2.36	2.30	2.16	28.8	0.00	0.00	8.07	8.07	0.00	1.89	1.89	—	7,517	7,517	0.11	0.29	0.61	7,608
Vendor	0.83	0.18	9.60	5.13	0.07	0.14	2.62	2.76	0.07	0.72	0.79	—	8,907	8,907	0.57	1.36	0.50	9,327
Hauling	0.00	0.00	0.00	0.00	0.00	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	1.67	1.64	1.73	21.9	0.00	0.00	5.73	5.73	0.00	1.34	1.34	—	5,459	5,459	0.08	0.21	7.30	5,531
Vendor	0.60	0.13	6.87	3.65	0.05	0.10	1.86	1.96	0.05	0.51	0.56	—	6,377	6,377	0.41	0.98	5.98	6,684
Hauling	0.00	0.00	0.00	0.00	0.00	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	0.30	0.30	0.31	4.00	0.00	0.00	1.05	1.05	0.00	0.24	0.24	—	904	904	0.01	0.03	1.21	916
Vendor	0.11	0.02	1.25	0.67	0.01	0.02	0.34	0.36	0.01	0.09	0.10	—	1,056	1,056	0.07	0.16	0.99	1,107
Hauling	0.00	0.00	0.00	0.00	0.00	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 (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 Equipm	0.23	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	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	0.23	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	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	0.16	0.16	1.45	10.2	0.02	0.03	—	0.03	0.03	—	0.03	—	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	0.03	0.03	0.27	1.87	< 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	2.48	2.44	2.13	38.3	0.00	0.00	8.07	8.07	0.00	1.89	1.89	—	8,193	8,193	0.10	0.29	23.6	8,307
Vendor	0.84	0.19	9.19	5.05	0.07	0.14	2.62	2.76	0.07	0.72	0.79	—	8,901	8,901	0.57	1.36	19.4	9,340
Hauling	0.00	0.00	0.00	0.00	0.00	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	2.36	2.30	2.16	28.8	0.00	0.00	8.07	8.07	0.00	1.89	1.89	—	7,517	7,517	0.11	0.29	0.61	7,608
Vendor	0.83	0.18	9.60	5.13	0.07	0.14	2.62	2.76	0.07	0.72	0.79	—	8,907	8,907	0.57	1.36	0.50	9,327
Hauling	0.00	0.00	0.00	0.00	0.00	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	1.67	1.64	1.73	21.9	0.00	0.00	5.73	5.73	0.00	1.34	1.34	—	5,459	5,459	0.08	0.21	7.30	5,531
Vendor	0.60	0.13	6.87	3.65	0.05	0.10	1.86	1.96	0.05	0.51	0.56	—	6,377	6,377	0.41	0.98	5.98	6,684
Hauling	0.00	0.00	0.00	0.00	0.00	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	0.30	0.30	0.31	4.00	0.00	0.00	1.05	1.05	0.00	0.24	0.24	—	904	904	0.01	0.03	1.21	916
Vendor	0.11	0.02	1.25	0.67	0.01	0.02	0.34	0.36	0.01	0.09	0.10	—	1,056	1,056	0.07	0.16	0.99	1,107
Hauling	0.00	0.00	0.00	0.00	0.00	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. 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	0.23	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	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-Roa Equipment	0.23	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	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-Roa d Equipm ent	0.16	0.16	1.45	10.2	0.02	0.03	—	0.03	0.03	—	0.03	—	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-Roa d Equipm ent	0.03	0.03	0.26	1.86	< 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	2.36	2.31	1.87	35.8	0.00	0.00	8.07	8.07	0.00	1.89	1.89	—	8,045	8,045	0.08	0.29	21.0	8,155
Vendor	0.77	0.19	8.80	4.83	0.07	0.07	2.62	2.69	0.07	0.72	0.79	—	8,668	8,668	0.57	1.29	17.0	9,084
Hauling	0.00	0.00	0.00	0.00	0.00	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	2.23	1.93	2.14	27.0	0.00	0.00	8.07	8.07	0.00	1.89	1.89	—	7,382	7,382	0.10	0.29	0.54	7,473
Vendor	0.75	0.18	9.13	4.90	0.07	0.07	2.62	2.69	0.07	0.72	0.79	—	8,673	8,673	0.57	1.29	0.44	9,073
Hauling	0.00	0.00	0.00	0.00	0.00	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	1.59	1.38	1.53	20.3	0.00	0.00	5.71	5.71	0.00	1.34	1.34	—	5,347	5,347	0.07	0.21	6.48	5,417
Vendor	0.54	0.13	6.57	3.48	0.05	0.05	1.86	1.91	0.05	0.51	0.56	—	6,193	6,193	0.41	0.92	5.26	6,484
Hauling	0.00	0.00	0.00	0.00	0.00	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	0.29	0.25	0.28	3.71	0.00	0.00	1.04	1.04	0.00	0.24	0.24	—	885	885	0.01	0.03	1.07	897
Vendor	0.10	0.02	1.20	0.63	0.01	0.01	0.34	0.35	0.01	0.09	0.10	—	1,025	1,025	0.07	0.15	0.87	1,073
Hauling	0.00	0.00	0.00	0.00	0.00	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. 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	0.23	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	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	0.23	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road	0.16	0.16	1.45	10.2	0.02	0.03	—	0.03	0.03	—	0.03	—	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	0.03	0.03	0.26	1.86	< 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	2.36	2.31	1.87	35.8	0.00	0.00	8.07	8.07	0.00	1.89	1.89	—	8,045	8,045	0.08	0.29	21.0	8,155
Vendor	0.77	0.19	8.80	4.83	0.07	0.07	2.62	2.69	0.07	0.72	0.79	—	8,668	8,668	0.57	1.29	17.0	9,084
Hauling	0.00	0.00	0.00	0.00	0.00	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	2.23	1.93	2.14	27.0	0.00	0.00	8.07	8.07	0.00	1.89	1.89	—	7,382	7,382	0.10	0.29	0.54	7,473
Vendor	0.75	0.18	9.13	4.90	0.07	0.07	2.62	2.69	0.07	0.72	0.79	—	8,673	8,673	0.57	1.29	0.44	9,073
Hauling	0.00	0.00	0.00	0.00	0.00	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	1.59	1.38	1.53	20.3	0.00	0.00	5.71	5.71	0.00	1.34	1.34	—	5,347	5,347	0.07	0.21	6.48	5,417
Vendor	0.54	0.13	6.57	3.48	0.05	0.05	1.86	1.91	0.05	0.51	0.56	—	6,193	6,193	0.41	0.92	5.26	6,484
Hauling	0.00	0.00	0.00	0.00	0.00	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	0.29	0.25	0.28	3.71	0.00	0.00	1.04	1.04	0.00	0.24	0.24	—	885	885	0.01	0.03	1.07	897
Vendor	0.10	0.02	1.20	0.63	0.01	0.01	0.34	0.35	0.01	0.09	0.10	—	1,025	1,025	0.07	0.15	0.87	1,073

Hauling	0.00	0.00	0.00	0.00	0.00	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. Building Construction (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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.23	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	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	0.23	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	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	0.16	0.16	1.45	10.2	0.02	0.03	—	0.03	0.03	—	0.03	—	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 Equipm	0.03	0.03	0.26	1.86	< 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	2.25	1.95	1.60	33.3	0.00	0.00	8.07	8.07	0.00	1.89	1.89	—	7,907	7,907	0.08	0.29	18.7	8,015
Vendor	0.69	0.18	8.40	4.68	0.07	0.07	2.62	2.69	0.07	0.72	0.79	—	8,414	8,414	0.49	1.29	14.9	8,827
Hauling	0.00	0.00	0.00	0.00	0.00	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	2.14	1.84	1.87	25.2	0.00	0.00	8.07	8.07	0.00	1.89	1.89	—	7,257	7,257	0.10	0.29	0.49	7,347
Vendor	0.68	0.17	8.81	4.75	0.07	0.07	2.62	2.69	0.07	0.72	0.79	—	8,420	8,420	0.49	1.29	0.39	8,818
Hauling	0.00	0.00	0.00	0.00	0.00	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	1.52	1.31	1.33	18.9	0.00	0.00	5.71	5.71	0.00	1.34	1.34	—	5,256	5,256	0.07	0.21	5.76	5,326
Vendor	0.49	0.13	6.29	3.37	0.05	0.05	1.86	1.91	0.05	0.51	0.56	—	6,012	6,012	0.35	0.92	4.59	6,301
Hauling	0.00	0.00	0.00	0.00	0.00	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	0.28	0.24	0.24	3.44	0.00	0.00	1.04	1.04	0.00	0.24	0.24	—	870	870	0.01	0.03	0.95	882
Vendor	0.09	0.02	1.15	0.61	0.01	0.01	0.34	0.35	0.01	0.09	0.10	—	995	995	0.06	0.15	0.76	1,043
Hauling	0.00	0.00	0.00	0.00	0.00	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. Building Construction (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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.23	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	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	0.23	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	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	0.16	0.16	1.45	10.2	0.02	0.03	—	0.03	0.03	—	0.03	—	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	0.03	0.03	0.26	1.86	< 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	2.25	1.95	1.60	33.3	0.00	0.00	8.07	8.07	0.00	1.89	1.89	—	7,907	7,907	0.08	0.29	18.7	8,015
Vendor	0.69	0.18	8.40	4.68	0.07	0.07	2.62	2.69	0.07	0.72	0.79	—	8,414	8,414	0.49	1.29	14.9	8,827
Hauling	0.00	0.00	0.00	0.00	0.00	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	2.14	1.84	1.87	25.2	0.00	0.00	8.07	8.07	0.00	1.89	1.89	—	7,257	7,257	0.10	0.29	0.49	7,347
Vendor	0.68	0.17	8.81	4.75	0.07	0.07	2.62	2.69	0.07	0.72	0.79	—	8,420	8,420	0.49	1.29	0.39	8,818
Hauling	0.00	0.00	0.00	0.00	0.00	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	1.52	1.31	1.33	18.9	0.00	0.00	5.71	5.71	0.00	1.34	1.34	—	5,256	5,256	0.07	0.21	5.76	5,326
Vendor	0.49	0.13	6.29	3.37	0.05	0.05	1.86	1.91	0.05	0.51	0.56	—	6,012	6,012	0.35	0.92	4.59	6,301
Hauling	0.00	0.00	0.00	0.00	0.00	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	0.28	0.24	0.24	3.44	0.00	0.00	1.04	1.04	0.00	0.24	0.24	—	870	870	0.01	0.03	0.95	882
Vendor	0.09	0.02	1.15	0.61	0.01	0.01	0.34	0.35	0.01	0.09	0.10	—	995	995	0.06	0.15	0.76	1,043
Hauling	0.00	0.00	0.00	0.00	0.00	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. Building Construction (2031) - 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 Equipm	0.23	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	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	0.23	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	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	0.16	0.16	1.45	10.2	0.02	0.03	—	0.03	0.03	—	0.03	—	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	0.03	0.03	0.26	1.86	< 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	2.12	1.83	1.57	31.0	0.00	0.00	8.07	8.07	0.00	1.89	1.89	—	7,780	7,780	0.07	0.04	16.6	7,811
Vendor	0.68	0.18	8.07	4.46	0.07	0.07	2.62	2.69	0.07	0.72	0.79	—	8,142	8,142	0.49	1.22	12.8	8,532
Hauling	0.00	0.00	0.00	0.00	0.00	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	2.01	1.72	1.60	23.4	0.00	0.00	8.07	8.07	0.00	1.89	1.89	—	7,142	7,142	0.08	0.29	0.43	7,232
Vendor	0.67	0.17	8.42	4.53	0.07	0.07	2.62	2.69	0.07	0.72	0.79	—	8,148	8,148	0.49	1.22	0.33	8,526
Hauling	0.00	0.00	0.00	0.00	0.00	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	1.45	1.24	1.14	17.6	0.00	0.00	5.71	5.71	0.00	1.34	1.34	—	5,172	5,172	0.06	0.21	5.12	5,241
Vendor	0.48	0.13	6.00	3.20	0.05	0.05	1.86	1.91	0.05	0.51	0.56	—	5,818	5,818	0.35	0.87	3.95	6,091
Hauling	0.00	0.00	0.00	0.00	0.00	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	0.26	0.23	0.21	3.21	0.00	0.00	1.04	1.04	0.00	0.24	0.24	—	856	856	0.01	0.03	0.85	868
Vendor	0.09	0.02	1.10	0.58	0.01	0.01	0.34	0.35	0.01	0.09	0.10	—	963	963	0.06	0.14	0.65	1,008
Hauling	0.00	0.00	0.00	0.00	0.00	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. Building Construction (2031) - 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	0.23	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	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-Roa Equipment	0.23	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	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-Roa d Equipm ent	0.16	0.16	1.45	10.2	0.02	0.03	—	0.03	0.03	—	0.03	—	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-Roa d Equipm ent	0.03	0.03	0.26	1.86	< 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	2.12	1.83	1.57	31.0	0.00	0.00	8.07	8.07	0.00	1.89	1.89	—	7,780	7,780	0.07	0.04	16.6	7,811
Vendor	0.68	0.18	8.07	4.46	0.07	0.07	2.62	2.69	0.07	0.72	0.79	—	8,142	8,142	0.49	1.22	12.8	8,532
Hauling	0.00	0.00	0.00	0.00	0.00	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	2.01	1.72	1.60	23.4	0.00	0.00	8.07	8.07	0.00	1.89	1.89	—	7,142	7,142	0.08	0.29	0.43	7,232
Vendor	0.67	0.17	8.42	4.53	0.07	0.07	2.62	2.69	0.07	0.72	0.79	—	8,148	8,148	0.49	1.22	0.33	8,526
Hauling	0.00	0.00	0.00	0.00	0.00	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	1.45	1.24	1.14	17.6	0.00	0.00	5.71	5.71	0.00	1.34	1.34	—	5,172	5,172	0.06	0.21	5.12	5,241
Vendor	0.48	0.13	6.00	3.20	0.05	0.05	1.86	1.91	0.05	0.51	0.56	—	5,818	5,818	0.35	0.87	3.95	6,091
Hauling	0.00	0.00	0.00	0.00	0.00	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	0.26	0.23	0.21	3.21	0.00	0.00	1.04	1.04	0.00	0.24	0.24	—	856	856	0.01	0.03	0.85	868
Vendor	0.09	0.02	1.10	0.58	0.01	0.01	0.34	0.35	0.01	0.09	0.10	—	963	963	0.06	0.14	0.65	1,008
Hauling	0.00	0.00	0.00	0.00	0.00	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. Building Construction (2032) - 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	0.23	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	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	0.23	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road	0.05	0.05	0.47	3.30	0.01	0.01	—	0.01	0.01	—	0.01	—	553	553	0.02	< 0.005	—	555
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.60	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	91.6	91.6	< 0.005	< 0.005	—	91.9
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.04	1.75	1.31	29.3	0.00	0.00	8.07	8.07	0.00	1.89	1.89	—	7,666	7,666	0.07	0.04	14.6	7,695
Vendor	0.61	0.18	7.75	4.30	0.07	0.07	2.62	2.69	0.07	0.72	0.79	—	7,872	7,872	0.42	1.22	10.8	8,258
Hauling	0.00	0.00	0.00	0.00	0.00	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	1.70	1.65	1.59	21.9	0.00	0.00	8.07	8.07	0.00	1.89	1.89	—	7,039	7,039	0.08	0.04	0.38	7,053
Vendor	0.59	0.17	8.09	4.37	0.07	0.07	2.62	2.69	0.07	0.72	0.79	—	7,878	7,878	0.42	1.22	0.28	8,254
Hauling	0.00	0.00	0.00	0.00	0.00	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	0.39	0.38	0.37	5.34	0.00	0.00	1.85	1.85	0.00	0.43	0.43	—	1,648	1,648	0.02	0.01	1.46	1,653
Vendor	0.14	0.04	1.87	1.00	0.02	0.02	0.60	0.62	0.02	0.17	0.18	—	1,818	1,818	0.10	0.28	1.08	1,906
Hauling	0.00	0.00	0.00	0.00	0.00	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	0.07	0.07	0.97	0.00	0.00	0.34	0.34	0.00	0.08	0.08	—	273	273	< 0.005	< 0.005	0.24	274
Vendor	0.03	0.01	0.34	0.18	< 0.005	< 0.005	0.11	0.11	< 0.005	0.03	0.03	—	301	301	0.02	0.05	0.18	316

Hauling	0.00	0.00	0.00	0.00	0.00	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. Building Construction (2032) - 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	0.23	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	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	0.23	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	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	0.05	0.05	0.47	3.30	0.01	0.01	—	0.01	0.01	—	0.01	—	553	553	0.02	< 0.005	—	555
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipm	0.01	0.01	0.09	0.60	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	91.6	91.6	< 0.005	< 0.005	—	91.9
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.04	1.75	1.31	29.3	0.00	0.00	8.07	8.07	0.00	1.89	1.89	—	7,666	7,666	0.07	0.04	14.6	7,695
Vendor	0.61	0.18	7.75	4.30	0.07	0.07	2.62	2.69	0.07	0.72	0.79	—	7,872	7,872	0.42	1.22	10.8	8,258
Hauling	0.00	0.00	0.00	0.00	0.00	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	1.70	1.65	1.59	21.9	0.00	0.00	8.07	8.07	0.00	1.89	1.89	—	7,039	7,039	0.08	0.04	0.38	7,053
Vendor	0.59	0.17	8.09	4.37	0.07	0.07	2.62	2.69	0.07	0.72	0.79	—	7,878	7,878	0.42	1.22	0.28	8,254
Hauling	0.00	0.00	0.00	0.00	0.00	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	0.39	0.38	0.37	5.34	0.00	0.00	1.85	1.85	0.00	0.43	0.43	—	1,648	1,648	0.02	0.01	1.46	1,653
Vendor	0.14	0.04	1.87	1.00	0.02	0.02	0.60	0.62	0.02	0.17	0.18	—	1,818	1,818	0.10	0.28	1.08	1,906
Hauling	0.00	0.00	0.00	0.00	0.00	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	0.07	0.07	0.97	0.00	0.00	0.34	0.34	0.00	0.08	0.08	—	273	273	< 0.005	< 0.005	0.24	274
Vendor	0.03	0.01	0.34	0.18	< 0.005	< 0.005	0.11	0.11	< 0.005	0.03	0.03	—	301	301	0.02	0.05	0.18	316
Hauling	0.00	0.00	0.00	0.00	0.00	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. Paving (2032) - 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	0.16	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	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.05	0.58	3.19	< 0.005	0.01	—	0.01	0.01	—	0.01	—	455	455	0.02	< 0.005	—	457
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.11	0.58	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	75.4	75.4	< 0.005	< 0.005	—	75.6
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.05	0.04	0.03	0.71	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	186	186	< 0.005	< 0.005	0.35	187
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	0.17	0.00	0.00	0.06	0.06	0.00	0.01	0.01	—	52.2	52.2	< 0.005	< 0.005	0.05	52.4
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	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	8.65	8.65	< 0.005	< 0.005	0.01	8.67
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

3.24. Paving (2032) - 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	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.05	0.58	3.19	< 0.005	0.01	—	0.01	0.01	—	0.01	—	455	455	0.02	< 0.005	—	457
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.11	0.58	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	75.4	75.4	< 0.005	< 0.005	—	75.6
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.04	0.03	0.71	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	186	186	< 0.005	< 0.005	0.35	187
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	0.17	0.00	0.00	0.06	0.06	0.00	0.01	0.01	—	52.2	52.2	< 0.005	< 0.005	0.05	52.4
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	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	8.65	8.65	< 0.005	< 0.005	0.01	8.67
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

3.25. Architectural Coating (2032) - 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	0.02	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	8.97	8.97	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.02	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	8.97	8.97	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.12	0.18	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	24.3	24.3	< 0.005	< 0.005	—	24.4
Architectural Coatings	1.63	1.63	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.02	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.02	4.02	< 0.005	< 0.005	—	4.04
Architectural Coatings	0.30	0.30	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.41	0.35	0.26	5.87	0.00	0.00	1.61	1.61	0.00	0.38	0.38	—	1,533	1,533	0.01	0.01	2.92	1,539
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	0.34	0.33	0.32	4.37	0.00	0.00	1.61	1.61	0.00	0.38	0.38	—	1,408	1,408	0.02	0.01	0.08	1,411

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	0.06	0.06	0.06	0.84	0.00	0.00	0.29	0.29	0.00	0.07	0.07	—	260	260	< 0.005	< 0.005	0.23	261
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	0.15	0.00	0.00	0.05	0.05	0.00	0.01	0.01	—	43.0	43.0	< 0.005	< 0.005	0.04	43.1
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

3.26. Architectural Coating (2032) - 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	0.02	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	8.97	8.97	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	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-Roa 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	8.97	8.97	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.12	0.18	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	24.3	24.3	< 0.005	< 0.005	—	24.4
Architectural Coatings	1.63	1.63	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.02	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.02	4.02	< 0.005	< 0.005	—	4.04
Architectural Coatings	0.30	0.30	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.41	0.35	0.26	5.87	0.00	0.00	1.61	1.61	0.00	0.38	0.38	—	1,533	1,533	0.01	0.01	2.92	1,539
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	0.34	0.33	0.32	4.37	0.00	0.00	1.61	1.61	0.00	0.38	0.38	—	1,408	1,408	0.02	0.01	0.08	1,411
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	0.06	0.06	0.06	0.84	0.00	0.00	0.29	0.29	0.00	0.07	0.07	—	260	260	< 0.005	< 0.005	0.23	261
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	0.15	0.00	0.00	0.05	0.05	0.00	0.01	0.01	—	43.0	43.0	< 0.005	< 0.005	0.04	43.1
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

3.27. Architectural Coating (2033) - 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	0.02	0.02	0.65	0.96	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	134	134	0.01	< 0.005	—	134

Architectural	8.97	8.97	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.08	0.12	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	16.2	16.2	< 0.005	< 0.005	—	16.3
Architectural Coatings	1.09	1.09	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.68	2.68	< 0.005	< 0.005	—	2.69
Architectural Coatings	0.20	0.20	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.32	0.31	0.26	4.13	0.00	0.00	1.61	1.61	0.00	0.38	0.38	—	1,390	1,390	0.02	0.01	0.07	1,393
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	0.53	0.00	0.00	0.19	0.19	0.00	0.05	0.05	—	171	171	< 0.005	< 0.005	0.13	172
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	0.10	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	28.3	28.3	< 0.005	< 0.005	0.02	28.4
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

3.28. Architectural Coating (2033) - 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	8.97	8.97	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	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-Roa Equipment	< 0.005	< 0.005	0.08	0.12	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	16.2	16.2	< 0.005	< 0.005	—	16.3
Architectural Coatings	1.09	1.09	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.68	2.68	< 0.005	< 0.005	—	2.69
Architectural Coatings	0.20	0.20	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.32	0.31	0.26	4.13	0.00	0.00	1.61	1.61	0.00	0.38	0.38	—	1,390	1,390	0.02	0.01	0.07	1,393
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	0.53	0.00	0.00	0.19	0.19	0.00	0.05	0.05	—	171	171	< 0.005	< 0.005	0.13	172
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	0.10	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	28.3	28.3	< 0.005	< 0.005	0.02	28.4
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

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	6.44	5.68	6.78	65.9	0.17	0.11	14.2	14.4	0.11	3.62	3.72	—	16,999	16,999	0.69	0.73	63.7	17,296
Strip Mall	150	133	150	1,447	3.60	2.44	309	311	2.29	78.5	80.7	—	369,411	369,411	15.5	16.0	1,383	375,939
General Office Building	13.1	11.7	13.1	127	0.32	0.21	27.1	27.3	0.20	6.88	7.08	—	32,371	32,371	1.35	1.40	121	32,943
Office Park	13.0	11.6	13.1	126	0.31	0.21	26.9	27.1	0.20	6.84	7.04	—	32,200	32,200	1.35	1.39	121	32,769
City Park	0.04	0.04	0.04	0.39	< 0.005	< 0.005	0.08	0.08	< 0.005	0.02	0.02	—	98.5	98.5	< 0.005	< 0.005	0.37	100
Total	182	162	183	1,767	4.40	2.98	377	380	2.80	95.8	98.6	—	451,079	451,079	18.8	19.5	1,689	459,048
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	6.05	5.30	7.30	53.7	0.16	0.11	14.2	14.4	0.11	3.62	3.72	—	15,921	15,921	0.71	0.75	1.65	16,164

Strip Mall	140	124	161	1,186	3.37	2.44	309	311	2.29	78.5	80.8	—	346,045	346,045	15.9	16.5	35.9	351,399
General Office Building	12.3	10.8	14.1	104	0.30	0.21	27.1	27.3	0.20	6.88	7.08	—	30,324	30,324	1.39	1.45	3.14	30,793
Office Park	12.2	10.8	14.1	103	0.29	0.21	26.9	27.1	0.20	6.84	7.04	—	30,163	30,163	1.38	1.44	3.13	30,630
City Park	0.04	0.03	0.04	0.32	< 0.005	< 0.005	0.08	0.08	< 0.005	0.02	0.02	—	92.3	92.3	< 0.005	< 0.005	0.01	93.7
Total	171	151	197	1,448	4.11	2.98	377	380	2.80	95.8	98.6	—	422,545	422,545	19.4	20.2	43.8	429,080
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	1.10	0.96	1.36	10.2	0.03	0.02	2.58	2.60	0.02	0.65	0.67	—	2,664	2,664	0.12	0.13	4.56	2,709
Strip Mall	25.5	22.4	30.0	225	0.62	0.45	55.9	56.3	0.42	14.2	14.6	—	57,893	57,893	2.63	2.76	98.9	58,880
General Office Building	2.23	1.97	2.63	19.7	0.05	0.04	4.90	4.94	0.04	1.24	1.28	—	5,073	5,073	0.23	0.24	8.66	5,160
Office Park	2.22	1.96	2.61	19.6	0.05	0.04	4.87	4.91	0.04	1.24	1.27	—	5,046	5,046	0.23	0.24	8.62	5,132
City Park	0.01	0.01	0.01	0.06	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	< 0.005	—	15.4	15.4	< 0.005	< 0.005	0.03	15.7
Total	31.0	27.3	36.6	275	0.76	0.54	68.2	68.8	0.51	17.3	17.8	—	70,692	70,692	3.21	3.37	121	71,896

4.1.2. Mitigated

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

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

Single Family Housing	6.44	5.68	6.78	65.9	0.17	0.11	14.2	14.4	0.11	3.62	3.72	—	16,999	16,999	0.69	0.73	63.7	17,296
Strip Mall	150	133	150	1,447	3.60	2.44	309	311	2.29	78.5	80.7	—	369,411	369,411	15.5	16.0	1,383	375,939
General Office Building	13.1	11.7	13.1	127	0.32	0.21	27.1	27.3	0.20	6.88	7.08	—	32,371	32,371	1.35	1.40	121	32,943
Office Park	13.0	11.6	13.1	126	0.31	0.21	26.9	27.1	0.20	6.84	7.04	—	32,200	32,200	1.35	1.39	121	32,769
City Park	0.04	0.04	0.04	0.39	< 0.005	< 0.005	0.08	0.08	< 0.005	0.02	0.02	—	98.5	98.5	< 0.005	< 0.005	0.37	100
Total	182	162	183	1,767	4.40	2.98	377	380	2.80	95.8	98.6	—	451,079	451,079	18.8	19.5	1,689	459,048
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	6.05	5.30	7.30	53.7	0.16	0.11	14.2	14.4	0.11	3.62	3.72	—	15,921	15,921	0.71	0.75	1.65	16,164
Strip Mall	140	124	161	1,186	3.37	2.44	309	311	2.29	78.5	80.8	—	346,045	346,045	15.9	16.5	35.9	351,399
General Office Building	12.3	10.8	14.1	104	0.30	0.21	27.1	27.3	0.20	6.88	7.08	—	30,324	30,324	1.39	1.45	3.14	30,793
Office Park	12.2	10.8	14.1	103	0.29	0.21	26.9	27.1	0.20	6.84	7.04	—	30,163	30,163	1.38	1.44	3.13	30,630
City Park	0.04	0.03	0.04	0.32	< 0.005	< 0.005	0.08	0.08	< 0.005	0.02	0.02	—	92.3	92.3	< 0.005	< 0.005	0.01	93.7
Total	171	151	197	1,448	4.11	2.98	377	380	2.80	95.8	98.6	—	422,545	422,545	19.4	20.2	43.8	429,080
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	1.10	0.96	1.36	10.2	0.03	0.02	2.58	2.60	0.02	0.65	0.67	—	2,664	2,664	0.12	0.13	4.56	2,709
Strip Mall	25.5	22.4	30.0	225	0.62	0.45	55.9	56.3	0.42	14.2	14.6	—	57,893	57,893	2.63	2.76	98.9	58,880

General Office Building	2.23	1.97	2.63	19.7	0.05	0.04	4.90	4.94	0.04	1.24	1.28	—	5,073	5,073	0.23	0.24	8.66	5,160
Office Park	2.22	1.96	2.61	19.6	0.05	0.04	4.87	4.91	0.04	1.24	1.27	—	5,046	5,046	0.23	0.24	8.62	5,132
City Park	0.01	0.01	0.01	0.06	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	< 0.005	—	15.4	15.4	< 0.005	< 0.005	0.03	15.7
Total	31.0	27.3	36.6	275	0.76	0.54	68.2	68.8	0.51	17.3	17.8	—	70,692	70,692	3.21	3.37	121	71,896

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	1,247	1,247	0.09	0.01	—	1,253
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	9,780	9,780	0.71	0.09	—	9,824
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	4,433	4,433	0.32	0.04	—	4,452
Office Park	—	—	—	—	—	—	—	—	—	—	—	—	16,622	16,622	1.21	0.15	—	16,696
City Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	32,083	32,083	2.34	0.28	—	32,225
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	1,247	1,247	0.09	0.01	—	1,253
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	9,780	9,780	0.71	0.09	—	9,824
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	4,433	4,433	0.32	0.04	—	4,452
Office Park	—	—	—	—	—	—	—	—	—	—	—	—	16,622	16,622	1.21	0.15	—	16,696
City Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	32,083	32,083	2.34	0.28	—	32,225
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	206	206	0.02	< 0.005	—	207
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	1,619	1,619	0.12	0.01	—	1,626
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	734	734	0.05	0.01	—	737
Office Park	—	—	—	—	—	—	—	—	—	—	—	—	2,752	2,752	0.20	0.02	—	2,764
City Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	5,312	5,312	0.39	0.05	—	5,335

4.2.2. Electricity Emissions By Land Use - Mitigated

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

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

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	1,247	1,247	0.09	0.01	—	1,253
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	9,780	9,780	0.71	0.09	—	9,824
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	4,433	4,433	0.32	0.04	—	4,452
Office Park	—	—	—	—	—	—	—	—	—	—	—	—	16,622	16,622	1.21	0.15	—	16,696
City Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	32,083	32,083	2.34	0.28	—	32,225
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	1,247	1,247	0.09	0.01	—	1,253
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	9,780	9,780	0.71	0.09	—	9,824
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	4,433	4,433	0.32	0.04	—	4,452
Office Park	—	—	—	—	—	—	—	—	—	—	—	—	16,622	16,622	1.21	0.15	—	16,696
City Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	32,083	32,083	2.34	0.28	—	32,225
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	206	206	0.02	< 0.005	—	207

Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	1,619	1,619	0.12	0.01	—	1,626
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	734	734	0.05	0.01	—	737
Office Park	—	—	—	—	—	—	—	—	—	—	—	—	2,752	2,752	0.20	0.02	—	2,764
City Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	5,312	5,312	0.39	0.05	—	5,335

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	0.12	0.06	1.04	0.44	0.01	0.08	—	0.08	0.08	—	0.08	—	1,324	1,324	0.12	< 0.005	—	1,327
Strip Mall	0.14	0.07	1.28	1.08	0.01	0.10	—	0.10	0.10	—	0.10	—	1,530	1,530	0.14	< 0.005	—	1,534
General Office Building	0.17	0.08	1.51	1.27	0.01	0.11	—	0.11	0.11	—	0.11	—	1,799	1,799	0.16	< 0.005	—	1,804
Office Park	0.62	0.31	5.65	4.75	0.03	0.43	—	0.43	0.43	—	0.43	—	6,746	6,746	0.60	0.01	—	6,765
City Park	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	1.05	0.53	9.49	7.54	0.06	0.73	—	0.73	0.73	—	0.73	—	11,398	11,398	1.01	0.02	—	11,430
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Single Family Housing	0.12	0.06	1.04	0.44	0.01	0.08	—	0.08	0.08	—	0.08	—	1,324	1,324	0.12	< 0.005	—	1,327
Strip Mall	0.14	0.07	1.28	1.08	0.01	0.10	—	0.10	0.10	—	0.10	—	1,530	1,530	0.14	< 0.005	—	1,534
General Office Building	0.17	0.08	1.51	1.27	0.01	0.11	—	0.11	0.11	—	0.11	—	1,799	1,799	0.16	< 0.005	—	1,804
Office Park	0.62	0.31	5.65	4.75	0.03	0.43	—	0.43	0.43	—	0.43	—	6,746	6,746	0.60	0.01	—	6,765
City Park	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	1.05	0.53	9.49	7.54	0.06	0.73	—	0.73	0.73	—	0.73	—	11,398	11,398	1.01	0.02	—	11,430
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	0.02	0.01	0.19	0.08	< 0.005	0.02	—	0.02	0.02	—	0.02	—	219	219	0.02	< 0.005	—	220
Strip Mall	0.03	0.01	0.23	0.20	< 0.005	0.02	—	0.02	0.02	—	0.02	—	253	253	0.02	< 0.005	—	254
General Office Building	0.03	0.02	0.28	0.23	< 0.005	0.02	—	0.02	0.02	—	0.02	—	298	298	0.03	< 0.005	—	299
Office Park	0.11	0.06	1.03	0.87	0.01	0.08	—	0.08	0.08	—	0.08	—	1,117	1,117	0.10	< 0.005	—	1,120
City Park	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.19	0.10	1.73	1.38	0.01	0.13	—	0.13	0.13	—	0.13	—	1,887	1,887	0.17	< 0.005	—	1,892

4.2.4. Natural Gas Emissions By Land Use - Mitigated

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

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

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	0.12	0.06	1.04	0.44	0.01	0.08	—	0.08	0.08	—	0.08	—	1,324	1,324	0.12	< 0.005	—	1,327
Strip Mall	0.14	0.07	1.28	1.08	0.01	0.10	—	0.10	0.10	—	0.10	—	1,530	1,530	0.14	< 0.005	—	1,534
General Office Building	0.17	0.08	1.51	1.27	0.01	0.11	—	0.11	0.11	—	0.11	—	1,799	1,799	0.16	< 0.005	—	1,804
Office Park	0.62	0.31	5.65	4.75	0.03	0.43	—	0.43	0.43	—	0.43	—	6,746	6,746	0.60	0.01	—	6,765
City Park	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	1.05	0.53	9.49	7.54	0.06	0.73	—	0.73	0.73	—	0.73	—	11,398	11,398	1.01	0.02	—	11,430
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	0.12	0.06	1.04	0.44	0.01	0.08	—	0.08	0.08	—	0.08	—	1,324	1,324	0.12	< 0.005	—	1,327
Strip Mall	0.14	0.07	1.28	1.08	0.01	0.10	—	0.10	0.10	—	0.10	—	1,530	1,530	0.14	< 0.005	—	1,534
General Office Building	0.17	0.08	1.51	1.27	0.01	0.11	—	0.11	0.11	—	0.11	—	1,799	1,799	0.16	< 0.005	—	1,804
Office Park	0.62	0.31	5.65	4.75	0.03	0.43	—	0.43	0.43	—	0.43	—	6,746	6,746	0.60	0.01	—	6,765
City Park	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	1.05	0.53	9.49	7.54	0.06	0.73	—	0.73	0.73	—	0.73	—	11,398	11,398	1.01	0.02	—	11,430
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	0.02	0.01	0.19	0.08	< 0.005	0.02	—	0.02	0.02	—	0.02	—	219	219	0.02	< 0.005	—	220

Strip Mall	0.03	0.01	0.23	0.20	< 0.005	0.02	—	0.02	0.02	—	0.02	—	253	253	0.02	< 0.005	—	254
General Office Building	0.03	0.02	0.28	0.23	< 0.005	0.02	—	0.02	0.02	—	0.02	—	298	298	0.03	< 0.005	—	299
Office Park	0.11	0.06	1.03	0.87	0.01	0.08	—	0.08	0.08	—	0.08	—	1,117	1,117	0.10	< 0.005	—	1,120
City Park	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.19	0.10	1.73	1.38	0.01	0.13	—	0.13	0.13	—	0.13	—	1,887	1,887	0.17	< 0.005	—	1,892

4.3. Area Emissions by Source

4.3.1. Unmitigated

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

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.23	0.12	1.97	0.84	0.01	0.16	—	0.16	0.16	—	0.16	0.00	2,501	2,501	0.05	< 0.005	—	2,504
Consumer Products	43.6	43.6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.27	0.27	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	14.5	13.4	0.73	84.9	< 0.005	0.14	—	0.14	0.11	—	0.11	—	339	339	0.01	< 0.005	—	340
Total	58.6	57.4	2.70	85.8	0.02	0.30	—	0.30	0.27	—	0.27	0.00	2,840	2,840	0.06	0.01	—	2,844

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.23	0.12	1.97	0.84	0.01	0.16	—	0.16	0.16	—	0.16	0.00	2,501	2,501	0.05	< 0.005	—	2,504
Consumer Products	43.6	43.6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.27	0.27	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	44.1	44.0	1.97	0.84	0.01	0.16	—	0.16	0.16	—	0.16	0.00	2,501	2,501	0.05	< 0.005	—	2,504
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	28.4	28.4	< 0.005	< 0.005	—	28.4
Consumer Products	7.96	7.96	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.05	0.05	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	1.81	1.67	0.09	10.6	< 0.005	0.02	—	0.02	0.01	—	0.01	—	38.4	38.4	< 0.005	< 0.005	—	38.5
Total	9.82	9.69	0.12	10.6	< 0.005	0.02	—	0.02	0.02	—	0.02	0.00	66.8	66.8	< 0.005	< 0.005	—	66.9

4.3.2. Mitigated

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

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

Hearths	0.23	0.12	1.97	0.84	0.01	0.16	—	0.16	0.16	—	0.16	0.00	2,501	2,501	0.05	< 0.005	—	2,504
Consumer Products	43.6	43.6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.27	0.27	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	14.5	13.4	0.73	84.9	< 0.005	0.14	—	0.14	0.11	—	0.11	—	339	339	0.01	< 0.005	—	340
Total	58.6	57.4	2.70	85.8	0.02	0.30	—	0.30	0.27	—	0.27	0.00	2,840	2,840	0.06	0.01	—	2,844
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.23	0.12	1.97	0.84	0.01	0.16	—	0.16	0.16	—	0.16	0.00	2,501	2,501	0.05	< 0.005	—	2,504
Consumer Products	43.6	43.6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.27	0.27	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	44.1	44.0	1.97	0.84	0.01	0.16	—	0.16	0.16	—	0.16	0.00	2,501	2,501	0.05	< 0.005	—	2,504
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	28.4	28.4	< 0.005	< 0.005	—	28.4
Consumer Products	7.96	7.96	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.05	0.05	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Landsca Equipment	1.81	1.67	0.09	10.6	< 0.005	0.02	—	0.02	0.01	—	0.01	—	38.4	38.4	< 0.005	< 0.005	—	38.5
Total	9.82	9.69	0.12	10.6	< 0.005	0.02	—	0.02	0.02	—	0.02	0.00	66.8	66.8	< 0.005	< 0.005	—	66.9

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	10.5	246	257	1.10	0.03	—	293
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	115	515	630	11.8	0.28	—	1,011
General Office Building	—	—	—	—	—	—	—	—	—	—	—	69.7	309	379	7.17	0.17	—	610
Office Park	—	—	—	—	—	—	—	—	—	—	—	261	1,161	1,422	26.9	0.65	—	2,286
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	456	2,232	2,688	47.0	1.13	—	4,200
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	10.5	246	257	1.10	0.03	—	293
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	115	515	630	11.8	0.28	—	1,011

General Office Building	—	—	—	—	—	—	—	—	—	—	—	69.7	309	379	7.17	0.17	—	610
Office Park	—	—	—	—	—	—	—	—	—	—	—	261	1,161	1,422	26.9	0.65	—	2,286
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	456	2,232	2,688	47.0	1.13	—	4,200
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	1.75	40.8	42.6	0.18	< 0.005	—	48.5
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	19.0	85.3	104	1.96	0.05	—	167
General Office Building	—	—	—	—	—	—	—	—	—	—	—	11.5	51.2	62.8	1.19	0.03	—	101
Office Park	—	—	—	—	—	—	—	—	—	—	—	43.3	192	235	4.45	0.11	—	379
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	75.6	370	445	7.77	0.19	—	695

4.4.2. Mitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	10.5	246	257	1.10	0.03	—	293

Strip Mall	—	—	—	—	—	—	—	—	—	—	—	115	515	630	11.8	0.28	—	1,011
General Office Building	—	—	—	—	—	—	—	—	—	—	—	69.7	309	379	7.17	0.17	—	610
Office Park	—	—	—	—	—	—	—	—	—	—	—	261	1,161	1,422	26.9	0.65	—	2,286
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	456	2,232	2,688	47.0	1.13	—	4,200
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	10.5	246	257	1.10	0.03	—	293
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	115	515	630	11.8	0.28	—	1,011
General Office Building	—	—	—	—	—	—	—	—	—	—	—	69.7	309	379	7.17	0.17	—	610
Office Park	—	—	—	—	—	—	—	—	—	—	—	261	1,161	1,422	26.9	0.65	—	2,286
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	456	2,232	2,688	47.0	1.13	—	4,200
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	1.75	40.8	42.6	0.18	< 0.005	—	48.5
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	19.0	85.3	104	1.96	0.05	—	167
General Office Building	—	—	—	—	—	—	—	—	—	—	—	11.5	51.2	62.8	1.19	0.03	—	101

Office Park	—	—	—	—	—	—	—	—	—	—	—	43.3	192	235	4.45	0.11	—	379
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	75.6	370	445	7.77	0.19	—	695

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	68.8	0.00	68.8	6.87	0.00	—	241
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	458	0.00	458	45.8	0.00	—	1,603
General Office Building	—	—	—	—	—	—	—	—	—	—	—	103	0.00	103	10.2	0.00	—	359
Office Park	—	—	—	—	—	—	—	—	—	—	—	384	0.00	384	38.4	0.00	—	1,345
City Park	—	—	—	—	—	—	—	—	—	—	—	0.21	0.00	0.21	0.02	0.00	—	0.73
Total	—	—	—	—	—	—	—	—	—	—	—	1,014	0.00	1,014	101	0.00	—	3,548
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	68.8	0.00	68.8	6.87	0.00	—	241

Strip Mall	—	—	—	—	—	—	—	—	—	—	—	458	0.00	458	45.8	0.00	—	1,603
General Office Building	—	—	—	—	—	—	—	—	—	—	—	103	0.00	103	10.2	0.00	—	359
Office Park	—	—	—	—	—	—	—	—	—	—	—	384	0.00	384	38.4	0.00	—	1,345
City Park	—	—	—	—	—	—	—	—	—	—	—	0.21	0.00	0.21	0.02	0.00	—	0.73
Total	—	—	—	—	—	—	—	—	—	—	—	1,014	0.00	1,014	101	0.00	—	3,548
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	11.4	0.00	11.4	1.14	0.00	—	39.8
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	75.9	0.00	75.9	7.58	0.00	—	265
General Office Building	—	—	—	—	—	—	—	—	—	—	—	17.0	0.00	17.0	1.70	0.00	—	59.4
Office Park	—	—	—	—	—	—	—	—	—	—	—	63.7	0.00	63.7	6.36	0.00	—	223
City Park	—	—	—	—	—	—	—	—	—	—	—	0.03	0.00	0.03	< 0.005	0.00	—	0.12
Total	—	—	—	—	—	—	—	—	—	—	—	168	0.00	168	16.8	0.00	—	587

4.5.2. Mitigated

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

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

Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	34.4	0.00	34.4	3.44	0.00	—	120
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	229	0.00	229	22.9	0.00	—	802
General Office Building	—	—	—	—	—	—	—	—	—	—	—	51.3	0.00	51.3	5.12	0.00	—	179
Office Park	—	—	—	—	—	—	—	—	—	—	—	192	0.00	192	19.2	0.00	—	673
City Park	—	—	—	—	—	—	—	—	—	—	—	0.10	0.00	0.10	0.01	0.00	—	0.37
Total	—	—	—	—	—	—	—	—	—	—	—	507	0.00	507	50.7	0.00	—	1,774
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	34.4	0.00	34.4	3.44	0.00	—	120
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	229	0.00	229	22.9	0.00	—	802
General Office Building	—	—	—	—	—	—	—	—	—	—	—	51.3	0.00	51.3	5.12	0.00	—	179
Office Park	—	—	—	—	—	—	—	—	—	—	—	192	0.00	192	19.2	0.00	—	673
City Park	—	—	—	—	—	—	—	—	—	—	—	0.10	0.00	0.10	0.01	0.00	—	0.37
Total	—	—	—	—	—	—	—	—	—	—	—	507	0.00	507	50.7	0.00	—	1,774
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	5.69	0.00	5.69	0.57	0.00	—	19.9
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	37.9	0.00	37.9	3.79	0.00	—	133

General Office Building	—	—	—	—	—	—	—	—	—	—	—	8.49	0.00	8.49	0.85	0.00	—	29.7
Office Park	—	—	—	—	—	—	—	—	—	—	—	31.8	0.00	31.8	3.18	0.00	—	111
City Park	—	—	—	—	—	—	—	—	—	—	—	0.02	0.00	0.02	< 0.005	0.00	—	0.06
Total	—	—	—	—	—	—	—	—	—	—	—	84.0	0.00	84.0	8.39	0.00	—	294

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.84	1.84
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5.04	5.04
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.50	0.50
Office Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.87	1.87
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	9.25	9.25
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.84	1.84
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5.04	5.04
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.50	0.50
Office Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.87	1.87
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	9.25	9.25
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.31	0.31
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.83	0.83
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.08	0.08
Office Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.31	0.31
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.53	1.53

4.6.2. Mitigated

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

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

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.84	1.84
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5.04	5.04
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.50	0.50
Office Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.87	1.87
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	9.25	9.25
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.84	1.84
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5.04	5.04
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.50	0.50
Office Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.87	1.87
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	9.25	9.25
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.31	0.31

Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.83	0.83
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.08	0.08
Office Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.31	0.31
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.53	1.53

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

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

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

4.7.2. Mitigated

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

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

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

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

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

4.8.2. Mitigated

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

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

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

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

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

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

4.9.2. Mitigated

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

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

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

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

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

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

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

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

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

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

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

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

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

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

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

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

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

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

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

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

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

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

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

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	3/1/2025	7/19/2025	5.00	100	—
Site Preparation	Site Preparation	7/20/2025	10/12/2025	5.00	60.0	—
Grading	Grading	10/13/2025	5/18/2026	5.00	155	—
Building Construction	Building Construction	5/19/2026	4/27/2032	5.00	1,550	—
Paving	Paving	4/28/2032	9/29/2032	5.00	110	—
Architectural Coating	Architectural Coating	9/30/2032	3/3/2033	5.00	110	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	Diesel	Tier 4 Final	1.00	8.00	33.0	0.73
Demolition	Excavators	Diesel	Tier 4 Final	3.00	8.00	36.0	0.38
Demolition	Rubber Tired Dozers	Diesel	Tier 4 Final	2.00	8.00	367	0.40
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	Excavators	Diesel	Tier 4 Final	2.00	8.00	36.0	0.38
Grading	Graders	Diesel	Tier 4 Final	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Tier 4 Final	1.00	8.00	367	0.40
Grading	Scrapers	Diesel	Tier 4 Final	2.00	8.00	423	0.48
Grading	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	2.00	8.00	84.0	0.37
Building Construction	Cranes	Diesel	Tier 4 Final	1.00	7.00	367	0.29

Building Construction	Forklifts	Diesel	Tier 4 Final	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Tier 4 Final	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	3.00	7.00	84.0	0.37
Building Construction	Welders	Diesel	Tier 4 Final	1.00	8.00	46.0	0.45
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

5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	Diesel	Tier 4 Final	1.00	8.00	33.0	0.73
Demolition	Excavators	Diesel	Tier 4 Final	3.00	8.00	36.0	0.38
Demolition	Rubber Tired Dozers	Diesel	Tier 4 Final	2.00	8.00	367	0.40
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	Excavators	Diesel	Tier 4 Final	2.00	8.00	36.0	0.38
Grading	Graders	Diesel	Tier 4 Final	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Tier 4 Final	1.00	8.00	367	0.40
Grading	Scrapers	Diesel	Tier 4 Final	2.00	8.00	423	0.48
Grading	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	2.00	8.00	84.0	0.37
Building Construction	Cranes	Diesel	Tier 4 Final	1.00	7.00	367	0.29
Building Construction	Forklifts	Diesel	Tier 4 Final	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Tier 4 Final	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	3.00	7.00	84.0	0.37

Building Construction	Welders	Diesel	Tier 4 Final	1.00	8.00	46.0	0.45
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

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	15.0	18.5	LDA,LDT1,LDT2
Demolition	Vendor	—	10.2	HHDT,MHDT
Demolition	Hauling	0.00	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Site Preparation	—	—	—	—
Site Preparation	Worker	17.5	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10.2	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	20.0	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	0.00	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	618	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	306	10.2	HHDT,MHDT

Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	15.0	18.5	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	124	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.3.2. Mitigated

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

Grading	Hauling	0.00	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	618	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	306	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	15.0	18.5	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	124	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

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	521,235	173,745	2,671,982	890,661	—

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)
Demolition	0.00	0.00	0.00	—	—
Site Preparation	—	—	90.0	0.00	—
Grading	—	—	465	0.00	—
Paving	0.00	0.00	0.00	0.00	1.45

5.6.2. Construction Earthmoving Control Strategies

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

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Single Family Housing	1.45	0%
Strip Mall	0.00	0%
General Office Building	0.00	0%
Office Park	0.00	0%
City Park	0.00	0%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2025	0.00	453	0.03	< 0.005
2026	0.00	453	0.03	< 0.005
2027	0.00	453	0.03	< 0.005

2028	0.00	453	0.03	< 0.005
2029	0.00	453	0.03	< 0.005
2030	0.00	453	0.03	< 0.005
2031	0.00	453	0.03	< 0.005
2032	0.00	453	0.03	< 0.005
2033	0.00	453	0.03	< 0.005

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Single Family Housing	1,257	1,257	1,257	458,804	20,075	20,075	20,075	7,327,413
Strip Mall	30,265	30,265	30,265	11,046,626	435,579	435,579	435,579	158,986,287
General Office Building	2,652	2,652	2,652	968,014	38,170	38,170	38,170	13,931,948
Office Park	2,638	2,638	2,638	962,879	37,967	37,967	37,967	13,858,044
City Park	8.07	8.07	8.07	2,947	116	116	116	42,408

5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Single Family Housing	1,257	1,257	1,257	458,804	20,075	20,075	20,075	7,327,413
Strip Mall	30,265	30,265	30,265	11,046,626	435,579	435,579	435,579	158,986,287
General Office Building	2,652	2,652	2,652	968,014	38,170	38,170	38,170	13,931,948
Office Park	2,638	2,638	2,638	962,879	37,967	37,967	37,967	13,858,044
City Park	8.07	8.07	8.07	2,947	116	116	116	42,408

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	119
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	13
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	119
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	13
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)
521235	173,745	2,671,982	890,661	—

5.10.3. Landscape Equipment

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

5.10.4. Landscape Equipment - Mitigated

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

5.11. Operational Energy Consumption

5.11.1. Unmitigated

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

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Single Family Housing	1,004,470	453	0.0330	0.0040	4,130,242
Strip Mall	7,876,760	453	0.0330	0.0040	4,773,413
General Office Building	3,569,923	453	0.0330	0.0040	5,613,075
Office Park	13,387,186	453	0.0330	0.0040	21,048,990
City Park	0.00	453	0.0330	0.0040	0.00

5.11.2. Mitigated

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

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Single Family Housing	1,004,470	453	0.0330	0.0040	4,130,242
Strip Mall	7,876,760	453	0.0330	0.0040	4,773,413
General Office Building	3,569,923	453	0.0330	0.0040	5,613,075
Office Park	13,387,186	453	0.0330	0.0040	21,048,990
City Park	0.00	453	0.0330	0.0040	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Single Family Housing	5,501,915	30,346,510
Strip Mall	59,974,447	1,300,259
General Office Building	36,356,860	328,489
Office Park	136,337,958	1,231,879
City Park	0.00	0.00

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Single Family Housing	5,501,915	30,346,510
Strip Mall	59,974,447	1,300,259
General Office Building	36,356,860	328,489
Office Park	136,337,958	1,231,879
City Park	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Single Family Housing	128	—
Strip Mall	850	—
General Office Building	190	—
Office Park	713	—
City Park	0.39	—

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Single Family Housing	63.8	—
Strip Mall	425	—
General Office Building	95.1	—
Office Park	357	—
City Park	0.19	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Single Family Housing	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Single Family Housing	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00

Strip Mall	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Strip Mall	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
Strip Mall	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0
General Office Building	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
General Office Building	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Office Park	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
Office Park	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
City Park	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
City Park	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00

5.14.2. Mitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Single Family Housing	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Single Family Housing	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
Strip Mall	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0

Strip Mall	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
Strip Mall	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0
General Office Building	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
General Office Building	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Office Park	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
Office Park	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
City Park	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
City Park	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

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

5.15.2. Mitigated

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

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

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

5.16.2. Process Boilers

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

5.17. User Defined

Equipment Type	Fuel Type

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

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

5.18.2.2. Mitigated

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

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

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

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	27.1	annual days of extreme heat
Extreme Precipitation	4.85	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	0.00	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (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	3	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	0	0	N/A
Wildfire	1	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

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

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	3	1	1	3
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	1	1	2
Wildfire	1	1	1	2
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

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

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

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

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	98.7
AQ-PM	80.6
AQ-DPM	82.9
Drinking Water	87.6
Lead Risk Housing	38.6
Pesticides	0.00
Toxic Releases	60.9
Traffic	89.5
Effect Indicators	—
CleanUp Sites	68.9
Groundwater	39.8
Haz Waste Facilities/Generators	70.1
Impaired Water Bodies	0.00
Solid Waste	54.8
Sensitive Population	—
Asthma	64.9
Cardio-vascular	70.7
Low Birth Weights	34.5
Socioeconomic Factor Indicators	—

Education	84.5
Housing	81.8
Linguistic	—
Poverty	85.7
Unemployment	99.3

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	13.96124727
Employed	11.51032978
Median HI	33.45309893
Education	—
Bachelor's or higher	17.04093417
High school enrollment	13.78159887
Preschool enrollment	11.18952906
Transportation	—
Auto Access	49.51879892
Active commuting	7.532400873
Social	—
2-parent households	22.55870653
Voting	14.97497754
Neighborhood	—
Alcohol availability	53.71487232
Park access	81.35506224
Retail density	42.73065572
Supermarket access	66.46990889

Tree canopy	11.03554472
Housing	—
Homeownership	64.54510458
Housing habitability	7.750545361
Low-inc homeowner severe housing cost burden	41.42178878
Low-inc renter severe housing cost burden	1.193378673
Uncrowded housing	13.49929424
Health Outcomes	—
Insured adults	20.30026947
Arthritis	14.1
Asthma ER Admissions	38.1
High Blood Pressure	23.8
Cancer (excluding skin)	36.4
Asthma	18.0
Coronary Heart Disease	7.5
Chronic Obstructive Pulmonary Disease	13.3
Diagnosed Diabetes	16.2
Life Expectancy at Birth	4.0
Cognitively Disabled	74.6
Physically Disabled	76.0
Heart Attack ER Admissions	32.5
Mental Health Not Good	24.7
Chronic Kidney Disease	10.6
Obesity	26.2
Pedestrian Injuries	19.6
Physical Health Not Good	19.0
Stroke	11.3
Health Risk Behaviors	—

Binge Drinking	63.5
Current Smoker	28.8
No Leisure Time for Physical Activity	23.1
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	37.8
Elderly	61.3
English Speaking	42.9
Foreign-born	53.1
Outdoor Workers	52.3
Climate Change Adaptive Capacity	—
Impervious Surface Cover	51.9
Traffic Density	80.2
Traffic Access	23.0
Other Indices	—
Hardship	88.6
Other Decision Support	—
2016 Voting	34.9

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	93.0
Healthy Places Index Score for Project Location (b)	9.00
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	Yes
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

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

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Operations: Vehicle Data	Per traffic study
Operations: Hearths	No wood fireplace/stoves
Construction: Off-Road Equipment	2014 EIR MM AQ-3
Construction: Architectural Coatings	2014 EIR AQ-2
Operations: Architectural Coatings	2014 EIR MM AQ-14

CHCCP_Proposed Detailed Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	CHCCP_Proposed
Construction Start Date	3/1/2025
Operational Year	2025
Lead Agency	—
Land Use Scale	Plan/community
Analysis Level for Defaults	County
Windspeed (m/s)	2.20
Precipitation (days)	14.2
Location	34.07423337135171, -117.35983158815417
County	San Bernardino-South Coast
City	Colton
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	5335
EDFZ	10
Electric Utility	Colton Electric Utility Department
Gas Utility	Southern California Gas
App Version	2022.1.1.29

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Apartments Low Rise	1,863	Dwelling Unit	116	1,974,780	197,478	—	6,167	—

Apartments Mid Rise	1,242	Dwelling Unit	32.7	1,192,320	119,232	—	4,111	—
Office Park	119	1000sqft	2.74	119,267	11,927	—	—	—
Strip Mall	349	1000sqft	8.00	348,567	34,857	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

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

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

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

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	12.3	10.8	23.2	181	0.12	0.23	34.7	34.9	0.23	8.27	8.50	—	46,822	46,822	1.33	2.97	131	47,870
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	11.7	10.8	24.9	142	0.12	0.23	34.7	34.9	0.23	8.27	8.50	—	44,160	44,160	1.39	2.97	3.38	45,083
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	7.40	6.67	17.3	99.7	0.08	0.16	24.6	24.8	0.12	5.87	5.97	—	31,318	31,318	0.92	2.13	36.2	32,011
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.35	1.22	3.16	18.2	0.02	0.03	4.49	4.52	0.02	1.07	1.09	—	5,185	5,185	0.15	0.35	5.99	5,300

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	0.44	0.43	4.57	19.3	0.03	0.06	0.20	0.26	0.06	0.05	0.11	—	3,636	3,636	0.15	0.04	0.78	3,651
2026	0.74	0.73	4.50	36.8	0.06	0.12	7.89	7.99	0.12	3.99	4.09	—	6,875	6,875	0.28	0.06	0.94	6,901
2027	12.3	10.3	23.2	181	0.12	0.23	34.7	34.9	0.23	8.27	8.50	—	46,822	46,822	1.33	2.97	131	47,870
2028	10.9	9.90	22.5	169	0.12	0.23	34.7	34.9	0.14	8.27	8.41	—	45,928	45,928	1.23	2.97	117	46,960
2029	10.3	9.42	21.0	159	0.12	0.14	34.7	34.8	0.14	8.27	8.41	—	45,042	45,042	1.17	2.88	104	46,033
2030	9.83	8.02	19.4	149	0.12	0.14	34.7	34.8	0.14	8.27	8.41	—	44,170	44,170	1.07	2.88	92.2	45,146
2031	9.35	7.55	18.9	140	0.12	0.14	34.7	34.8	0.14	8.27	8.41	—	43,318	43,318	1.02	1.81	81.1	43,965
2032	8.93	7.23	17.4	133	0.12	0.14	34.7	34.8	0.14	8.27	8.41	—	42,518	42,518	0.92	1.81	70.8	43,152
2033	7.63	6.97	17.0	127	0.12	0.14	34.7	34.8	0.14	8.27	8.41	—	41,799	41,799	0.91	1.72	61.7	42,395
2034	7.21	6.55	15.6	121	0.12	0.14	34.7	34.8	0.14	8.27	8.41	—	41,093	41,093	0.90	1.71	53.3	41,678
2035	7.00	6.44	15.3	115	0.12	0.14	34.7	34.8	0.14	8.27	8.41	—	40,441	40,441	0.75	1.62	46.0	40,988
2036	6.79	6.23	15.0	110	0.12	0.14	34.7	34.8	0.14	8.27	8.41	—	39,850	39,850	0.75	1.62	39.4	40,391
2037	6.51	5.96	14.6	107	0.12	0.14	34.7	34.8	0.14	8.27	8.41	—	39,320	39,320	0.74	1.53	33.5	39,827
2038	6.15	5.70	13.4	104	0.12	0.14	34.7	34.8	0.14	8.27	8.41	—	38,805	38,805	0.74	1.53	28.6	39,307
2039	5.94	4.52	13.2	101	0.12	0.14	34.7	34.8	0.14	8.27	8.41	—	38,386	38,386	0.64	1.43	24.1	38,854
2040	11.0	10.8	1.95	17.0	0.01	0.03	6.24	6.24	0.03	1.46	1.46	—	5,613	5,613	0.06	0.03	3.42	5,627
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.58	0.57	4.58	29.3	0.05	0.10	7.89	7.99	0.10	3.99	4.09	—	5,521	5,521	0.23	0.05	0.02	5,542
2026	0.73	0.72	4.51	36.4	0.06	0.12	7.89	7.99	0.12	3.99	4.09	—	6,852	6,852	0.27	0.06	0.02	6,877
2027	11.7	9.67	24.9	142	0.12	0.23	34.7	34.9	0.23	8.27	8.50	—	44,160	44,160	1.39	2.97	3.38	45,083
2028	10.4	9.35	23.2	133	0.12	0.23	34.7	34.9	0.14	8.27	8.41	—	43,323	43,323	1.29	2.97	3.04	44,243

2029	9.86	7.91	22.5	125	0.12	0.14	34.7	34.8	0.14	8.27	8.41	—	42,491	42,491	1.22	2.88	2.69	43,381
2030	9.39	7.58	21.0	118	0.12	0.14	34.7	34.8	0.14	8.27	8.41	—	41,669	41,669	1.12	2.88	2.39	42,557
2031	8.91	7.11	19.4	111	0.12	0.14	34.7	34.8	0.14	8.27	8.41	—	40,862	40,862	1.07	2.78	2.10	41,720
2032	7.57	6.85	19.0	105	0.12	0.14	34.7	34.8	0.14	8.27	8.41	—	40,102	40,102	0.97	1.81	1.84	40,667
2033	7.25	6.53	17.5	99.6	0.12	0.14	34.7	34.8	0.14	8.27	8.41	—	39,415	39,415	0.96	1.72	1.60	39,953
2034	6.91	6.26	17.1	95.6	0.12	0.14	34.7	34.8	0.14	8.27	8.41	—	38,741	38,741	0.90	1.72	1.38	39,277
2035	6.71	6.15	15.8	90.9	0.12	0.14	34.7	34.8	0.14	8.27	8.41	—	38,119	38,119	0.81	1.63	1.19	38,626
2036	6.50	5.94	15.4	88.0	0.12	0.14	34.7	34.8	0.14	8.27	8.41	—	37,553	37,553	0.80	1.63	1.02	38,059
2037	6.23	5.68	15.2	84.5	0.12	0.14	34.7	34.8	0.14	8.27	8.41	—	37,045	37,045	0.74	1.53	0.87	37,519
2038	6.03	5.58	14.9	82.9	0.12	0.14	34.7	34.8	0.14	8.27	8.41	—	36,552	36,552	0.74	1.53	0.74	37,027
2039	5.76	4.34	14.7	80.4	0.12	0.14	34.7	34.8	0.14	8.27	8.41	—	36,152	36,152	0.64	1.43	0.62	36,596
2040	11.0	10.8	1.95	13.0	0.01	0.03	6.24	6.24	0.03	1.46	1.46	—	5,167	5,167	0.06	0.03	0.09	5,178
2041	10.9	10.7	1.22	12.5	< 0.005	< 0.005	6.24	6.24	< 0.005	1.46	1.46	—	5,140	5,140	0.05	0.03	0.08	5,151
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.27	0.26	2.64	11.9	0.02	0.04	0.49	0.53	0.04	0.22	0.26	—	2,255	2,255	0.09	0.02	0.20	2,264
2026	0.48	0.47	2.71	24.0	0.04	0.08	3.89	3.97	0.08	1.77	1.85	—	4,521	4,521	0.18	0.04	0.28	4,538
2027	3.79	3.18	9.52	58.8	0.06	0.12	11.8	11.9	0.12	3.04	3.16	—	16,039	16,039	0.52	0.90	16.8	16,338
2028	7.40	6.67	17.3	99.7	0.08	0.16	24.6	24.8	0.10	5.87	5.97	—	31,318	31,318	0.92	2.13	36.2	32,011
2029	7.01	5.65	16.1	93.5	0.08	0.10	24.5	24.6	0.10	5.85	5.95	—	30,632	30,632	0.87	2.05	32.1	31,299
2030	6.68	5.39	15.0	87.6	0.08	0.10	24.5	24.6	0.10	5.85	5.95	—	30,039	30,039	0.80	2.05	28.4	30,700
2031	6.41	5.12	13.9	82.4	0.08	0.10	24.5	24.6	0.10	5.85	5.95	—	29,458	29,458	0.76	1.99	25.0	30,094
2032	5.39	4.87	13.6	78.3	0.08	0.10	24.6	24.7	0.10	5.87	5.97	—	28,989	28,989	0.69	1.30	21.9	29,415
2033	5.18	4.67	12.6	74.6	0.08	0.10	24.5	24.6	0.10	5.85	5.95	—	28,416	28,416	0.69	1.23	19.0	28,818
2034	4.91	4.40	12.2	71.1	0.08	0.10	24.5	24.6	0.10	5.85	5.95	—	27,931	27,931	0.64	1.23	16.4	28,330
2035	4.77	4.36	12.0	68.3	0.08	0.10	24.5	24.6	0.10	5.85	5.95	—	27,484	27,484	0.58	1.16	14.2	27,857
2036	4.66	4.26	11.0	65.8	0.08	0.10	24.6	24.7	0.10	5.87	5.97	—	27,150	27,150	0.57	1.16	12.2	27,522
2037	4.46	4.06	10.8	63.1	0.08	0.10	24.5	24.6	0.10	5.85	5.95	—	26,711	26,711	0.53	1.09	10.4	27,060
2038	4.31	3.99	10.6	61.2	0.08	0.10	24.5	24.6	0.10	5.85	5.95	—	26,357	26,357	0.53	1.09	8.79	26,704

2039	2.00	1.53	5.68	32.2	0.04	0.06	11.6	11.7	0.06	2.78	2.83	—	12,915	12,915	0.24	0.49	3.52	13,070
2040	5.40	5.30	1.04	9.13	< 0.005	0.01	3.07	3.07	0.01	0.72	0.73	—	2,941	2,941	0.04	0.02	0.73	2,948
2041	1.26	1.24	0.14	1.54	< 0.005	< 0.005	0.71	0.71	< 0.005	0.17	0.17	—	601	601	0.01	< 0.005	0.14	603
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.05	0.05	0.48	2.17	< 0.005	0.01	0.09	0.10	0.01	0.04	0.05	—	373	373	0.02	< 0.005	0.03	375
2026	0.09	0.09	0.49	4.39	0.01	0.01	0.71	0.72	0.01	0.32	0.34	—	749	749	0.03	0.01	0.05	751
2027	0.69	0.58	1.74	10.7	0.01	0.02	2.15	2.17	0.02	0.56	0.58	—	2,655	2,655	0.09	0.15	2.78	2,705
2028	1.35	1.22	3.16	18.2	0.02	0.03	4.49	4.52	0.02	1.07	1.09	—	5,185	5,185	0.15	0.35	5.99	5,300
2029	1.28	1.03	2.94	17.1	0.02	0.02	4.48	4.50	0.02	1.07	1.09	—	5,072	5,072	0.14	0.34	5.31	5,182
2030	1.22	0.98	2.74	16.0	0.02	0.02	4.48	4.50	0.02	1.07	1.09	—	4,973	4,973	0.13	0.34	4.70	5,083
2031	1.17	0.93	2.53	15.0	0.02	0.02	4.48	4.50	0.02	1.07	1.09	—	4,877	4,877	0.13	0.33	4.15	4,982
2032	0.98	0.89	2.48	14.3	0.02	0.02	4.49	4.51	0.02	1.07	1.09	—	4,800	4,800	0.11	0.21	3.63	4,870
2033	0.95	0.85	2.29	13.6	0.02	0.02	4.48	4.50	0.02	1.07	1.09	—	4,705	4,705	0.11	0.20	3.15	4,771
2034	0.90	0.80	2.23	13.0	0.02	0.02	4.48	4.50	0.02	1.07	1.09	—	4,624	4,624	0.11	0.20	2.72	4,690
2035	0.87	0.80	2.18	12.5	0.02	0.02	4.48	4.50	0.02	1.07	1.09	—	4,550	4,550	0.10	0.19	2.35	4,612
2036	0.85	0.78	2.01	12.0	0.02	0.02	4.49	4.51	0.02	1.07	1.09	—	4,495	4,495	0.09	0.19	2.02	4,557
2037	0.81	0.74	1.98	11.5	0.02	0.02	4.48	4.50	0.02	1.07	1.09	—	4,422	4,422	0.09	0.18	1.72	4,480
2038	0.79	0.73	1.94	11.2	0.02	0.02	4.48	4.50	0.02	1.07	1.09	—	4,364	4,364	0.09	0.18	1.46	4,421
2039	0.36	0.28	1.04	5.87	0.01	0.01	2.12	2.13	0.01	0.51	0.52	—	2,138	2,138	0.04	0.08	0.58	2,164
2040	0.99	0.97	0.19	1.67	< 0.005	< 0.005	0.56	0.56	< 0.005	0.13	0.13	—	487	487	0.01	< 0.005	0.12	488
2041	0.23	0.23	0.03	0.28	< 0.005	< 0.005	0.13	0.13	< 0.005	0.03	0.03	—	99.6	99.6	< 0.005	< 0.005	0.02	99.8

2.3. Construction Emissions by Year, Mitigated

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

Year	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	0.44	0.43	4.57	19.3	0.03	0.06	0.20	0.26	0.06	0.05	0.11	—	3,636	3,636	0.15	0.04	0.78	3,651

2026	0.74	0.73	4.50	36.8	0.06	0.12	7.89	7.99	0.12	3.99	4.09	—	6,875	6,875	0.28	0.06	0.94	6,901
2027	12.3	10.3	23.2	181	0.12	0.23	34.7	34.9	0.23	8.27	8.50	—	46,822	46,822	1.33	2.97	131	47,870
2028	10.9	9.90	22.5	169	0.12	0.23	34.7	34.9	0.14	8.27	8.41	—	45,928	45,928	1.23	2.97	117	46,960
2029	10.3	9.42	21.0	159	0.12	0.14	34.7	34.8	0.14	8.27	8.41	—	45,042	45,042	1.17	2.88	104	46,033
2030	9.83	8.02	19.4	149	0.12	0.14	34.7	34.8	0.14	8.27	8.41	—	44,170	44,170	1.07	2.88	92.2	45,146
2031	9.35	7.55	18.9	140	0.12	0.14	34.7	34.8	0.14	8.27	8.41	—	43,318	43,318	1.02	1.81	81.1	43,965
2032	8.93	7.23	17.4	133	0.12	0.14	34.7	34.8	0.14	8.27	8.41	—	42,518	42,518	0.92	1.81	70.8	43,152
2033	7.63	6.97	17.0	127	0.12	0.14	34.7	34.8	0.14	8.27	8.41	—	41,799	41,799	0.91	1.72	61.7	42,395
2034	7.21	6.55	15.6	121	0.12	0.14	34.7	34.8	0.14	8.27	8.41	—	41,093	41,093	0.90	1.71	53.3	41,678
2035	7.00	6.44	15.3	115	0.12	0.14	34.7	34.8	0.14	8.27	8.41	—	40,441	40,441	0.75	1.62	46.0	40,988
2036	6.79	6.23	15.0	110	0.12	0.14	34.7	34.8	0.14	8.27	8.41	—	39,850	39,850	0.75	1.62	39.4	40,391
2037	6.51	5.96	14.6	107	0.12	0.14	34.7	34.8	0.14	8.27	8.41	—	39,320	39,320	0.74	1.53	33.5	39,827
2038	6.15	5.70	13.4	104	0.12	0.14	34.7	34.8	0.14	8.27	8.41	—	38,805	38,805	0.74	1.53	28.6	39,307
2039	5.94	4.52	13.2	101	0.12	0.14	34.7	34.8	0.14	8.27	8.41	—	38,386	38,386	0.64	1.43	24.1	38,854
2040	11.0	10.8	1.95	17.0	0.01	0.03	6.24	6.24	0.03	1.46	1.46	—	5,613	5,613	0.06	0.03	3.42	5,627
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.58	0.57	4.58	29.3	0.05	0.10	7.89	7.99	0.10	3.99	4.09	—	5,521	5,521	0.23	0.05	0.02	5,542
2026	0.73	0.72	4.51	36.4	0.06	0.12	7.89	7.99	0.12	3.99	4.09	—	6,852	6,852	0.27	0.06	0.02	6,877
2027	11.7	9.67	24.9	142	0.12	0.23	34.7	34.9	0.23	8.27	8.50	—	44,160	44,160	1.39	2.97	3.38	45,083
2028	10.4	9.35	23.2	133	0.12	0.23	34.7	34.9	0.14	8.27	8.41	—	43,323	43,323	1.29	2.97	3.04	44,243
2029	9.86	7.91	22.5	125	0.12	0.14	34.7	34.8	0.14	8.27	8.41	—	42,491	42,491	1.22	2.88	2.69	43,381
2030	9.39	7.58	21.0	118	0.12	0.14	34.7	34.8	0.14	8.27	8.41	—	41,669	41,669	1.12	2.88	2.39	42,557
2031	8.91	7.11	19.4	111	0.12	0.14	34.7	34.8	0.14	8.27	8.41	—	40,862	40,862	1.07	2.78	2.10	41,720
2032	7.57	6.85	19.0	105	0.12	0.14	34.7	34.8	0.14	8.27	8.41	—	40,102	40,102	0.97	1.81	1.84	40,667
2033	7.25	6.53	17.5	99.6	0.12	0.14	34.7	34.8	0.14	8.27	8.41	—	39,415	39,415	0.96	1.72	1.60	39,953
2034	6.91	6.26	17.1	95.6	0.12	0.14	34.7	34.8	0.14	8.27	8.41	—	38,741	38,741	0.90	1.72	1.38	39,277
2035	6.71	6.15	15.8	90.9	0.12	0.14	34.7	34.8	0.14	8.27	8.41	—	38,119	38,119	0.81	1.63	1.19	38,626

2036	6.50	5.94	15.4	88.0	0.12	0.14	34.7	34.8	0.14	8.27	8.41	—	37,553	37,553	0.80	1.63	1.02	38,059
2037	6.23	5.68	15.2	84.5	0.12	0.14	34.7	34.8	0.14	8.27	8.41	—	37,045	37,045	0.74	1.53	0.87	37,519
2038	6.03	5.58	14.9	82.9	0.12	0.14	34.7	34.8	0.14	8.27	8.41	—	36,552	36,552	0.74	1.53	0.74	37,027
2039	5.76	4.34	14.7	80.4	0.12	0.14	34.7	34.8	0.14	8.27	8.41	—	36,152	36,152	0.64	1.43	0.62	36,596
2040	11.0	10.8	1.95	13.0	0.01	0.03	6.24	6.24	0.03	1.46	1.46	—	5,167	5,167	0.06	0.03	0.09	5,178
2041	10.9	10.7	1.22	12.5	< 0.005	< 0.005	6.24	6.24	< 0.005	1.46	1.46	—	5,140	5,140	0.05	0.03	0.08	5,151
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.27	0.26	2.64	11.9	0.02	0.04	0.49	0.53	0.04	0.22	0.26	—	2,255	2,255	0.09	0.02	0.20	2,264
2026	0.48	0.47	2.71	24.0	0.04	0.08	3.89	3.97	0.08	1.77	1.85	—	4,521	4,521	0.18	0.04	0.28	4,538
2027	3.79	3.18	9.52	58.8	0.06	0.12	11.8	11.9	0.12	3.04	3.16	—	16,039	16,039	0.52	0.90	16.8	16,338
2028	7.40	6.67	17.3	99.7	0.08	0.16	24.6	24.8	0.10	5.87	5.97	—	31,318	31,318	0.92	2.13	36.2	32,011
2029	7.01	5.65	16.1	93.5	0.08	0.10	24.5	24.6	0.10	5.85	5.95	—	30,632	30,632	0.87	2.05	32.1	31,299
2030	6.68	5.39	15.0	87.6	0.08	0.10	24.5	24.6	0.10	5.85	5.95	—	30,039	30,039	0.80	2.05	28.4	30,700
2031	6.41	5.12	13.9	82.4	0.08	0.10	24.5	24.6	0.10	5.85	5.95	—	29,458	29,458	0.76	1.99	25.0	30,094
2032	5.39	4.87	13.6	78.3	0.08	0.10	24.6	24.7	0.10	5.87	5.97	—	28,989	28,989	0.69	1.30	21.9	29,415
2033	5.18	4.67	12.6	74.6	0.08	0.10	24.5	24.6	0.10	5.85	5.95	—	28,416	28,416	0.69	1.23	19.0	28,818
2034	4.91	4.40	12.2	71.1	0.08	0.10	24.5	24.6	0.10	5.85	5.95	—	27,931	27,931	0.64	1.23	16.4	28,330
2035	4.77	4.36	12.0	68.3	0.08	0.10	24.5	24.6	0.10	5.85	5.95	—	27,484	27,484	0.58	1.16	14.2	27,857
2036	4.66	4.26	11.0	65.8	0.08	0.10	24.6	24.7	0.10	5.87	5.97	—	27,150	27,150	0.57	1.16	12.2	27,522
2037	4.46	4.06	10.8	63.1	0.08	0.10	24.5	24.6	0.10	5.85	5.95	—	26,711	26,711	0.53	1.09	10.4	27,060
2038	4.31	3.99	10.6	61.2	0.08	0.10	24.5	24.6	0.10	5.85	5.95	—	26,357	26,357	0.53	1.09	8.79	26,704
2039	2.00	1.53	5.68	32.2	0.04	0.06	11.6	11.7	0.06	2.78	2.83	—	12,915	12,915	0.24	0.49	3.52	13,070
2040	5.40	5.30	1.04	9.13	< 0.005	0.01	3.07	3.07	0.01	0.72	0.73	—	2,941	2,941	0.04	0.02	0.73	2,948
2041	1.26	1.24	0.14	1.54	< 0.005	< 0.005	0.71	0.71	< 0.005	0.17	0.17	—	601	601	0.01	< 0.005	0.14	603
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.05	0.05	0.48	2.17	< 0.005	0.01	0.09	0.10	0.01	0.04	0.05	—	373	373	0.02	< 0.005	0.03	375
2026	0.09	0.09	0.49	4.39	0.01	0.01	0.71	0.72	0.01	0.32	0.34	—	749	749	0.03	0.01	0.05	751
2027	0.69	0.58	1.74	10.7	0.01	0.02	2.15	2.17	0.02	0.56	0.58	—	2,655	2,655	0.09	0.15	2.78	2,705

2028	1.35	1.22	3.16	18.2	0.02	0.03	4.49	4.52	0.02	1.07	1.09	—	5,185	5,185	0.15	0.35	5.99	5,300
2029	1.28	1.03	2.94	17.1	0.02	0.02	4.48	4.50	0.02	1.07	1.09	—	5,072	5,072	0.14	0.34	5.31	5,182
2030	1.22	0.98	2.74	16.0	0.02	0.02	4.48	4.50	0.02	1.07	1.09	—	4,973	4,973	0.13	0.34	4.70	5,083
2031	1.17	0.93	2.53	15.0	0.02	0.02	4.48	4.50	0.02	1.07	1.09	—	4,877	4,877	0.13	0.33	4.15	4,982
2032	0.98	0.89	2.48	14.3	0.02	0.02	4.49	4.51	0.02	1.07	1.09	—	4,800	4,800	0.11	0.21	3.63	4,870
2033	0.95	0.85	2.29	13.6	0.02	0.02	4.48	4.50	0.02	1.07	1.09	—	4,705	4,705	0.11	0.20	3.15	4,771
2034	0.90	0.80	2.23	13.0	0.02	0.02	4.48	4.50	0.02	1.07	1.09	—	4,624	4,624	0.11	0.20	2.72	4,690
2035	0.87	0.80	2.18	12.5	0.02	0.02	4.48	4.50	0.02	1.07	1.09	—	4,550	4,550	0.10	0.19	2.35	4,612
2036	0.85	0.78	2.01	12.0	0.02	0.02	4.49	4.51	0.02	1.07	1.09	—	4,495	4,495	0.09	0.19	2.02	4,557
2037	0.81	0.74	1.98	11.5	0.02	0.02	4.48	4.50	0.02	1.07	1.09	—	4,422	4,422	0.09	0.18	1.72	4,480
2038	0.79	0.73	1.94	11.2	0.02	0.02	4.48	4.50	0.02	1.07	1.09	—	4,364	4,364	0.09	0.18	1.46	4,421
2039	0.36	0.28	1.04	5.87	0.01	0.01	2.12	2.13	0.01	0.51	0.52	—	2,138	2,138	0.04	0.08	0.58	2,164
2040	0.99	0.97	0.19	1.67	< 0.005	< 0.005	0.56	0.56	< 0.005	0.13	0.13	—	487	487	0.01	< 0.005	0.12	488
2041	0.23	0.23	0.03	0.28	< 0.005	< 0.005	0.13	0.13	< 0.005	0.03	0.03	—	99.6	99.6	< 0.005	< 0.005	0.02	99.8

2.4. Operations Emissions Compared Against Thresholds

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

Un/Mit.	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.	445	335	249	2,679	7.12	116	365	482	112	92.7	205	20,157	538,109	558,267	292	20.1	1,659	573,206
Mit.	445	335	249	2,679	7.12	116	365	482	112	92.7	205	19,410	538,109	557,519	217	20.1	1,659	570,591
% Reduced	—	—	—	—	—	—	—	—	—	—	—	4%	—	< 0.5%	26%	—	—	< 0.5%
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	414	305	261	2,173	6.84	116	365	481	112	92.7	205	20,157	509,930	530,087	293	20.7	67.5	543,634
Mit.	414	305	261	2,173	6.84	116	365	481	112	92.7	205	19,410	509,930	529,340	218	20.7	67.5	541,020

% Reduced	—	—	—	—	—	—	—	—	—	—	—	4%	—	< 0.5%	26%	—	—	< 0.5%
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	264	237	211	1,636	4.30	11.7	362	374	11.2	91.9	103	3,088	459,796	462,884	212	20.8	731	475,095
Mit.	264	237	211	1,636	4.30	11.7	362	374	11.2	91.9	103	2,340	459,796	462,136	137	20.8	731	472,480
% Reduced	—	—	—	—	—	—	—	—	—	—	—	24%	—	< 0.5%	35%	—	—	1%
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	48.2	43.3	38.5	299	0.79	2.13	66.0	68.2	2.05	16.8	18.8	511	76,124	76,636	35.1	3.44	121	78,657
Mit.	48.2	43.3	38.5	299	0.79	2.13	66.0	68.2	2.05	16.8	18.8	387	76,124	76,512	22.7	3.44	121	78,225
% Reduced	—	—	—	—	—	—	—	—	—	—	—	24%	—	< 0.5%	35%	—	—	1%

2.5. Operations Emissions by Sector, Unmitigated

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

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	169	150	176	1,696	4.26	2.88	365	368	2.70	92.7	95.4	—	436,841	436,841	18.0	18.9	1,634	444,545
Area	274	184	60.7	977	2.79	113	—	113	108	—	108	18,325	59,395	77,720	86.8	0.12	—	79,924
Energy	1.48	0.74	12.7	6.01	0.08	1.02	—	1.02	1.02	—	1.02	—	40,336	40,336	3.19	0.24	—	40,489
Water	—	—	—	—	—	—	—	—	—	—	—	338	1,537	1,875	34.8	0.84	—	2,994
Waste	—	—	—	—	—	—	—	—	—	—	—	1,495	0.00	1,495	149	0.00	—	5,229
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	25.1	25.1
Total	445	335	249	2,679	7.12	116	365	482	112	92.7	205	20,157	538,109	558,267	292	20.1	1,659	573,206
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Mobile	159	140	189	1,386	3.98	2.88	365	368	2.70	92.7	95.4	—	409,216	409,216	18.5	19.5	42.4	415,530
Area	253	165	58.8	781	2.78	112	—	112	108	—	108	18,325	58,841	77,165	86.8	0.11	—	79,368
Energy	1.48	0.74	12.7	6.01	0.08	1.02	—	1.02	1.02	—	1.02	—	40,336	40,336	3.19	0.24	—	40,489
Water	—	—	—	—	—	—	—	—	—	—	—	338	1,537	1,875	34.8	0.84	—	2,994
Waste	—	—	—	—	—	—	—	—	—	—	—	1,495	0.00	1,495	149	0.00	—	5,229
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	25.1	25.1
Total	414	305	261	2,173	6.84	116	365	481	112	92.7	205	20,157	509,930	530,087	293	20.7	67.5	543,634
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	158	139	193	1,443	4.03	2.88	362	365	2.70	91.9	94.6	—	413,512	413,512	18.5	19.7	706	420,540
Area	104	97.4	5.32	188	0.20	7.78	—	7.78	7.49	—	7.49	1,255	4,410	5,665	5.96	0.01	—	5,817
Energy	1.48	0.74	12.7	6.01	0.08	1.02	—	1.02	1.02	—	1.02	—	40,336	40,336	3.19	0.24	—	40,489
Water	—	—	—	—	—	—	—	—	—	—	—	338	1,537	1,875	34.8	0.84	—	2,994
Waste	—	—	—	—	—	—	—	—	—	—	—	1,495	0.00	1,495	149	0.00	—	5,229
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	25.1	25.1
Total	264	237	211	1,636	4.30	11.7	362	374	11.2	91.9	103	3,088	459,796	462,884	212	20.8	731	475,095
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	28.9	25.3	35.2	263	0.73	0.53	66.0	66.6	0.49	16.8	17.3	—	68,462	68,462	3.06	3.26	117	69,625
Area	19.0	17.8	0.97	34.3	0.04	1.42	—	1.42	1.37	—	1.37	208	730	938	0.99	< 0.005	—	963
Energy	0.27	0.13	2.32	1.10	0.01	0.19	—	0.19	0.19	—	0.19	—	6,678	6,678	0.53	0.04	—	6,703
Water	—	—	—	—	—	—	—	—	—	—	—	56.0	255	310	5.76	0.14	—	496
Waste	—	—	—	—	—	—	—	—	—	—	—	247	0.00	247	24.7	0.00	—	866
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4.16	4.16
Total	48.2	43.3	38.5	299	0.79	2.13	66.0	68.2	2.05	16.8	18.8	511	76,124	76,636	35.1	3.44	121	78,657

2.6. Operations Emissions by Sector, Mitigated

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

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

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	169	150	176	1,696	4.26	2.88	365	368	2.70	92.7	95.4	—	436,841	436,841	18.0	18.9	1,634	444,545
Area	274	184	60.7	977	2.79	113	—	113	108	—	108	18,325	59,395	77,720	86.8	0.12	—	79,924
Energy	1.48	0.74	12.7	6.01	0.08	1.02	—	1.02	1.02	—	1.02	—	40,336	40,336	3.19	0.24	—	40,489
Water	—	—	—	—	—	—	—	—	—	—	—	338	1,537	1,875	34.8	0.84	—	2,994
Waste	—	—	—	—	—	—	—	—	—	—	—	747	0.00	747	74.7	0.00	—	2,614
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	25.1	25.1
Total	445	335	249	2,679	7.12	116	365	482	112	92.7	205	19,410	538,109	557,519	217	20.1	1,659	570,591
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	159	140	189	1,386	3.98	2.88	365	368	2.70	92.7	95.4	—	409,216	409,216	18.5	19.5	42.4	415,530
Area	253	165	58.8	781	2.78	112	—	112	108	—	108	18,325	58,841	77,165	86.8	0.11	—	79,368
Energy	1.48	0.74	12.7	6.01	0.08	1.02	—	1.02	1.02	—	1.02	—	40,336	40,336	3.19	0.24	—	40,489
Water	—	—	—	—	—	—	—	—	—	—	—	338	1,537	1,875	34.8	0.84	—	2,994
Waste	—	—	—	—	—	—	—	—	—	—	—	747	0.00	747	74.7	0.00	—	2,614
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	25.1	25.1
Total	414	305	261	2,173	6.84	116	365	481	112	92.7	205	19,410	509,930	529,340	218	20.7	67.5	541,020
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	158	139	193	1,443	4.03	2.88	362	365	2.70	91.9	94.6	—	413,512	413,512	18.5	19.7	706	420,540
Area	104	97.4	5.32	188	0.20	7.78	—	7.78	7.49	—	7.49	1,255	4,410	5,665	5.96	0.01	—	5,817
Energy	1.48	0.74	12.7	6.01	0.08	1.02	—	1.02	1.02	—	1.02	—	40,336	40,336	3.19	0.24	—	40,489
Water	—	—	—	—	—	—	—	—	—	—	—	338	1,537	1,875	34.8	0.84	—	2,994
Waste	—	—	—	—	—	—	—	—	—	—	—	747	0.00	747	74.7	0.00	—	2,614
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	25.1	25.1
Total	264	237	211	1,636	4.30	11.7	362	374	11.2	91.9	103	2,340	459,796	462,136	137	20.8	731	472,480
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Mobile	28.9	25.3	35.2	263	0.73	0.53	66.0	66.6	0.49	16.8	17.3	—	68,462	68,462	3.06	3.26	117	69,625
Area	19.0	17.8	0.97	34.3	0.04	1.42	—	1.42	1.37	—	1.37	208	730	938	0.99	< 0.005	—	963
Energy	0.27	0.13	2.32	1.10	0.01	0.19	—	0.19	0.19	—	0.19	—	6,678	6,678	0.53	0.04	—	6,703
Water	—	—	—	—	—	—	—	—	—	—	—	56.0	255	310	5.76	0.14	—	496
Waste	—	—	—	—	—	—	—	—	—	—	—	124	0.00	124	12.4	0.00	—	433
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4.16	4.16
Total	48.2	43.3	38.5	299	0.79	2.13	66.0	68.2	2.05	16.8	18.8	387	76,124	76,512	22.7	3.44	121	78,225

3. Construction Emissions Details

3.1. Demolition (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	0.36	0.36	4.51	18.2	0.03	0.06	—	0.06	0.06	—	0.06	—	3,425	3,425	0.14	0.03	—	3,437
Demolition	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.36	0.36	4.51	18.2	0.03	0.06	—	0.06	0.06	—	0.06	—	3,425	3,425	0.14	0.03	—	3,437

Demoliti	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.20	0.20	2.47	9.96	0.02	0.03	—	0.03	0.03	—	0.03	—	1,877	1,877	0.08	0.02	—	1,883
Demolition	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.04	0.45	1.82	< 0.005	0.01	—	0.01	0.01	—	0.01	—	311	311	0.01	< 0.005	—	312
Demolition	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.07	1.17	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	211	211	0.01	0.01	0.78	215
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	0.07	0.06	0.07	0.88	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	194	194	0.01	0.01	0.02	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.03	0.04	0.51	0.00	0.00	0.11	0.11	0.00	0.02	0.02	—	108	108	< 0.005	< 0.005	0.19	109
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	0.02	0.02	0.00	< 0.005	< 0.005	—	17.8	17.8	< 0.005	< 0.005	0.03	18.1
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

3.2. Demolition (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	4.51	18.2	0.03	0.06	—	0.06	0.06	—	0.06	—	3,425	3,425	0.14	0.03	—	3,437
Demolition	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.36	0.36	4.51	18.2	0.03	0.06	—	0.06	0.06	—	0.06	—	3,425	3,425	0.14	0.03	—	3,437

Demoliti	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.20	0.20	2.47	9.96	0.02	0.03	—	0.03	0.03	—	0.03	—	1,877	1,877	0.08	0.02	—	1,883
Demolition	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.04	0.45	1.82	< 0.005	0.01	—	0.01	0.01	—	0.01	—	311	311	0.01	< 0.005	—	312
Demolition	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.07	1.17	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	211	211	0.01	0.01	0.78	215
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	0.07	0.06	0.07	0.88	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	194	194	0.01	0.01	0.02	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.03	0.04	0.51	0.00	0.00	0.11	0.11	0.00	0.02	0.02	—	108	108	< 0.005	< 0.005	0.19	109
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	0.02	0.02	0.00	< 0.005	< 0.005	—	17.8	17.8	< 0.005	< 0.005	0.03	18.1
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

3.3. Site Preparation (2025) - Unmitigated

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

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

Off-Roa Equipment	0.02	0.02	0.13	1.38	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	259	259	0.01	< 0.005	—	260
Dust From Material Movement	—	—	—	—	—	—	0.38	0.38	—	0.19	0.19	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.25	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	42.9	42.9	< 0.005	< 0.005	—	43.0
Dust From Material Movement	—	—	—	—	—	—	0.07	0.07	—	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.08	0.08	1.03	0.00	0.00	0.23	0.23	0.00	0.05	0.05	—	226	226	0.01	0.01	0.02	229
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	11.2	11.2	< 0.005	< 0.005	0.02	11.4
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.86	1.86	< 0.005	< 0.005	< 0.005	1.88
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.4. Site Preparation (2025) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.13	1.38	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	259	259	0.01	< 0.005	—	260
Dust From Material Movement	—	—	—	—	—	—	0.38	0.38	—	0.19	0.19	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.25	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	42.9	42.9	< 0.005	< 0.005	—	43.0
Dust From Material Movement	—	—	—	—	—	—	0.07	0.07	—	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.08	0.08	1.03	0.00	0.00	0.23	0.23	0.00	0.05	0.05	—	226	226	0.01	0.01	0.02	229
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	11.2	11.2	< 0.005	< 0.005	0.02	11.4
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.86	1.86	< 0.005	< 0.005	< 0.005	1.88
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.5. Site Preparation (2026) - Unmitigated

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

Location	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	—	5,298	5,298	0.21	0.04	—	5,316
Dust From Material Movement	—	—	—	—	—	—	7.67	7.67	—	3.94	3.94	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.50	0.50	2.59	28.3	0.05	0.10	—	0.10	0.10	—	0.10	—	5,298	5,298	0.21	0.04	—	5,316
Dust From Material Movement	—	—	—	—	—	—	7.67	7.67	—	3.94	3.94	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	0.14	0.73	7.98	0.01	0.03	—	0.03	0.03	—	0.03	—	1,493	1,493	0.06	0.01	—	1,498

Dust From Material Movement	—	—	—	—	—	—	2.16	2.16	—	1.11	1.11	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.13	1.46	< 0.005	0.01	—	0.01	0.01	—	0.01	—	247	247	0.01	< 0.005	—	248
Dust From Material Movement	—	—	—	—	—	—	0.39	0.39	—	0.20	0.20	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.08	0.07	1.26	0.00	0.00	0.23	0.23	0.00	0.05	0.05	—	242	242	0.01	0.01	0.83	245
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.08	0.95	0.00	0.00	0.23	0.23	0.00	0.05	0.05	—	222	222	< 0.005	0.01	0.02	224
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	0.28	0.00	0.00	0.06	0.06	0.00	0.01	0.01	—	63.3	63.3	< 0.005	< 0.005	0.10	64.2
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	0.01	0.01	0.00	< 0.005	< 0.005	—	10.5	10.5	< 0.005	< 0.005	0.02	10.6
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

3.6. Site Preparation (2026) - Mitigated

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

Location	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	—	5,298	5,298	0.21	0.04	—	5,316
Dust From Material Movement	—	—	—	—	—	—	7.67	7.67	—	3.94	3.94	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.50	0.50	2.59	28.3	0.05	0.10	—	0.10	0.10	—	0.10	—	5,298	5,298	0.21	0.04	—	5,316
Dust From Material Movement	—	—	—	—	—	—	7.67	7.67	—	3.94	3.94	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	0.14	0.73	7.98	0.01	0.03	—	0.03	0.03	—	0.03	—	1,493	1,493	0.06	0.01	—	1,498
Dust From Material Movement	—	—	—	—	—	—	2.16	2.16	—	1.11	1.11	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.13	1.46	< 0.005	0.01	—	0.01	0.01	—	0.01	—	247	247	0.01	< 0.005	—	248
Dust From Material Movement	—	—	—	—	—	—	0.39	0.39	—	0.20	0.20	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.08	0.07	1.26	0.00	0.00	0.23	0.23	0.00	0.05	0.05	—	242	242	0.01	0.01	0.83	245
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.08	0.95	0.00	0.00	0.23	0.23	0.00	0.05	0.05	—	222	222	< 0.005	0.01	0.02	224

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	0.28	0.00	0.00	0.06	0.06	0.00	0.01	0.01	—	63.3	63.3	< 0.005	< 0.005	0.10	64.2
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	0.01	0.01	0.00	< 0.005	< 0.005	—	10.5	10.5	< 0.005	< 0.005	0.02	10.6
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

3.7. Grading (2026) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.64	0.64	4.43	35.3	0.06	0.12	—	0.12	0.12	—	0.12	—	6,599	6,599	0.27	0.05	—	6,621
Dust From Material Movement	—	—	—	—	—	—	3.59	3.59	—	1.42	1.42	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Roa 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	—	6,621
Dust From Material Movement	—	—	—	—	—	—	3.59	3.59	—	1.42	1.42	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.28	0.28	1.91	15.3	0.03	0.05	—	0.05	0.05	—	0.05	—	2,854	2,854	0.12	0.02	—	2,864
Dust From Material Movement	—	—	—	—	—	—	1.55	1.55	—	0.62	0.62	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.05	0.35	2.79	< 0.005	0.01	—	0.01	0.01	—	0.01	—	472	472	0.02	< 0.005	—	474
Dust From Material Movement	—	—	—	—	—	—	0.28	0.28	—	0.11	0.11	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.09	0.08	1.44	0.00	0.00	0.26	0.26	0.00	0.06	0.06	—	276	276	0.01	0.01	0.94	280
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	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	0.08	0.09	1.09	0.00	0.00	0.26	0.26	0.00	0.06	0.06	—	253	253	< 0.005	0.01	0.02	256
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.03	0.04	0.49	0.00	0.00	0.11	0.11	0.00	0.03	0.03	—	111	111	< 0.005	< 0.005	0.18	113
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	0.02	0.02	0.00	< 0.005	< 0.005	—	18.4	18.4	< 0.005	< 0.005	0.03	18.6
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

3.8. Grading (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	0.64	0.64	4.43	35.3	0.06	0.12	—	0.12	0.12	—	0.12	—	6,599	6,599	0.27	0.05	—	6,621
Dust From Material Movement	—	—	—	—	—	—	3.59	3.59	—	1.42	1.42	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	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	—	6,621
Dust From Material Movement	—	—	—	—	—	—	3.59	3.59	—	1.42	1.42	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.28	0.28	1.91	15.3	0.03	0.05	—	0.05	0.05	—	0.05	—	2,854	2,854	0.12	0.02	—	2,864
Dust From Material Movement	—	—	—	—	—	—	1.55	1.55	—	0.62	0.62	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.05	0.35	2.79	< 0.005	0.01	—	0.01	0.01	—	0.01	—	472	472	0.02	< 0.005	—	474
Dust From Material Movement	—	—	—	—	—	—	0.28	0.28	—	0.11	0.11	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.09	0.08	1.44	0.00	0.00	0.26	0.26	0.00	0.06	0.06	—	276	276	0.01	0.01	0.94	280
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	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	0.08	0.09	1.09	0.00	0.00	0.26	0.26	0.00	0.06	0.06	—	253	253	< 0.005	0.01	0.02	256
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.03	0.04	0.49	0.00	0.00	0.11	0.11	0.00	0.03	0.03	—	111	111	< 0.005	< 0.005	0.18	113
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	0.02	0.02	0.00	< 0.005	< 0.005	—	18.4	18.4	< 0.005	< 0.005	0.03	18.6
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

3.9. Grading (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	0.64	0.64	4.43	35.3	0.06	0.12	—	0.12	0.12	—	0.12	—	6,598	6,598	0.27	0.05	—	6,621
Dust From Material Movement	—	—	—	—	—	—	3.59	3.59	—	1.42	1.42	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	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	—	6,598	6,598	0.27	0.05	—	6,621
Dust From Material Movement	—	—	—	—	—	—	3.59	3.59	—	1.42	1.42	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.27	0.27	1.85	14.8	0.03	0.05	—	0.05	0.05	—	0.05	—	2,763	2,763	0.11	0.02	—	2,773
Dust From Material Movement	—	—	—	—	—	—	1.50	1.50	—	0.60	0.60	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.05	0.34	2.70	< 0.005	0.01	—	0.01	0.01	—	0.01	—	457	457	0.02	< 0.005	—	459

Dust From Material Movement	—	—	—	—	—	—	0.27	0.27	—	0.11	0.11	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.07	1.34	0.00	0.00	0.26	0.26	0.00	0.06	0.06	—	271	271	< 0.005	0.01	0.85	274
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	0.08	0.08	1.01	0.00	0.00	0.26	0.26	0.00	0.06	0.06	—	248	248	< 0.005	0.01	0.02	251
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	0.03	0.04	0.44	0.00	0.00	0.11	0.11	0.00	0.03	0.03	—	105	105	< 0.005	< 0.005	0.15	107
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	0.02	0.02	0.00	< 0.005	< 0.005	—	17.4	17.4	< 0.005	< 0.005	0.03	17.7
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

3.10. Grading (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	0.64	0.64	4.43	35.3	0.06	0.12	—	0.12	0.12	—	0.12	—	6,598	6,598	0.27	0.05	—	6,621
Dust From Material Movement	—	—	—	—	—	—	3.59	3.59	—	1.42	1.42	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	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	—	6,598	6,598	0.27	0.05	—	6,621
Dust From Material Movement	—	—	—	—	—	—	3.59	3.59	—	1.42	1.42	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.27	0.27	1.85	14.8	0.03	0.05	—	0.05	0.05	—	0.05	—	2,763	2,763	0.11	0.02	—	2,773
Dust From Material Movement	—	—	—	—	—	—	1.50	1.50	—	0.60	0.60	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.05	0.34	2.70	< 0.005	0.01	—	0.01	0.01	—	0.01	—	457	457	0.02	< 0.005	—	459
Dust From Material Movement	—	—	—	—	—	—	0.27	0.27	—	0.11	0.11	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.07	1.34	0.00	0.00	0.26	0.26	0.00	0.06	0.06	—	271	271	< 0.005	0.01	0.85	274
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	0.08	0.08	1.01	0.00	0.00	0.26	0.26	0.00	0.06	0.06	—	248	248	< 0.005	0.01	0.02	251
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	0.03	0.04	0.44	0.00	0.00	0.11	0.11	0.00	0.03	0.03	—	105	105	< 0.005	< 0.005	0.15	107
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	0.02	0.02	0.00	< 0.005	< 0.005	—	17.4	17.4	< 0.005	< 0.005	0.03	17.7

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

3.11. 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	0.23	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	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	0.23	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	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	0.07	0.07	0.60	4.23	0.01	0.01	—	0.01	0.01	—	0.01	—	708	708	0.03	0.01	—	711
Onsite truck	0.00	0.00	0.00	0.00	0.00	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-Roa Equipment	0.01	0.01	0.11	0.77	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	117	117	< 0.005	< 0.005	—	118
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	11.0	9.83	8.34	160	0.00	0.00	31.2	31.2	0.00	7.31	7.31	—	32,262	32,262	0.37	1.13	101	32,710
Vendor	1.13	0.25	12.8	6.96	0.09	0.18	3.50	3.68	0.18	0.97	1.15	—	12,162	12,162	0.87	1.82	29.2	12,755
Hauling	0.00	0.00	0.00	0.00	0.00	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	10.4	9.20	9.41	120	0.00	0.00	31.2	31.2	0.00	7.31	7.31	—	29,593	29,593	0.42	1.13	2.63	29,943
Vendor	1.11	0.24	13.4	7.06	0.09	0.18	3.50	3.68	0.18	0.97	1.15	—	12,170	12,170	0.87	1.82	0.76	12,734
Hauling	0.00	0.00	0.00	0.00	0.00	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	3.08	2.73	3.07	37.3	0.00	0.00	9.13	9.13	0.00	2.14	2.14	—	8,868	8,868	0.12	0.33	12.9	8,983
Vendor	0.33	0.07	3.97	2.07	0.03	0.05	1.03	1.08	0.05	0.28	0.34	—	3,595	3,595	0.26	0.54	3.72	3,765
Hauling	0.00	0.00	0.00	0.00	0.00	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	0.56	0.50	0.56	6.81	0.00	0.00	1.67	1.67	0.00	0.39	0.39	—	1,468	1,468	0.02	0.06	2.14	1,487
Vendor	0.06	0.01	0.72	0.38	< 0.005	0.01	0.19	0.20	0.01	0.05	0.06	—	595	595	0.04	0.09	0.62	623
Hauling	0.00	0.00	0.00	0.00	0.00	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 (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	0.23	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	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	0.23	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	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	0.07	0.07	0.60	4.23	0.01	0.01	—	0.01	0.01	—	0.01	—	708	708	0.03	0.01	—	711
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.11	0.77	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	117	117	< 0.005	< 0.005	—	118
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	11.0	9.83	8.34	160	0.00	0.00	31.2	31.2	0.00	7.31	7.31	—	32,262	32,262	0.37	1.13	101	32,710
Vendor	1.13	0.25	12.8	6.96	0.09	0.18	3.50	3.68	0.18	0.97	1.15	—	12,162	12,162	0.87	1.82	29.2	12,755
Hauling	0.00	0.00	0.00	0.00	0.00	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	10.4	9.20	9.41	120	0.00	0.00	31.2	31.2	0.00	7.31	7.31	—	29,593	29,593	0.42	1.13	2.63	29,943
Vendor	1.11	0.24	13.4	7.06	0.09	0.18	3.50	3.68	0.18	0.97	1.15	—	12,170	12,170	0.87	1.82	0.76	12,734
Hauling	0.00	0.00	0.00	0.00	0.00	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	3.08	2.73	3.07	37.3	0.00	0.00	9.13	9.13	0.00	2.14	2.14	—	8,868	8,868	0.12	0.33	12.9	8,983
Vendor	0.33	0.07	3.97	2.07	0.03	0.05	1.03	1.08	0.05	0.28	0.34	—	3,595	3,595	0.26	0.54	3.72	3,765
Hauling	0.00	0.00	0.00	0.00	0.00	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	0.56	0.50	0.56	6.81	0.00	0.00	1.67	1.67	0.00	0.39	0.39	—	1,468	1,468	0.02	0.06	2.14	1,487
Vendor	0.06	0.01	0.72	0.38	< 0.005	0.01	0.19	0.20	0.01	0.05	0.06	—	595	595	0.04	0.09	0.62	623
Hauling	0.00	0.00	0.00	0.00	0.00	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 (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	0.23	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	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	0.23	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	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	0.16	0.16	1.45	10.2	0.02	0.03	—	0.03	0.03	—	0.03	—	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	0.03	0.03	0.27	1.87	< 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	9.57	9.41	8.23	148	0.00	0.00	31.2	31.2	0.00	7.31	7.31	—	31,648	31,648	0.37	1.13	91.0	32,085
Vendor	1.12	0.25	12.3	6.74	0.09	0.18	3.50	3.68	0.09	0.97	1.06	—	11,883	11,883	0.77	1.82	25.9	12,470
Hauling	0.00	0.00	0.00	0.00	0.00	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	9.10	8.89	8.34	111	0.00	0.00	31.2	31.2	0.00	7.31	7.31	—	29,036	29,036	0.42	1.13	2.37	29,385
Vendor	1.10	0.24	12.8	6.85	0.09	0.18	3.50	3.68	0.09	0.97	1.06	—	11,890	11,890	0.77	1.82	0.67	12,452
Hauling	0.00	0.00	0.00	0.00	0.00	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	6.44	6.33	6.67	84.6	0.00	0.00	22.1	22.1	0.00	5.18	5.18	—	21,088	21,088	0.30	0.81	28.2	21,365
Vendor	0.80	0.18	9.17	4.87	0.07	0.13	2.48	2.62	0.07	0.69	0.75	—	8,513	8,513	0.55	1.30	7.99	8,923
Hauling	0.00	0.00	0.00	0.00	0.00	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	1.18	1.15	1.22	15.4	0.00	0.00	4.04	4.04	0.00	0.95	0.95	—	3,491	3,491	0.05	0.13	4.67	3,537
Vendor	0.15	0.03	1.67	0.89	0.01	0.02	0.45	0.48	0.01	0.13	0.14	—	1,409	1,409	0.09	0.22	1.32	1,477
Hauling	0.00	0.00	0.00	0.00	0.00	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 (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	0.23	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	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	0.23	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	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	0.16	0.16	1.45	10.2	0.02	0.03	—	0.03	0.03	—	0.03	—	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	0.03	0.03	0.27	1.87	< 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	9.57	9.41	8.23	148	0.00	0.00	31.2	31.2	0.00	7.31	7.31	—	31,648	31,648	0.37	1.13	91.0	32,085
Vendor	1.12	0.25	12.3	6.74	0.09	0.18	3.50	3.68	0.09	0.97	1.06	—	11,883	11,883	0.77	1.82	25.9	12,470
Hauling	0.00	0.00	0.00	0.00	0.00	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	9.10	8.89	8.34	111	0.00	0.00	31.2	31.2	0.00	7.31	7.31	—	29,036	29,036	0.42	1.13	2.37	29,385
Vendor	1.10	0.24	12.8	6.85	0.09	0.18	3.50	3.68	0.09	0.97	1.06	—	11,890	11,890	0.77	1.82	0.67	12,452
Hauling	0.00	0.00	0.00	0.00	0.00	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	6.44	6.33	6.67	84.6	0.00	0.00	22.1	22.1	0.00	5.18	5.18	—	21,088	21,088	0.30	0.81	28.2	21,365
Vendor	0.80	0.18	9.17	4.87	0.07	0.13	2.48	2.62	0.07	0.69	0.75	—	8,513	8,513	0.55	1.30	7.99	8,923
Hauling	0.00	0.00	0.00	0.00	0.00	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	1.18	1.15	1.22	15.4	0.00	0.00	4.04	4.04	0.00	0.95	0.95	—	3,491	3,491	0.05	0.13	4.67	3,537
Vendor	0.15	0.03	1.67	0.89	0.01	0.02	0.45	0.48	0.01	0.13	0.14	—	1,409	1,409	0.09	0.22	1.32	1,477
Hauling	0.00	0.00	0.00	0.00	0.00	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. 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	0.23	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	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	0.23	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	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	0.16	0.16	1.45	10.2	0.02	0.03	—	0.03	0.03	—	0.03	—	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	0.03	0.03	0.26	1.86	< 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	9.10	8.94	7.20	138	0.00	0.00	31.2	31.2	0.00	7.31	7.31	—	31,074	31,074	0.32	1.13	81.2	31,500
Vendor	1.02	0.25	11.7	6.45	0.09	0.09	3.50	3.59	0.09	0.97	1.06	—	11,571	11,571	0.76	1.73	22.7	12,127
Hauling	0.00	0.00	0.00	0.00	0.00	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	8.62	7.44	8.28	104	0.00	0.00	31.2	31.2	0.00	7.31	7.31	—	28,515	28,515	0.37	1.13	2.10	28,864
Vendor	1.00	0.24	12.2	6.54	0.09	0.09	3.50	3.59	0.09	0.97	1.06	—	11,579	11,579	0.76	1.73	0.59	12,113
Hauling	0.00	0.00	0.00	0.00	0.00	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	6.12	5.32	5.92	78.6	0.00	0.00	22.1	22.1	0.00	5.17	5.17	—	20,653	20,653	0.26	0.81	25.0	20,925
Vendor	0.72	0.18	8.77	4.64	0.07	0.07	2.48	2.54	0.07	0.69	0.75	—	8,268	8,268	0.54	1.23	7.02	8,655
Hauling	0.00	0.00	0.00	0.00	0.00	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	1.12	0.97	1.08	14.3	0.00	0.00	4.03	4.03	0.00	0.94	0.94	—	3,419	3,419	0.04	0.13	4.15	3,464
Vendor	0.13	0.03	1.60	0.85	0.01	0.01	0.45	0.46	0.01	0.13	0.14	—	1,369	1,369	0.09	0.20	1.16	1,433
Hauling	0.00	0.00	0.00	0.00	0.00	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. 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	0.23	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	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	0.23	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	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	0.16	0.16	1.45	10.2	0.02	0.03	—	0.03	0.03	—	0.03	—	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	0.03	0.03	0.26	1.86	< 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	9.10	8.94	7.20	138	0.00	0.00	31.2	31.2	0.00	7.31	7.31	—	31,074	31,074	0.32	1.13	81.2	31,500
Vendor	1.02	0.25	11.7	6.45	0.09	0.09	3.50	3.59	0.09	0.97	1.06	—	11,571	11,571	0.76	1.73	22.7	12,127
Hauling	0.00	0.00	0.00	0.00	0.00	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	8.62	7.44	8.28	104	0.00	0.00	31.2	31.2	0.00	7.31	7.31	—	28,515	28,515	0.37	1.13	2.10	28,864
Vendor	1.00	0.24	12.2	6.54	0.09	0.09	3.50	3.59	0.09	0.97	1.06	—	11,579	11,579	0.76	1.73	0.59	12,113
Hauling	0.00	0.00	0.00	0.00	0.00	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	6.12	5.32	5.92	78.6	0.00	0.00	22.1	22.1	0.00	5.17	5.17	—	20,653	20,653	0.26	0.81	25.0	20,925
Vendor	0.72	0.18	8.77	4.64	0.07	0.07	2.48	2.54	0.07	0.69	0.75	—	8,268	8,268	0.54	1.23	7.02	8,655
Hauling	0.00	0.00	0.00	0.00	0.00	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	1.12	0.97	1.08	14.3	0.00	0.00	4.03	4.03	0.00	0.94	0.94	—	3,419	3,419	0.04	0.13	4.15	3,464
Vendor	0.13	0.03	1.60	0.85	0.01	0.01	0.45	0.46	0.01	0.13	0.14	—	1,369	1,369	0.09	0.20	1.16	1,433
Hauling	0.00	0.00	0.00	0.00	0.00	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. Building Construction (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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.23	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	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	0.23	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	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	0.16	0.16	1.45	10.2	0.02	0.03	—	0.03	0.03	—	0.03	—	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	0.03	0.03	0.26	1.86	< 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	8.68	7.55	6.18	129	0.00	0.00	31.2	31.2	0.00	7.31	7.31	—	30,540	30,540	0.32	1.13	72.3	30,957
Vendor	0.92	0.25	11.2	6.25	0.09	0.09	3.50	3.59	0.09	0.97	1.06	—	11,233	11,233	0.66	1.73	19.8	11,784
Hauling	0.00	0.00	0.00	0.00	0.00	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	8.26	7.13	7.20	97.3	0.00	0.00	31.2	31.2	0.00	7.31	7.31	—	28,031	28,031	0.37	1.13	1.88	28,379
Vendor	0.90	0.23	11.8	6.34	0.09	0.09	3.50	3.59	0.09	0.97	1.06	—	11,241	11,241	0.66	1.73	0.52	11,772
Hauling	0.00	0.00	0.00	0.00	0.00	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	5.86	5.05	5.15	72.9	0.00	0.00	22.1	22.1	0.00	5.17	5.17	—	20,301	20,301	0.26	0.81	22.3	20,571
Vendor	0.65	0.17	8.39	4.49	0.07	0.07	2.48	2.54	0.07	0.69	0.75	—	8,026	8,026	0.47	1.23	6.13	8,411
Hauling	0.00	0.00	0.00	0.00	0.00	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	1.07	0.92	0.94	13.3	0.00	0.00	4.03	4.03	0.00	0.94	0.94	—	3,361	3,361	0.04	0.13	3.69	3,406
Vendor	0.12	0.03	1.53	0.82	0.01	0.01	0.45	0.46	0.01	0.13	0.14	—	1,329	1,329	0.08	0.20	1.01	1,393
Hauling	0.00	0.00	0.00	0.00	0.00	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. Building Construction (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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road	0.23	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	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	0.23	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	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	0.16	0.16	1.45	10.2	0.02	0.03	—	0.03	0.03	—	0.03	—	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	0.03	0.03	0.26	1.86	< 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	8.68	7.55	6.18	129	0.00	0.00	31.2	31.2	0.00	7.31	7.31	—	30,540	30,540	0.32	1.13	72.3	30,957
Vendor	0.92	0.25	11.2	6.25	0.09	0.09	3.50	3.59	0.09	0.97	1.06	—	11,233	11,233	0.66	1.73	19.8	11,784
Hauling	0.00	0.00	0.00	0.00	0.00	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	8.26	7.13	7.20	97.3	0.00	0.00	31.2	31.2	0.00	7.31	7.31	—	28,031	28,031	0.37	1.13	1.88	28,379
Vendor	0.90	0.23	11.8	6.34	0.09	0.09	3.50	3.59	0.09	0.97	1.06	—	11,241	11,241	0.66	1.73	0.52	11,772
Hauling	0.00	0.00	0.00	0.00	0.00	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	5.86	5.05	5.15	72.9	0.00	0.00	22.1	22.1	0.00	5.17	5.17	—	20,301	20,301	0.26	0.81	22.3	20,571
Vendor	0.65	0.17	8.39	4.49	0.07	0.07	2.48	2.54	0.07	0.69	0.75	—	8,026	8,026	0.47	1.23	6.13	8,411
Hauling	0.00	0.00	0.00	0.00	0.00	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	1.07	0.92	0.94	13.3	0.00	0.00	4.03	4.03	0.00	0.94	0.94	—	3,361	3,361	0.04	0.13	3.69	3,406
Vendor	0.12	0.03	1.53	0.82	0.01	0.01	0.45	0.46	0.01	0.13	0.14	—	1,329	1,329	0.08	0.20	1.01	1,393
Hauling	0.00	0.00	0.00	0.00	0.00	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. Building Construction (2031) - 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	0.23	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	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-Roa Equipment	0.23	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	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-Roa d Equipm ent	0.16	0.16	1.45	10.2	0.02	0.03	—	0.03	0.03	—	0.03	—	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-Roa d Equipm ent	0.03	0.03	0.26	1.86	< 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	8.20	7.07	6.07	120	0.00	0.00	31.2	31.2	0.00	7.31	7.31	—	30,051	30,051	0.26	0.16	64.0	30,169
Vendor	0.91	0.25	10.8	5.95	0.09	0.09	3.50	3.59	0.09	0.97	1.06	—	10,870	10,870	0.66	1.63	17.1	11,390
Hauling	0.00	0.00	0.00	0.00	0.00	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	7.78	6.65	6.18	90.3	0.00	0.00	31.2	31.2	0.00	7.31	7.31	—	27,587	27,587	0.32	1.13	1.66	27,933
Vendor	0.89	0.23	11.2	6.04	0.09	0.09	3.50	3.59	0.09	0.97	1.06	—	10,878	10,878	0.66	1.63	0.44	11,382
Hauling	0.00	0.00	0.00	0.00	0.00	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	5.60	4.79	4.41	67.9	0.00	0.00	22.1	22.1	0.00	5.17	5.17	—	19,979	19,979	0.23	0.81	19.8	20,245
Vendor	0.64	0.17	8.01	4.28	0.07	0.07	2.48	2.54	0.07	0.69	0.75	—	7,767	7,767	0.47	1.17	5.27	8,132
Hauling	0.00	0.00	0.00	0.00	0.00	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	1.02	0.87	0.81	12.4	0.00	0.00	4.03	4.03	0.00	0.94	0.94	—	3,308	3,308	0.04	0.13	3.27	3,352
Vendor	0.12	0.03	1.46	0.78	0.01	0.01	0.45	0.46	0.01	0.13	0.14	—	1,286	1,286	0.08	0.19	0.87	1,346
Hauling	0.00	0.00	0.00	0.00	0.00	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. Building Construction (2031) - 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	0.23	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	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	0.23	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road	0.16	0.16	1.45	10.2	0.02	0.03	—	0.03	0.03	—	0.03	—	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	0.03	0.03	0.26	1.86	< 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	8.20	7.07	6.07	120	0.00	0.00	31.2	31.2	0.00	7.31	7.31	—	30,051	30,051	0.26	0.16	64.0	30,169
Vendor	0.91	0.25	10.8	5.95	0.09	0.09	3.50	3.59	0.09	0.97	1.06	—	10,870	10,870	0.66	1.63	17.1	11,390
Hauling	0.00	0.00	0.00	0.00	0.00	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	7.78	6.65	6.18	90.3	0.00	0.00	31.2	31.2	0.00	7.31	7.31	—	27,587	27,587	0.32	1.13	1.66	27,933
Vendor	0.89	0.23	11.2	6.04	0.09	0.09	3.50	3.59	0.09	0.97	1.06	—	10,878	10,878	0.66	1.63	0.44	11,382
Hauling	0.00	0.00	0.00	0.00	0.00	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	5.60	4.79	4.41	67.9	0.00	0.00	22.1	22.1	0.00	5.17	5.17	—	19,979	19,979	0.23	0.81	19.8	20,245
Vendor	0.64	0.17	8.01	4.28	0.07	0.07	2.48	2.54	0.07	0.69	0.75	—	7,767	7,767	0.47	1.17	5.27	8,132
Hauling	0.00	0.00	0.00	0.00	0.00	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	1.02	0.87	0.81	12.4	0.00	0.00	4.03	4.03	0.00	0.94	0.94	—	3,308	3,308	0.04	0.13	3.27	3,352
Vendor	0.12	0.03	1.46	0.78	0.01	0.01	0.45	0.46	0.01	0.13	0.14	—	1,286	1,286	0.08	0.19	0.87	1,346

Hauling	0.00	0.00	0.00	0.00	0.00	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. Building Construction (2032) - 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	0.23	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	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	0.23	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	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	0.16	0.16	1.45	10.2	0.02	0.03	—	0.03	0.03	—	0.03	—	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 Equipm	0.03	0.03	0.27	1.87	< 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	7.89	6.76	5.05	113	0.00	0.00	31.2	31.2	0.00	7.31	7.31	—	29,612	29,612	0.26	0.16	56.3	29,722
Vendor	0.81	0.25	10.4	5.74	0.09	0.09	3.50	3.59	0.09	0.97	1.06	—	10,509	10,509	0.56	1.63	14.5	11,025
Hauling	0.00	0.00	0.00	0.00	0.00	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	6.55	6.39	6.13	84.5	0.00	0.00	31.2	31.2	0.00	7.31	7.31	—	27,187	27,187	0.32	0.16	1.46	27,243
Vendor	0.79	0.23	10.8	5.83	0.09	0.09	3.50	3.59	0.09	0.97	1.06	—	10,518	10,518	0.56	1.63	0.38	11,019
Hauling	0.00	0.00	0.00	0.00	0.00	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	4.65	4.54	4.39	63.9	0.00	0.00	22.1	22.1	0.00	5.18	5.18	—	19,743	19,743	0.23	0.11	17.4	19,800
Vendor	0.57	0.17	7.73	4.14	0.07	0.07	2.48	2.55	0.07	0.69	0.75	—	7,530	7,530	0.40	1.17	4.49	7,893
Hauling	0.00	0.00	0.00	0.00	0.00	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	0.85	0.83	0.80	11.7	0.00	0.00	4.04	4.04	0.00	0.95	0.95	—	3,269	3,269	0.04	0.02	2.89	3,278
Vendor	0.10	0.03	1.41	0.76	0.01	0.01	0.45	0.47	0.01	0.13	0.14	—	1,247	1,247	0.07	0.19	0.74	1,307
Hauling	0.00	0.00	0.00	0.00	0.00	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. Building Construction (2032) - 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	0.23	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	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	0.23	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	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	0.16	0.16	1.45	10.2	0.02	0.03	—	0.03	0.03	—	0.03	—	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	0.03	0.03	0.27	1.87	< 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	7.89	6.76	5.05	113	0.00	0.00	31.2	31.2	0.00	7.31	7.31	—	29,612	29,612	0.26	0.16	56.3	29,722
Vendor	0.81	0.25	10.4	5.74	0.09	0.09	3.50	3.59	0.09	0.97	1.06	—	10,509	10,509	0.56	1.63	14.5	11,025
Hauling	0.00	0.00	0.00	0.00	0.00	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	6.55	6.39	6.13	84.5	0.00	0.00	31.2	31.2	0.00	7.31	7.31	—	27,187	27,187	0.32	0.16	1.46	27,243
Vendor	0.79	0.23	10.8	5.83	0.09	0.09	3.50	3.59	0.09	0.97	1.06	—	10,518	10,518	0.56	1.63	0.38	11,019
Hauling	0.00	0.00	0.00	0.00	0.00	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	4.65	4.54	4.39	63.9	0.00	0.00	22.1	22.1	0.00	5.18	5.18	—	19,743	19,743	0.23	0.11	17.4	19,800
Vendor	0.57	0.17	7.73	4.14	0.07	0.07	2.48	2.55	0.07	0.69	0.75	—	7,530	7,530	0.40	1.17	4.49	7,893
Hauling	0.00	0.00	0.00	0.00	0.00	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	0.85	0.83	0.80	11.7	0.00	0.00	4.04	4.04	0.00	0.95	0.95	—	3,269	3,269	0.04	0.02	2.89	3,278
Vendor	0.10	0.03	1.41	0.76	0.01	0.01	0.45	0.47	0.01	0.13	0.14	—	1,247	1,247	0.07	0.19	0.74	1,307
Hauling	0.00	0.00	0.00	0.00	0.00	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. Building Construction (2033) - 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 Equipm	0.23	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	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	0.23	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	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	0.16	0.16	1.45	10.2	0.02	0.03	—	0.03	0.03	—	0.03	—	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	0.03	0.03	0.26	1.86	< 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	6.60	6.49	5.00	107	0.00	0.00	31.2	31.2	0.00	7.31	7.31	—	29,244	29,244	0.26	0.16	49.4	29,347
Vendor	0.80	0.25	9.93	5.55	0.09	0.09	3.50	3.59	0.09	0.97	1.06	—	10,158	10,158	0.55	1.54	12.3	10,643
Hauling	0.00	0.00	0.00	0.00	0.00	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	6.23	6.07	5.10	79.7	0.00	0.00	31.2	31.2	0.00	7.31	7.31	—	26,852	26,852	0.32	0.16	1.28	26,908
Vendor	0.78	0.23	10.4	5.64	0.09	0.09	3.50	3.59	0.09	0.97	1.06	—	10,166	10,166	0.55	1.54	0.32	10,640
Hauling	0.00	0.00	0.00	0.00	0.00	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	4.45	4.34	3.64	60.4	0.00	0.00	22.1	22.1	0.00	5.17	5.17	—	19,446	19,446	0.23	0.11	15.2	19,500
Vendor	0.57	0.17	7.47	3.99	0.07	0.07	2.48	2.54	0.07	0.69	0.75	—	7,258	7,258	0.39	1.10	3.80	7,600
Hauling	0.00	0.00	0.00	0.00	0.00	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	0.81	0.79	0.66	11.0	0.00	0.00	4.03	4.03	0.00	0.94	0.94	—	3,220	3,220	0.04	0.02	2.52	3,229
Vendor	0.10	0.03	1.36	0.73	0.01	0.01	0.45	0.46	0.01	0.13	0.14	—	1,202	1,202	0.06	0.18	0.63	1,258
Hauling	0.00	0.00	0.00	0.00	0.00	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. Building Construction (2033) - 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	0.23	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	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-Roa Equipment	0.23	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	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-Roa d Equipm ent	0.16	0.16	1.45	10.2	0.02	0.03	—	0.03	0.03	—	0.03	—	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-Roa d Equipm ent	0.03	0.03	0.26	1.86	< 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	6.60	6.49	5.00	107	0.00	0.00	31.2	31.2	0.00	7.31	7.31	—	29,244	29,244	0.26	0.16	49.4	29,347
Vendor	0.80	0.25	9.93	5.55	0.09	0.09	3.50	3.59	0.09	0.97	1.06	—	10,158	10,158	0.55	1.54	12.3	10,643
Hauling	0.00	0.00	0.00	0.00	0.00	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	6.23	6.07	5.10	79.7	0.00	0.00	31.2	31.2	0.00	7.31	7.31	—	26,852	26,852	0.32	0.16	1.28	26,908
Vendor	0.78	0.23	10.4	5.64	0.09	0.09	3.50	3.59	0.09	0.97	1.06	—	10,166	10,166	0.55	1.54	0.32	10,640
Hauling	0.00	0.00	0.00	0.00	0.00	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	4.45	4.34	3.64	60.4	0.00	0.00	22.1	22.1	0.00	5.17	5.17	—	19,446	19,446	0.23	0.11	15.2	19,500
Vendor	0.57	0.17	7.47	3.99	0.07	0.07	2.48	2.54	0.07	0.69	0.75	—	7,258	7,258	0.39	1.10	3.80	7,600
Hauling	0.00	0.00	0.00	0.00	0.00	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	0.81	0.79	0.66	11.0	0.00	0.00	4.03	4.03	0.00	0.94	0.94	—	3,220	3,220	0.04	0.02	2.52	3,229
Vendor	0.10	0.03	1.36	0.73	0.01	0.01	0.45	0.46	0.01	0.13	0.14	—	1,202	1,202	0.06	0.18	0.63	1,258
Hauling	0.00	0.00	0.00	0.00	0.00	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. Building Construction (2034) - 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	0.23	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	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	0.23	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road	0.16	0.16	1.45	10.2	0.02	0.03	—	0.03	0.03	—	0.03	—	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	0.03	0.03	0.26	1.86	< 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	6.18	6.07	3.97	101	0.00	0.00	31.2	31.2	0.00	7.31	7.31	—	28,882	28,882	0.26	0.16	43.0	28,979
Vendor	0.80	0.25	9.60	5.35	0.09	0.09	3.50	3.59	0.09	0.97	1.06	—	9,814	9,814	0.54	1.53	10.4	10,294
Hauling	0.00	0.00	0.00	0.00	0.00	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	5.92	5.81	5.05	75.9	0.00	0.00	31.2	31.2	0.00	7.31	7.31	—	26,522	26,522	0.26	0.16	1.11	26,577
Vendor	0.77	0.22	10.1	5.43	0.09	0.09	3.50	3.59	0.09	0.97	1.06	—	9,822	9,822	0.54	1.54	0.27	10,296
Hauling	0.00	0.00	0.00	0.00	0.00	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	4.19	4.08	3.61	57.0	0.00	0.00	22.1	22.1	0.00	5.17	5.17	—	19,207	19,207	0.19	0.11	13.2	19,258
Vendor	0.56	0.16	7.18	3.85	0.07	0.07	2.48	2.54	0.07	0.69	0.75	—	7,012	7,012	0.38	1.10	3.19	7,353
Hauling	0.00	0.00	0.00	0.00	0.00	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	0.76	0.74	0.66	10.4	0.00	0.00	4.03	4.03	0.00	0.94	0.94	—	3,180	3,180	0.03	0.02	2.19	3,188
Vendor	0.10	0.03	1.31	0.70	0.01	0.01	0.45	0.46	0.01	0.13	0.14	—	1,161	1,161	0.06	0.18	0.53	1,217

Hauling	0.00	0.00	0.00	0.00	0.00	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. Building Construction (2034) - 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	0.23	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	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	0.23	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	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	0.16	0.16	1.45	10.2	0.02	0.03	—	0.03	0.03	—	0.03	—	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 Equipm	0.03	0.03	0.26	1.86	< 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	6.18	6.07	3.97	101	0.00	0.00	31.2	31.2	0.00	7.31	7.31	—	28,882	28,882	0.26	0.16	43.0	28,979
Vendor	0.80	0.25	9.60	5.35	0.09	0.09	3.50	3.59	0.09	0.97	1.06	—	9,814	9,814	0.54	1.53	10.4	10,294
Hauling	0.00	0.00	0.00	0.00	0.00	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	5.92	5.81	5.05	75.9	0.00	0.00	31.2	31.2	0.00	7.31	7.31	—	26,522	26,522	0.26	0.16	1.11	26,577
Vendor	0.77	0.22	10.1	5.43	0.09	0.09	3.50	3.59	0.09	0.97	1.06	—	9,822	9,822	0.54	1.54	0.27	10,296
Hauling	0.00	0.00	0.00	0.00	0.00	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	4.19	4.08	3.61	57.0	0.00	0.00	22.1	22.1	0.00	5.17	5.17	—	19,207	19,207	0.19	0.11	13.2	19,258
Vendor	0.56	0.16	7.18	3.85	0.07	0.07	2.48	2.54	0.07	0.69	0.75	—	7,012	7,012	0.38	1.10	3.19	7,353
Hauling	0.00	0.00	0.00	0.00	0.00	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	0.76	0.74	0.66	10.4	0.00	0.00	4.03	4.03	0.00	0.94	0.94	—	3,180	3,180	0.03	0.02	2.19	3,188
Vendor	0.10	0.03	1.31	0.70	0.01	0.01	0.45	0.46	0.01	0.13	0.14	—	1,161	1,161	0.06	0.18	0.53	1,217
Hauling	0.00	0.00	0.00	0.00	0.00	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. Building Construction (2035) - 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	0.23	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	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	0.23	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	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	0.16	0.16	1.45	10.2	0.02	0.03	—	0.03	0.03	—	0.03	—	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	0.03	0.03	0.26	1.86	< 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	6.07	5.97	3.97	95.7	0.00	0.00	31.2	31.2	0.00	7.31	7.31	—	28,560	28,560	0.21	0.16	37.3	28,650
Vendor	0.70	0.25	9.27	5.15	0.09	0.09	3.50	3.59	0.09	0.97	1.06	—	9,484	9,484	0.45	1.44	8.69	9,933
Hauling	0.00	0.00	0.00	0.00	0.00	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	5.81	5.71	4.02	71.3	0.00	0.00	31.2	31.2	0.00	7.31	7.31	—	26,230	26,230	0.26	0.16	0.97	26,284
Vendor	0.67	0.22	9.74	5.24	0.09	0.09	3.50	3.59	0.09	0.97	1.06	—	9,493	9,493	0.45	1.45	0.22	9,936
Hauling	0.00	0.00	0.00	0.00	0.00	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	4.11	4.04	3.57	54.4	0.00	0.00	22.1	22.1	0.00	5.17	5.17	—	18,995	18,995	0.19	0.11	11.5	19,045
Vendor	0.49	0.16	6.94	3.71	0.07	0.07	2.48	2.54	0.07	0.69	0.75	—	6,777	6,777	0.32	1.03	2.67	7,094
Hauling	0.00	0.00	0.00	0.00	0.00	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	0.75	0.74	0.65	9.93	0.00	0.00	4.03	4.03	0.00	0.94	0.94	—	3,145	3,145	0.03	0.02	1.91	3,153
Vendor	0.09	0.03	1.27	0.68	0.01	0.01	0.45	0.46	0.01	0.13	0.14	—	1,122	1,122	0.05	0.17	0.44	1,175
Hauling	0.00	0.00	0.00	0.00	0.00	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. Building Construction (2035) - 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 Equipm	0.23	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	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	0.23	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	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	0.16	0.16	1.45	10.2	0.02	0.03	—	0.03	0.03	—	0.03	—	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	0.03	0.03	0.26	1.86	< 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	6.07	5.97	3.97	95.7	0.00	0.00	31.2	31.2	0.00	7.31	7.31	—	28,560	28,560	0.21	0.16	37.3	28,650
Vendor	0.70	0.25	9.27	5.15	0.09	0.09	3.50	3.59	0.09	0.97	1.06	—	9,484	9,484	0.45	1.44	8.69	9,933
Hauling	0.00	0.00	0.00	0.00	0.00	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	5.81	5.71	4.02	71.3	0.00	0.00	31.2	31.2	0.00	7.31	7.31	—	26,230	26,230	0.26	0.16	0.97	26,284
Vendor	0.67	0.22	9.74	5.24	0.09	0.09	3.50	3.59	0.09	0.97	1.06	—	9,493	9,493	0.45	1.45	0.22	9,936
Hauling	0.00	0.00	0.00	0.00	0.00	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	4.11	4.04	3.57	54.4	0.00	0.00	22.1	22.1	0.00	5.17	5.17	—	18,995	18,995	0.19	0.11	11.5	19,045
Vendor	0.49	0.16	6.94	3.71	0.07	0.07	2.48	2.54	0.07	0.69	0.75	—	6,777	6,777	0.32	1.03	2.67	7,094
Hauling	0.00	0.00	0.00	0.00	0.00	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	0.75	0.74	0.65	9.93	0.00	0.00	4.03	4.03	0.00	0.94	0.94	—	3,145	3,145	0.03	0.02	1.91	3,153
Vendor	0.09	0.03	1.27	0.68	0.01	0.01	0.45	0.46	0.01	0.13	0.14	—	1,122	1,122	0.05	0.17	0.44	1,175
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.29. Building Construction (2036) - 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	0.23	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	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-Roa Equipment	0.23	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	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	0.16	0.16	1.45	10.2	0.02	0.03	—	0.03	0.03	—	0.03	—	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	0.03	0.03	0.27	1.87	< 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	5.86	5.76	3.92	91.2	0.00	0.00	31.2	31.2	0.00	7.31	7.31	—	28,279	28,279	0.21	0.16	32.1	28,364
Vendor	0.69	0.25	9.04	4.95	0.09	0.09	3.50	3.59	0.09	0.97	1.06	—	9,174	9,174	0.44	1.44	7.23	9,622
Hauling	0.00	0.00	0.00	0.00	0.00	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	5.60	5.50	3.97	68.7	0.00	0.00	31.2	31.2	0.00	7.31	7.31	—	25,973	25,973	0.26	0.16	0.83	26,027
Vendor	0.66	0.22	9.42	5.04	0.09	0.09	3.50	3.59	0.09	0.97	1.06	—	9,183	9,183	0.44	1.45	0.19	9,626
Hauling	0.00	0.00	0.00	0.00	0.00	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	4.01	3.94	2.84	52.0	0.00	0.00	22.1	22.1	0.00	5.18	5.18	—	18,859	18,859	0.19	0.11	9.94	18,908
Vendor	0.48	0.16	6.73	3.58	0.07	0.07	2.48	2.55	0.07	0.69	0.75	—	6,574	6,574	0.31	1.03	2.24	6,891
Hauling	0.00	0.00	0.00	0.00	0.00	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	0.73	0.72	0.52	9.49	0.00	0.00	4.04	4.04	0.00	0.95	0.95	—	3,122	3,122	0.03	0.02	1.65	3,130
Vendor	0.09	0.03	1.23	0.65	0.01	0.01	0.45	0.47	0.01	0.13	0.14	—	1,088	1,088	0.05	0.17	0.37	1,141
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.30. Building Construction (2036) - 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	0.23	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	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	0.23	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road	0.16	0.16	1.45	10.2	0.02	0.03	—	0.03	0.03	—	0.03	—	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	0.03	0.03	0.27	1.87	< 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	5.86	5.76	3.92	91.2	0.00	0.00	31.2	31.2	0.00	7.31	7.31	—	28,279	28,279	0.21	0.16	32.1	28,364
Vendor	0.69	0.25	9.04	4.95	0.09	0.09	3.50	3.59	0.09	0.97	1.06	—	9,174	9,174	0.44	1.44	7.23	9,622
Hauling	0.00	0.00	0.00	0.00	0.00	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	5.60	5.50	3.97	68.7	0.00	0.00	31.2	31.2	0.00	7.31	7.31	—	25,973	25,973	0.26	0.16	0.83	26,027
Vendor	0.66	0.22	9.42	5.04	0.09	0.09	3.50	3.59	0.09	0.97	1.06	—	9,183	9,183	0.44	1.45	0.19	9,626
Hauling	0.00	0.00	0.00	0.00	0.00	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	4.01	3.94	2.84	52.0	0.00	0.00	22.1	22.1	0.00	5.18	5.18	—	18,859	18,859	0.19	0.11	9.94	18,908
Vendor	0.48	0.16	6.73	3.58	0.07	0.07	2.48	2.55	0.07	0.69	0.75	—	6,574	6,574	0.31	1.03	2.24	6,891
Hauling	0.00	0.00	0.00	0.00	0.00	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	0.73	0.72	0.52	9.49	0.00	0.00	4.04	4.04	0.00	0.95	0.95	—	3,122	3,122	0.03	0.02	1.65	3,130
Vendor	0.09	0.03	1.23	0.65	0.01	0.01	0.45	0.47	0.01	0.13	0.14	—	1,088	1,088	0.05	0.17	0.37	1,141

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.31. Building Construction (2037) - 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	0.23	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	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	0.23	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	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	0.16	0.16	1.45	10.2	0.02	0.03	—	0.03	0.03	—	0.03	—	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 Equipm	0.03	0.03	0.26	1.86	< 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	5.60	5.50	3.87	87.9	0.00	0.00	31.2	31.2	0.00	7.31	7.31	—	28,025	28,025	0.21	0.16	27.5	28,105
Vendor	0.68	0.24	8.73	4.86	0.09	0.09	3.50	3.59	0.09	0.97	1.06	—	8,898	8,898	0.43	1.35	5.99	9,317
Hauling	0.00	0.00	0.00	0.00	0.00	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	5.34	5.23	3.97	65.3	0.00	0.00	31.2	31.2	0.00	7.31	7.31	—	25,741	25,741	0.21	0.16	0.72	25,794
Vendor	0.66	0.22	9.20	4.94	0.09	0.09	3.50	3.59	0.09	0.97	1.06	—	8,907	8,907	0.43	1.35	0.16	9,320
Hauling	0.00	0.00	0.00	0.00	0.00	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	3.81	3.74	2.84	49.4	0.00	0.00	22.1	22.1	0.00	5.17	5.17	—	18,641	18,641	0.15	0.11	8.52	18,687
Vendor	0.48	0.16	6.56	3.50	0.07	0.07	2.48	2.54	0.07	0.69	0.75	—	6,359	6,359	0.31	0.96	1.85	6,655
Hauling	0.00	0.00	0.00	0.00	0.00	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	0.70	0.68	0.52	9.01	0.00	0.00	4.03	4.03	0.00	0.94	0.94	—	3,086	3,086	0.02	0.02	1.41	3,094
Vendor	0.09	0.03	1.20	0.64	0.01	0.01	0.45	0.46	0.01	0.13	0.14	—	1,053	1,053	0.05	0.16	0.31	1,102
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.32. Building Construction (2037) - 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	0.23	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	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	0.23	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	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	0.16	0.16	1.45	10.2	0.02	0.03	—	0.03	0.03	—	0.03	—	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	0.03	0.03	0.26	1.86	< 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	5.60	5.50	3.87	87.9	0.00	0.00	31.2	31.2	0.00	7.31	7.31	—	28,025	28,025	0.21	0.16	27.5	28,105
Vendor	0.68	0.24	8.73	4.86	0.09	0.09	3.50	3.59	0.09	0.97	1.06	—	8,898	8,898	0.43	1.35	5.99	9,317
Hauling	0.00	0.00	0.00	0.00	0.00	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	5.34	5.23	3.97	65.3	0.00	0.00	31.2	31.2	0.00	7.31	7.31	—	25,741	25,741	0.21	0.16	0.72	25,794
Vendor	0.66	0.22	9.20	4.94	0.09	0.09	3.50	3.59	0.09	0.97	1.06	—	8,907	8,907	0.43	1.35	0.16	9,320
Hauling	0.00	0.00	0.00	0.00	0.00	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	3.81	3.74	2.84	49.4	0.00	0.00	22.1	22.1	0.00	5.17	5.17	—	18,641	18,641	0.15	0.11	8.52	18,687
Vendor	0.48	0.16	6.56	3.50	0.07	0.07	2.48	2.54	0.07	0.69	0.75	—	6,359	6,359	0.31	0.96	1.85	6,655
Hauling	0.00	0.00	0.00	0.00	0.00	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	0.70	0.68	0.52	9.01	0.00	0.00	4.03	4.03	0.00	0.94	0.94	—	3,086	3,086	0.02	0.02	1.41	3,094
Vendor	0.09	0.03	1.20	0.64	0.01	0.01	0.45	0.46	0.01	0.13	0.14	—	1,053	1,053	0.05	0.16	0.31	1,102
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.33. Building Construction (2038) - 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 Equipm	0.23	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	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	0.23	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	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	0.16	0.16	1.45	10.2	0.02	0.03	—	0.03	0.03	—	0.03	—	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	0.03	0.03	0.26	1.86	< 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	5.34	5.23	2.89	84.6	0.00	0.00	31.2	31.2	0.00	7.31	7.31	—	27,763	27,763	0.21	0.16	23.7	27,839
Vendor	0.58	0.24	8.50	4.67	0.09	0.09	3.50	3.59	0.09	0.97	1.06	—	8,646	8,646	0.43	1.35	4.90	9,063
Hauling	0.00	0.00	0.00	0.00	0.00	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	5.23	5.13	3.92	63.8	0.00	0.00	31.2	31.2	0.00	7.31	7.31	—	25,501	25,501	0.21	0.16	0.61	25,554
Vendor	0.56	0.22	8.98	4.75	0.09	0.09	3.50	3.59	0.09	0.97	1.06	—	8,655	8,655	0.43	1.35	0.13	9,068
Hauling	0.00	0.00	0.00	0.00	0.00	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	3.74	3.66	2.80	47.7	0.00	0.00	22.1	22.1	0.00	5.17	5.17	—	18,467	18,467	0.15	0.11	7.28	18,511
Vendor	0.41	0.16	6.40	3.36	0.07	0.07	2.48	2.54	0.07	0.69	0.75	—	6,178	6,178	0.31	0.96	1.51	6,475
Hauling	0.00	0.00	0.00	0.00	0.00	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	0.68	0.67	0.51	8.70	0.00	0.00	4.03	4.03	0.00	0.94	0.94	—	3,057	3,057	0.02	0.02	1.21	3,065
Vendor	0.07	0.03	1.17	0.61	0.01	0.01	0.45	0.46	0.01	0.13	0.14	—	1,023	1,023	0.05	0.16	0.25	1,072
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.34. Building Construction (2038) - 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	0.23	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	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-Roa Equipment	0.23	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	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-Roa d Equipm ent	0.16	0.16	1.45	10.2	0.02	0.03	—	0.03	0.03	—	0.03	—	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-Roa d Equipm ent	0.03	0.03	0.26	1.86	< 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	5.34	5.23	2.89	84.6	0.00	0.00	31.2	31.2	0.00	7.31	7.31	—	27,763	27,763	0.21	0.16	23.7	27,839
Vendor	0.58	0.24	8.50	4.67	0.09	0.09	3.50	3.59	0.09	0.97	1.06	—	8,646	8,646	0.43	1.35	4.90	9,063
Hauling	0.00	0.00	0.00	0.00	0.00	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	5.23	5.13	3.92	63.8	0.00	0.00	31.2	31.2	0.00	7.31	7.31	—	25,501	25,501	0.21	0.16	0.61	25,554
Vendor	0.56	0.22	8.98	4.75	0.09	0.09	3.50	3.59	0.09	0.97	1.06	—	8,655	8,655	0.43	1.35	0.13	9,068
Hauling	0.00	0.00	0.00	0.00	0.00	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	3.74	3.66	2.80	47.7	0.00	0.00	22.1	22.1	0.00	5.17	5.17	—	18,467	18,467	0.15	0.11	7.28	18,511
Vendor	0.41	0.16	6.40	3.36	0.07	0.07	2.48	2.54	0.07	0.69	0.75	—	6,178	6,178	0.31	0.96	1.51	6,475
Hauling	0.00	0.00	0.00	0.00	0.00	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	0.68	0.67	0.51	8.70	0.00	0.00	4.03	4.03	0.00	0.94	0.94	—	3,057	3,057	0.02	0.02	1.21	3,065
Vendor	0.07	0.03	1.17	0.61	0.01	0.01	0.45	0.46	0.01	0.13	0.14	—	1,023	1,023	0.05	0.16	0.25	1,072
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.35. Building Construction (2039) - 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	0.23	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	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	0.23	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road	0.08	0.08	0.68	4.81	0.01	0.01	—	0.01	0.01	—	0.01	—	807	807	0.03	0.01	—	810
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.12	0.88	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	134	134	0.01	< 0.005	—	134
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	5.13	4.05	2.84	82.3	0.00	0.00	31.2	31.2	0.00	7.31	7.31	—	27,567	27,567	0.21	0.16	20.2	27,639
Vendor	0.58	0.24	8.29	4.57	0.09	0.09	3.50	3.59	0.09	0.97	1.06	—	8,422	8,422	0.33	1.26	3.95	8,809
Hauling	0.00	0.00	0.00	0.00	0.00	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	4.97	3.89	3.92	61.4	0.00	0.00	31.2	31.2	0.00	7.31	7.31	—	25,323	25,323	0.21	0.16	0.52	25,376
Vendor	0.56	0.22	8.76	4.65	0.09	0.09	3.50	3.59	0.09	0.97	1.06	—	8,432	8,432	0.33	1.26	0.10	8,815
Hauling	0.00	0.00	0.00	0.00	0.00	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	1.65	1.31	1.32	21.7	0.00	0.00	10.4	10.4	0.00	2.44	2.44	—	8,641	8,641	0.07	0.05	2.92	8,661
Vendor	0.19	0.08	2.94	1.55	0.03	0.03	1.17	1.20	0.03	0.32	0.35	—	2,836	2,836	0.11	0.42	0.57	2,966
Hauling	0.00	0.00	0.00	0.00	0.00	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	0.30	0.24	0.24	3.95	0.00	0.00	1.90	1.90	0.00	0.44	0.44	—	1,431	1,431	0.01	0.01	0.48	1,434
Vendor	0.04	0.01	0.54	0.28	0.01	0.01	0.21	0.22	0.01	0.06	0.06	—	470	470	0.02	0.07	0.10	491

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.36. Building Construction (2039) - 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	0.23	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	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	0.23	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	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	0.08	0.08	0.68	4.81	0.01	0.01	—	0.01	0.01	—	0.01	—	807	807	0.03	0.01	—	810
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipm	0.01	0.01	0.12	0.88	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	134	134	0.01	< 0.005	—	134
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	5.13	4.05	2.84	82.3	0.00	0.00	31.2	31.2	0.00	7.31	7.31	—	27,567	27,567	0.21	0.16	20.2	27,639
Vendor	0.58	0.24	8.29	4.57	0.09	0.09	3.50	3.59	0.09	0.97	1.06	—	8,422	8,422	0.33	1.26	3.95	8,809
Hauling	0.00	0.00	0.00	0.00	0.00	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	4.97	3.89	3.92	61.4	0.00	0.00	31.2	31.2	0.00	7.31	7.31	—	25,323	25,323	0.21	0.16	0.52	25,376
Vendor	0.56	0.22	8.76	4.65	0.09	0.09	3.50	3.59	0.09	0.97	1.06	—	8,432	8,432	0.33	1.26	0.10	8,815
Hauling	0.00	0.00	0.00	0.00	0.00	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	1.65	1.31	1.32	21.7	0.00	0.00	10.4	10.4	0.00	2.44	2.44	—	8,641	8,641	0.07	0.05	2.92	8,661
Vendor	0.19	0.08	2.94	1.55	0.03	0.03	1.17	1.20	0.03	0.32	0.35	—	2,836	2,836	0.11	0.42	0.57	2,966
Hauling	0.00	0.00	0.00	0.00	0.00	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	0.30	0.24	0.24	3.95	0.00	0.00	1.90	1.90	0.00	0.44	0.44	—	1,431	1,431	0.01	0.01	0.48	1,434
Vendor	0.04	0.01	0.54	0.28	0.01	0.01	0.21	0.22	0.01	0.06	0.06	—	470	470	0.02	0.07	0.10	491
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.37. Paving (2039) - 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	0.16	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	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	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	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.06	0.73	4.00	0.01	0.01	—	0.01	0.01	—	0.01	—	571	571	0.02	< 0.005	—	573
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.13	0.73	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	94.5	94.5	< 0.005	< 0.005	—	94.8
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.02	0.52	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	173	173	< 0.005	< 0.005	0.13	174
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	0.03	0.02	0.02	0.39	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	159	159	< 0.005	< 0.005	< 0.005	160
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	0.15	0.00	0.00	0.07	0.07	0.00	0.02	0.02	—	61.0	61.0	< 0.005	< 0.005	0.02	61.1
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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	10.1	10.1	< 0.005	< 0.005	< 0.005	10.1
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

3.38. Paving (2039) - 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	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	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	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.06	0.73	4.00	0.01	0.01	—	0.01	0.01	—	0.01	—	571	571	0.02	< 0.005	—	573
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.13	0.73	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	94.5	94.5	< 0.005	< 0.005	—	94.8
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.02	0.52	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	173	173	< 0.005	< 0.005	0.13	174
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	0.03	0.02	0.02	0.39	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	159	159	< 0.005	< 0.005	< 0.005	160
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	0.15	0.00	0.00	0.07	0.07	0.00	0.02	0.02	—	61.0	61.0	< 0.005	< 0.005	0.02	61.1
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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	10.1	10.1	< 0.005	< 0.005	< 0.005	10.1
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

3.39. Paving (2040) - 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	0.16	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	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	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	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.04	0.44	2.41	< 0.005	0.01	—	0.01	0.01	—	0.01	—	343	343	0.01	< 0.005	—	344
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.08	0.44	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	56.8	56.8	< 0.005	< 0.005	—	57.0
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.02	0.02	0.50	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	172	172	< 0.005	< 0.005	0.11	173
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	0.03	0.02	0.02	0.38	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	158	158	< 0.005	< 0.005	< 0.005	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	< 0.005	0.09	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	36.4	36.4	< 0.005	< 0.005	0.01	36.5
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	6.03	6.03	< 0.005	< 0.005	< 0.005	6.04
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.40. Paving (2040) - 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	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	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	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.04	0.44	2.41	< 0.005	0.01	—	0.01	0.01	—	0.01	—	343	343	0.01	< 0.005	—	344
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.08	0.44	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	56.8	56.8	< 0.005	< 0.005	—	57.0
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.02	0.02	0.50	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	172	172	< 0.005	< 0.005	0.11	173
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	0.03	0.02	0.02	0.38	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	158	158	< 0.005	< 0.005	< 0.005	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	< 0.005	0.09	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	36.4	36.4	< 0.005	< 0.005	0.01	36.5
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	6.03	6.03	< 0.005	< 0.005	< 0.005	6.04
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.41. Architectural Coating (2040) - 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	0.02	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	10.00	10.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
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	10.00	10.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.32	0.47	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	65.3	65.3	< 0.005	< 0.005	—	65.5
Architectural Coatings	4.89	4.89	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.06	0.09	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	10.8	10.8	< 0.005	< 0.005	—	10.9
Architectural Coatings	0.89	0.89	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.97	0.77	0.57	16.0	0.00	0.00	6.24	6.24	0.00	1.46	1.46	—	5,480	5,480	0.03	0.03	3.42	5,493
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	0.96	0.75	0.58	12.0	0.00	0.00	6.24	6.24	0.00	1.46	1.46	—	5,034	5,034	0.04	0.03	0.09	5,044
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	0.46	0.36	0.28	6.17	0.00	0.00	3.02	3.02	0.00	0.71	0.71	—	2,496	2,496	0.02	0.02	0.72	2,502
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	0.08	0.07	0.05	1.13	0.00	0.00	0.55	0.55	0.00	0.13	0.13	—	413	413	< 0.005	< 0.005	0.12	414
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

3.42. Architectural Coating (2040) - 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	0.02	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	10.00	10.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
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	10.00	10.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.32	0.47	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	65.3	65.3	< 0.005	< 0.005	—	65.5

Architect Coatings	4.89	4.89	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.06	0.09	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	10.8	10.8	< 0.005	< 0.005	—	10.9
Architectural Coatings	0.89	0.89	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.97	0.77	0.57	16.0	0.00	0.00	6.24	6.24	0.00	1.46	1.46	—	5,480	5,480	0.03	0.03	3.42	5,493
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	0.96	0.75	0.58	12.0	0.00	0.00	6.24	6.24	0.00	1.46	1.46	—	5,034	5,034	0.04	0.03	0.09	5,044
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	0.46	0.36	0.28	6.17	0.00	0.00	3.02	3.02	0.00	0.71	0.71	—	2,496	2,496	0.02	0.02	0.72	2,502
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	0.08	0.07	0.05	1.13	0.00	0.00	0.55	0.55	0.00	0.13	0.13	—	413	413	< 0.005	< 0.005	0.12	414
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

3.43. Architectural Coating (2041) - 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	0.02	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	10.00	10.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.07	0.11	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	15.4	15.4	< 0.005	< 0.005	—	15.5
Architectural Coatings	1.15	1.15	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.55	2.55	< 0.005	< 0.005	—	2.56
Architectural Coatings	0.21	0.21	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.91	0.69	0.58	11.6	0.00	0.00	6.24	6.24	0.00	1.46	1.46	—	5,007	5,007	0.04	0.03	0.08	5,017
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	0.11	0.08	0.07	1.43	0.00	0.00	0.71	0.71	0.00	0.17	0.17	—	586	586	< 0.005	< 0.005	0.14	587
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	0.02	0.01	0.01	0.26	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	97.0	97.0	< 0.005	< 0.005	0.02	97.2
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

3.44. Architectural Coating (2041) - 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	10.00	10.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.07	0.11	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	15.4	15.4	< 0.005	< 0.005	—	15.5
Architectural Coatings	1.15	1.15	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.55	2.55	< 0.005	< 0.005	—	2.56
Architectural Coatings	0.21	0.21	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.91	0.69	0.58	11.6	0.00	0.00	6.24	6.24	0.00	1.46	1.46	—	5,007	5,007	0.04	0.03	0.08	5,017
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	0.11	0.08	0.07	1.43	0.00	0.00	0.71	0.71	0.00	0.17	0.17	—	586	586	< 0.005	< 0.005	0.14	587
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	0.02	0.01	0.01	0.26	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	97.0	97.0	< 0.005	< 0.005	0.02	97.2
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

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	50.4	44.5	53.7	519	1.31	0.88	112	113	0.83	28.6	29.4	—	134,398	134,398	5.46	5.77	503	136,757
Apartments Mid Rise	34.3	30.2	36.5	353	0.89	0.60	76.4	77.0	0.56	19.4	20.0	—	91,348	91,348	3.71	3.92	342	92,951
Office Park	9.72	8.63	9.83	94.6	0.24	0.16	20.2	20.4	0.15	5.14	5.29	—	24,222	24,222	1.01	1.05	90.5	24,651
Strip Mall	75.0	66.6	75.9	730	1.82	1.23	156	157	1.16	39.6	40.8	—	186,872	186,872	7.82	8.12	698	190,186
Total	169	150	176	1,696	4.26	2.88	365	368	2.70	92.7	95.4	—	436,841	436,841	18.0	18.9	1,634	444,545
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	47.5	41.5	57.8	423	1.23	0.88	112	113	0.83	28.6	29.4	—	125,892	125,892	5.59	5.96	13.0	127,821
Apartments Mid Rise	32.3	28.2	39.3	288	0.83	0.60	76.4	77.0	0.56	19.4	20.0	—	85,566	85,566	3.80	4.05	8.87	86,878
Office Park	9.13	8.04	10.6	77.5	0.22	0.16	20.2	20.4	0.15	5.14	5.29	—	22,692	22,692	1.04	1.09	2.35	23,044
Strip Mall	70.5	62.0	81.6	598	1.70	1.23	156	157	1.16	39.6	40.8	—	175,067	175,067	8.03	8.39	18.1	177,787
Total	159	140	189	1,386	3.98	2.88	365	368	2.70	92.7	95.4	—	409,216	409,216	18.5	19.5	42.4	415,530

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	8.61	7.52	10.7	80.4	0.23	0.16	20.3	20.5	0.15	5.16	5.32	—	21,062	21,062	0.93	1.00	36.0	21,418
Apartments Mid Rise	5.85	5.11	7.30	54.6	0.15	0.11	13.8	13.9	0.10	3.51	3.61	—	14,315	14,315	0.63	0.68	24.4	14,557
Office Park	1.66	1.46	1.97	14.7	0.04	0.03	3.66	3.69	0.03	0.93	0.96	—	3,796	3,796	0.17	0.18	6.47	3,861
Strip Mall	12.8	11.2	15.2	114	0.31	0.23	28.2	28.5	0.21	7.17	7.38	—	29,288	29,288	1.33	1.40	49.9	29,789
Total	28.9	25.3	35.2	263	0.73	0.53	66.0	66.6	0.49	16.8	17.3	—	68,462	68,462	3.06	3.26	117	69,625

4.1.2. Mitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	50.4	44.5	53.7	519	1.31	0.88	112	113	0.83	28.6	29.4	—	134,398	134,398	5.46	5.77	503	136,757
Apartments Mid Rise	34.3	30.2	36.5	353	0.89	0.60	76.4	77.0	0.56	19.4	20.0	—	91,348	91,348	3.71	3.92	342	92,951
Office Park	9.72	8.63	9.83	94.6	0.24	0.16	20.2	20.4	0.15	5.14	5.29	—	24,222	24,222	1.01	1.05	90.5	24,651
Strip Mall	75.0	66.6	75.9	730	1.82	1.23	156	157	1.16	39.6	40.8	—	186,872	186,872	7.82	8.12	698	190,186
Total	169	150	176	1,696	4.26	2.88	365	368	2.70	92.7	95.4	—	436,841	436,841	18.0	18.9	1,634	444,545
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Apartme Low Rise	47.5	41.5	57.8	423	1.23	0.88	112	113	0.83	28.6	29.4	—	125,892	125,892	5.59	5.96	13.0	127,821
Apartments Mid Rise	32.3	28.2	39.3	288	0.83	0.60	76.4	77.0	0.56	19.4	20.0	—	85,566	85,566	3.80	4.05	8.87	86,878
Office Park	9.13	8.04	10.6	77.5	0.22	0.16	20.2	20.4	0.15	5.14	5.29	—	22,692	22,692	1.04	1.09	2.35	23,044
Strip Mall	70.5	62.0	81.6	598	1.70	1.23	156	157	1.16	39.6	40.8	—	175,067	175,067	8.03	8.39	18.1	177,787
Total	159	140	189	1,386	3.98	2.88	365	368	2.70	92.7	95.4	—	409,216	409,216	18.5	19.5	42.4	415,530
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	8.61	7.52	10.7	80.4	0.23	0.16	20.3	20.5	0.15	5.16	5.32	—	21,062	21,062	0.93	1.00	36.0	21,418
Apartments Mid Rise	5.85	5.11	7.30	54.6	0.15	0.11	13.8	13.9	0.10	3.51	3.61	—	14,315	14,315	0.63	0.68	24.4	14,557
Office Park	1.66	1.46	1.97	14.7	0.04	0.03	3.66	3.69	0.03	0.93	0.96	—	3,796	3,796	0.17	0.18	6.47	3,861
Strip Mall	12.8	11.2	15.2	114	0.31	0.23	28.2	28.5	0.21	7.17	7.38	—	29,288	29,288	1.33	1.40	49.9	29,789
Total	28.9	25.3	35.2	263	0.73	0.53	66.0	66.6	0.49	16.8	17.3	—	68,462	68,462	3.06	3.26	117	69,625

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

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

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

Apartments	—	—	—	—	—	—	—	—	—	—	—	—	10,839	10,839	0.79	0.10	—	10,887
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	6,656	6,656	0.48	0.06	—	6,686
Office Park	—	—	—	—	—	—	—	—	—	—	—	—	2,584	2,584	0.19	0.02	—	2,596
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	4,210	4,210	0.31	0.04	—	4,229
Total	—	—	—	—	—	—	—	—	—	—	—	—	24,290	24,290	1.77	0.21	—	24,398
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	10,839	10,839	0.79	0.10	—	10,887
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	6,656	6,656	0.48	0.06	—	6,686
Office Park	—	—	—	—	—	—	—	—	—	—	—	—	2,584	2,584	0.19	0.02	—	2,596
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	4,210	4,210	0.31	0.04	—	4,229
Total	—	—	—	—	—	—	—	—	—	—	—	—	24,290	24,290	1.77	0.21	—	24,398
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	1,795	1,795	0.13	0.02	—	1,803
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	1,102	1,102	0.08	0.01	—	1,107
Office Park	—	—	—	—	—	—	—	—	—	—	—	—	428	428	0.03	< 0.005	—	430
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	697	697	0.05	0.01	—	700

Total	—	—	—	—	—	—	—	—	—	—	—	—	4,022	4,022	0.29	0.04	—	4,039

4.2.2. Electricity Emissions By Land Use - Mitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	10,839	10,839	0.79	0.10	—	10,887
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	6,656	6,656	0.48	0.06	—	6,686
Office Park	—	—	—	—	—	—	—	—	—	—	—	—	2,584	2,584	0.19	0.02	—	2,596
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	4,210	4,210	0.31	0.04	—	4,229
Total	—	—	—	—	—	—	—	—	—	—	—	—	24,290	24,290	1.77	0.21	—	24,398
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	10,839	10,839	0.79	0.10	—	10,887
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	6,656	6,656	0.48	0.06	—	6,686
Office Park	—	—	—	—	—	—	—	—	—	—	—	—	2,584	2,584	0.19	0.02	—	2,596
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	4,210	4,210	0.31	0.04	—	4,229
Total	—	—	—	—	—	—	—	—	—	—	—	—	24,290	24,290	1.77	0.21	—	24,398

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	1,795	1,795	0.13	0.02	—	1,803
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	1,102	1,102	0.08	0.01	—	1,107
Office Park	—	—	—	—	—	—	—	—	—	—	—	—	428	428	0.03	< 0.005	—	430
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	697	697	0.05	0.01	—	700
Total	—	—	—	—	—	—	—	—	—	—	—	—	4,022	4,022	0.29	0.04	—	4,039

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	0.92	0.46	7.83	3.33	0.05	0.63	—	0.63	0.63	—	0.63	—	9,945	9,945	0.88	0.02	—	9,973
Apartments Mid Rise	0.41	0.20	3.46	1.47	0.02	0.28	—	0.28	0.28	—	0.28	—	4,393	4,393	0.39	0.01	—	4,405
Office Park	0.10	0.05	0.88	0.74	0.01	0.07	—	0.07	0.07	—	0.07	—	1,049	1,049	0.09	< 0.005	—	1,052
Strip Mall	0.06	0.03	0.55	0.46	< 0.005	0.04	—	0.04	0.04	—	0.04	—	659	659	0.06	< 0.005	—	660
Total	1.48	0.74	12.7	6.01	0.08	1.02	—	1.02	1.02	—	1.02	—	16,046	16,046	1.42	0.03	—	16,090
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Apartments Low Rise	0.92	0.46	7.83	3.33	0.05	0.63	—	0.63	0.63	—	0.63	—	9,945	9,945	0.88	0.02	—	9,973
Apartments Mid Rise	0.41	0.20	3.46	1.47	0.02	0.28	—	0.28	0.28	—	0.28	—	4,393	4,393	0.39	0.01	—	4,405
Office Park	0.10	0.05	0.88	0.74	0.01	0.07	—	0.07	0.07	—	0.07	—	1,049	1,049	0.09	< 0.005	—	1,052
Strip Mall	0.06	0.03	0.55	0.46	< 0.005	0.04	—	0.04	0.04	—	0.04	—	659	659	0.06	< 0.005	—	660
Total	1.48	0.74	12.7	6.01	0.08	1.02	—	1.02	1.02	—	1.02	—	16,046	16,046	1.42	0.03	—	16,090
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	0.17	0.08	1.43	0.61	0.01	0.12	—	0.12	0.12	—	0.12	—	1,647	1,647	0.15	< 0.005	—	1,651
Apartments Mid Rise	0.07	0.04	0.63	0.27	< 0.005	0.05	—	0.05	0.05	—	0.05	—	727	727	0.06	< 0.005	—	729
Office Park	0.02	0.01	0.16	0.13	< 0.005	0.01	—	0.01	0.01	—	0.01	—	174	174	0.02	< 0.005	—	174
Strip Mall	0.01	0.01	0.10	0.08	< 0.005	0.01	—	0.01	0.01	—	0.01	—	109	109	0.01	< 0.005	—	109
Total	0.27	0.13	2.32	1.10	0.01	0.19	—	0.19	0.19	—	0.19	—	2,657	2,657	0.24	0.01	—	2,664

4.2.4. Natural Gas Emissions By Land Use - Mitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	0.92	0.46	7.83	3.33	0.05	0.63	—	0.63	0.63	—	0.63	—	9,945	9,945	0.88	0.02	—	9,973

Apartme Mid Rise	0.41	0.20	3.46	1.47	0.02	0.28	—	0.28	0.28	—	0.28	—	4,393	4,393	0.39	0.01	—	4,405
Office Park	0.10	0.05	0.88	0.74	0.01	0.07	—	0.07	0.07	—	0.07	—	1,049	1,049	0.09	< 0.005	—	1,052
Strip Mall	0.06	0.03	0.55	0.46	< 0.005	0.04	—	0.04	0.04	—	0.04	—	659	659	0.06	< 0.005	—	660
Total	1.48	0.74	12.7	6.01	0.08	1.02	—	1.02	1.02	—	1.02	—	16,046	16,046	1.42	0.03	—	16,090
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	0.92	0.46	7.83	3.33	0.05	0.63	—	0.63	0.63	—	0.63	—	9,945	9,945	0.88	0.02	—	9,973
Apartments Mid Rise	0.41	0.20	3.46	1.47	0.02	0.28	—	0.28	0.28	—	0.28	—	4,393	4,393	0.39	0.01	—	4,405
Office Park	0.10	0.05	0.88	0.74	0.01	0.07	—	0.07	0.07	—	0.07	—	1,049	1,049	0.09	< 0.005	—	1,052
Strip Mall	0.06	0.03	0.55	0.46	< 0.005	0.04	—	0.04	0.04	—	0.04	—	659	659	0.06	< 0.005	—	660
Total	1.48	0.74	12.7	6.01	0.08	1.02	—	1.02	1.02	—	1.02	—	16,046	16,046	1.42	0.03	—	16,090
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	0.17	0.08	1.43	0.61	0.01	0.12	—	0.12	0.12	—	0.12	—	1,647	1,647	0.15	< 0.005	—	1,651
Apartments Mid Rise	0.07	0.04	0.63	0.27	< 0.005	0.05	—	0.05	0.05	—	0.05	—	727	727	0.06	< 0.005	—	729
Office Park	0.02	0.01	0.16	0.13	< 0.005	0.01	—	0.01	0.01	—	0.01	—	174	174	0.02	< 0.005	—	174
Strip Mall	0.01	0.01	0.10	0.08	< 0.005	0.01	—	0.01	0.01	—	0.01	—	109	109	0.01	< 0.005	—	109
Total	0.27	0.13	2.32	1.10	0.01	0.19	—	0.19	0.19	—	0.19	—	2,657	2,657	0.24	0.01	—	2,664

4.3. Area Emissions by Source

4.3.1. Unmitigated

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

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	175	86.5	58.8	781	2.78	112	—	112	108	—	108	18,325	58,841	77,165	86.8	0.11	—	79,368
Consumer Products	77.8	77.8	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.60	0.60	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	20.3	19.2	1.89	196	0.01	0.12	—	0.12	0.09	—	0.09	—	555	555	0.02	< 0.005	—	557
Total	274	184	60.7	977	2.79	113	—	113	108	—	108	18,325	59,395	77,720	86.8	0.12	—	79,924
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	175	86.5	58.8	781	2.78	112	—	112	108	—	108	18,325	58,841	77,165	86.8	0.11	—	79,368
Consumer Products	77.8	77.8	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.60	0.60	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	253	165	58.8	781	2.78	112	—	112	108	—	108	18,325	58,841	77,165	86.8	0.11	—	79,368

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	2.19	1.08	0.73	9.76	0.03	1.40	—	1.40	1.35	—	1.35	208	667	875	0.98	< 0.005	—	900
Consumer Products	14.2	14.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.11	0.11	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	2.54	2.40	0.24	24.5	< 0.005	0.02	—	0.02	0.01	—	0.01	—	62.9	62.9	< 0.005	< 0.005	—	63.1
Total	19.0	17.8	0.97	34.3	0.04	1.42	—	1.42	1.37	—	1.37	208	730	938	0.99	< 0.005	—	963

4.3.2. Mitigated

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

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	175	86.5	58.8	781	2.78	112	—	112	108	—	108	18,325	58,841	77,165	86.8	0.11	—	79,368
Consumer Products	77.8	77.8	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.60	0.60	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	20.3	19.2	1.89	196	0.01	0.12	—	0.12	0.09	—	0.09	—	555	555	0.02	< 0.005	—	557
Total	274	184	60.7	977	2.79	113	—	113	108	—	108	18,325	59,395	77,720	86.8	0.12	—	79,924

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	175	86.5	58.8	781	2.78	112	—	112	108	—	108	18,325	58,841	77,165	86.8	0.11	—	79,368
Consumer Products	77.8	77.8	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.60	0.60	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	253	165	58.8	781	2.78	112	—	112	108	—	108	18,325	58,841	77,165	86.8	0.11	—	79,368
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	2.19	1.08	0.73	9.76	0.03	1.40	—	1.40	1.35	—	1.35	208	667	875	0.98	< 0.005	—	900
Consumer Products	14.2	14.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.11	0.11	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	2.54	2.40	0.24	24.5	< 0.005	0.02	—	0.02	0.01	—	0.01	—	62.9	62.9	< 0.005	< 0.005	—	63.1
Total	19.0	17.8	0.97	34.3	0.04	1.42	—	1.42	1.37	—	1.37	208	730	938	0.99	< 0.005	—	963

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

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

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

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	149	682	831	15.3	0.37	—	1,323
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	99.2	453	552	10.2	0.25	—	881
Office Park	—	—	—	—	—	—	—	—	—	—	—	40.6	180	221	4.18	0.10	—	355
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	49.5	222	271	5.09	0.12	—	435
Total	—	—	—	—	—	—	—	—	—	—	—	338	1,537	1,875	34.8	0.84	—	2,994
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	149	682	831	15.3	0.37	—	1,323
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	99.2	453	552	10.2	0.25	—	881
Office Park	—	—	—	—	—	—	—	—	—	—	—	40.6	180	221	4.18	0.10	—	355
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	49.5	222	271	5.09	0.12	—	435
Total	—	—	—	—	—	—	—	—	—	—	—	338	1,537	1,875	34.8	0.84	—	2,994
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	24.6	113	138	2.53	0.06	—	219
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	16.4	75.0	91.4	1.69	0.04	—	146

Office Park	—	—	—	—	—	—	—	—	—	—	—	6.73	29.9	36.6	0.69	0.02	—	58.9
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	8.19	36.7	44.9	0.84	0.02	—	72.0
Total	—	—	—	—	—	—	—	—	—	—	—	56.0	255	310	5.76	0.14	—	496

4.4.2. Mitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	149	682	831	15.3	0.37	—	1,323
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	99.2	453	552	10.2	0.25	—	881
Office Park	—	—	—	—	—	—	—	—	—	—	—	40.6	180	221	4.18	0.10	—	355
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	49.5	222	271	5.09	0.12	—	435
Total	—	—	—	—	—	—	—	—	—	—	—	338	1,537	1,875	34.8	0.84	—	2,994
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	149	682	831	15.3	0.37	—	1,323
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	99.2	453	552	10.2	0.25	—	881
Office Park	—	—	—	—	—	—	—	—	—	—	—	40.6	180	221	4.18	0.10	—	355

Strip Mall	—	—	—	—	—	—	—	—	—	—	—	49.5	222	271	5.09	0.12	—	435
Total	—	—	—	—	—	—	—	—	—	—	—	338	1,537	1,875	34.8	0.84	—	2,994
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	24.6	113	138	2.53	0.06	—	219
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	16.4	75.0	91.4	1.69	0.04	—	146
Office Park	—	—	—	—	—	—	—	—	—	—	—	6.73	29.9	36.6	0.69	0.02	—	58.9
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	8.19	36.7	44.9	0.84	0.02	—	72.0
Total	—	—	—	—	—	—	—	—	—	—	—	56.0	255	310	5.76	0.14	—	496

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	743	0.00	743	74.2	0.00	—	2,598
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	495	0.00	495	49.5	0.00	—	1,732
Office Park	—	—	—	—	—	—	—	—	—	—	—	59.8	0.00	59.8	5.97	0.00	—	209

Strip Mall	—	—	—	—	—	—	—	—	—	—	—	197	0.00	197	19.7	0.00	—	690
Total	—	—	—	—	—	—	—	—	—	—	—	1,495	0.00	1,495	149	0.00	—	5,229
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	743	0.00	743	74.2	0.00	—	2,598
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	495	0.00	495	49.5	0.00	—	1,732
Office Park	—	—	—	—	—	—	—	—	—	—	—	59.8	0.00	59.8	5.97	0.00	—	209
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	197	0.00	197	19.7	0.00	—	690
Total	—	—	—	—	—	—	—	—	—	—	—	1,495	0.00	1,495	149	0.00	—	5,229
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	123	0.00	123	12.3	0.00	—	430
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	81.9	0.00	81.9	8.19	0.00	—	287
Office Park	—	—	—	—	—	—	—	—	—	—	—	9.90	0.00	9.90	0.99	0.00	—	34.6
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	32.7	0.00	32.7	3.26	0.00	—	114
Total	—	—	—	—	—	—	—	—	—	—	—	247	0.00	247	24.7	0.00	—	866

4.5.2. Mitigated

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

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

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	371	0.00	371	37.1	0.00	—	1,299
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	247	0.00	247	24.7	0.00	—	866
Office Park	—	—	—	—	—	—	—	—	—	—	—	29.9	0.00	29.9	2.99	0.00	—	105
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	98.6	0.00	98.6	9.86	0.00	—	345
Total	—	—	—	—	—	—	—	—	—	—	—	747	0.00	747	74.7	0.00	—	2,614
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	371	0.00	371	37.1	0.00	—	1,299
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	247	0.00	247	24.7	0.00	—	866
Office Park	—	—	—	—	—	—	—	—	—	—	—	29.9	0.00	29.9	2.99	0.00	—	105
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	98.6	0.00	98.6	9.86	0.00	—	345
Total	—	—	—	—	—	—	—	—	—	—	—	747	0.00	747	74.7	0.00	—	2,614
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	61.5	0.00	61.5	6.14	0.00	—	215
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	41.0	0.00	41.0	4.10	0.00	—	143

Office Park	—	—	—	—	—	—	—	—	—	—	—	4.95	0.00	4.95	0.49	0.00	—	17.3
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	16.3	0.00	16.3	1.63	0.00	—	57.1
Total	—	—	—	—	—	—	—	—	—	—	—	124	0.00	124	12.4	0.00	—	433

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	14.1	14.1
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	8.54	8.54
Office Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.29	0.29
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.17	2.17
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	25.1	25.1
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	14.1	14.1
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	8.54	8.54

Office Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.29	0.29
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.17	2.17
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	25.1	25.1
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.34	2.34
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.41	1.41
Office Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.05	0.05
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.36	0.36
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4.16	4.16

4.6.2. Mitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	14.1	14.1
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	8.54	8.54
Office Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.29	0.29

Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.17	2.17
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	25.1	25.1
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	14.1	14.1
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	8.54	8.54
Office Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.29	0.29
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.17	2.17
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	25.1	25.1
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.34	2.34
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.41	1.41
Office Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.05	0.05
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.36	0.36
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4.16	4.16

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

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

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

4.7.2. Mitigated

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

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

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

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

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

4.8.2. Mitigated

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

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

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

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

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

4.9.2. Mitigated

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

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

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

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

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

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

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

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

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

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

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

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

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

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

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

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

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

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

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

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

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

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

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	3/1/2025	12/6/2025	5.00	200	—
Site Preparation	Site Preparation	12/7/2025	5/24/2026	5.00	120	—
Grading	Grading	5/25/2026	8/2/2027	5.00	310	—
Building Construction	Building Construction	8/3/2027	6/21/2039	5.00	3,100	—
Paving	Paving	6/22/2039	4/25/2040	5.00	220	—
Architectural Coating	Architectural Coating	4/26/2040	2/28/2041	5.00	220	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

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

Demolition	Concrete/Industrial Saws	Diesel	Tier 4 Final	1.00	8.00	33.0	0.73
Demolition	Excavators	Diesel	Tier 4 Final	3.00	8.00	36.0	0.38
Demolition	Rubber Tired Dozers	Diesel	Tier 4 Final	2.00	8.00	367	0.40
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	Excavators	Diesel	Tier 4 Final	2.00	8.00	36.0	0.38
Grading	Graders	Diesel	Tier 4 Final	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Tier 4 Final	1.00	8.00	367	0.40
Grading	Scrapers	Diesel	Tier 4 Final	2.00	8.00	423	0.48
Grading	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	2.00	8.00	84.0	0.37
Building Construction	Cranes	Diesel	Tier 4 Final	1.00	7.00	367	0.29
Building Construction	Forklifts	Diesel	Tier 4 Final	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Tier 4 Final	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	3.00	7.00	84.0	0.37
Building Construction	Welders	Diesel	Tier 4 Final	1.00	8.00	46.0	0.45
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

5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	Diesel	Tier 4 Final	1.00	8.00	33.0	0.73
Demolition	Excavators	Diesel	Tier 4 Final	3.00	8.00	36.0	0.38
Demolition	Rubber Tired Dozers	Diesel	Tier 4 Final	2.00	8.00	367	0.40

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	Excavators	Diesel	Tier 4 Final	2.00	8.00	36.0	0.38
Grading	Graders	Diesel	Tier 4 Final	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Tier 4 Final	1.00	8.00	367	0.40
Grading	Scrapers	Diesel	Tier 4 Final	2.00	8.00	423	0.48
Grading	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	2.00	8.00	84.0	0.37
Building Construction	Cranes	Diesel	Tier 4 Final	1.00	7.00	367	0.29
Building Construction	Forklifts	Diesel	Tier 4 Final	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Tier 4 Final	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	3.00	7.00	84.0	0.37
Building Construction	Welders	Diesel	Tier 4 Final	1.00	8.00	46.0	0.45
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

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	15.0	18.5	LDA,LDT1,LDT2
Demolition	Vendor	—	10.2	HHDT,MHDT
Demolition	Hauling	0.00	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT

Site Preparation	—	—	—	—
Site Preparation	Worker	17.5	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10.2	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	20.0	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	0.00	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	2,385	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	409	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	15.0	18.5	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	477	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix

Demolition	—	—	—	—
Demolition	Worker	15.0	18.5	LDA,LDT1,LDT2
Demolition	Vendor	—	10.2	HHDT,MHDT
Demolition	Hauling	0.00	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Site Preparation	—	—	—	—
Site Preparation	Worker	17.5	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10.2	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	20.0	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	0.00	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	2,385	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	409	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	15.0	18.5	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	477	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT

Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

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	6,413,378	2,137,793	701,751	233,917	—

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)
Demolition	0.00	0.00	0.00	—	—
Site Preparation	—	—	180	0.00	—
Grading	—	—	930	0.00	—
Paving	0.00	0.00	0.00	0.00	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%
Water Demolished Area	2	36%	36%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Apartments Low Rise	—	0%
Apartments Mid Rise	—	0%
Office Park	0.00	0%
Strip Mall	0.00	0%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2026	0.00	453	0.03	< 0.005
2027	0.00	453	0.03	< 0.005
2028	0.00	453	0.03	< 0.005
2029	0.00	453	0.03	< 0.005
2030	0.00	453	0.03	< 0.005
2031	0.00	453	0.03	< 0.005
2032	0.00	453	0.03	< 0.005
2033	0.00	453	0.03	< 0.005
2034	0.00	453	0.03	< 0.005
2035	0.00	453	0.03	< 0.005
2036	0.00	453	0.03	< 0.005
2037	0.00	453	0.03	< 0.005
2038	0.00	453	0.03	< 0.005
2039	0.00	453	0.03	< 0.005
2040	0.00	453	0.03	< 0.005
2041	0.00	453	0.03	< 0.005
2025	0.00	453	0.03	< 0.005

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Apartments Low Rise	9,926	9,926	9,926	3,623,013	158,526	158,526	158,526	57,862,037
Apartments Mid Rise	6,747	6,747	6,747	2,462,489	107,747	107,747	107,747	39,327,651
Office Park	1,982	1,982	1,982	723,422	28,525	28,525	28,525	10,411,707
Strip Mall	15,291	15,291	15,291	5,581,192	220,072	220,072	220,072	80,326,154

5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Apartments Low Rise	9,926	9,926	9,926	3,623,013	158,526	158,526	158,526	57,862,037
Apartments Mid Rise	6,747	6,747	6,747	2,462,489	107,747	107,747	107,747	39,327,651
Office Park	1,982	1,982	1,982	723,422	28,525	28,525	28,525	10,411,707
Strip Mall	15,291	15,291	15,291	5,581,192	220,072	220,072	220,072	80,326,154

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

Hearth Type	Unmitigated (number)
Apartments Low Rise	—
Wood Fireplaces	0
Gas Fireplaces	1677

Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	186
Conventional Wood Stoves	0
Catalytic Wood Stoves	93
Non-Catalytic Wood Stoves	93
Pellet Wood Stoves	0
Apartments Mid Rise	—
Wood Fireplaces	0
Gas Fireplaces	1118
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	124
Conventional Wood Stoves	0
Catalytic Wood Stoves	62
Non-Catalytic Wood Stoves	62
Pellet Wood Stoves	0

5.10.1.2. Mitigated

Hearth Type	Unmitigated (number)
Apartments Low Rise	—
Wood Fireplaces	0
Gas Fireplaces	1677
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	186
Conventional Wood Stoves	0
Catalytic Wood Stoves	93

Non-Catalytic Wood Stoves	93
Pellet Wood Stoves	0
Apartments Mid Rise	—
Wood Fireplaces	0
Gas Fireplaces	1118
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	124
Conventional Wood Stoves	0
Catalytic Wood Stoves	62
Non-Catalytic Wood Stoves	62
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)
6413377.5	2,137,793	701,751	233,917	—

5.10.3. Landscape Equipment

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

5.10.4. Landscape Equipment - Mitigated

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

5.11. Operational Energy Consumption

5.11.1. Unmitigated

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

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Apartments Low Rise	8,729,551	453	0.0330	0.0040	31,031,169
Apartments Mid Rise	5,360,674	453	0.0330	0.0040	13,708,177
Office Park	2,081,434	453	0.0330	0.0040	3,272,689
Strip Mall	3,390,976	453	0.0330	0.0040	2,054,973

5.11.2. Mitigated

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

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Apartments Low Rise	8,729,551	453	0.0330	0.0040	31,031,169
Apartments Mid Rise	5,360,674	453	0.0330	0.0040	13,708,177
Office Park	2,081,434	453	0.0330	0.0040	3,272,689
Strip Mall	3,390,976	453	0.0330	0.0040	2,054,973

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Apartments Low Rise	77,652,029	3,876,062
Apartments Mid Rise	51,768,019	2,340,264
Office Park	21,197,771	191,537
Strip Mall	25,819,237	559,773

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Apartments Low Rise	77,652,029	3,876,062
Apartments Mid Rise	51,768,019	2,340,264
Office Park	21,197,771	191,537
Strip Mall	25,819,237	559,773

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments Low Rise	1,378	—
Apartments Mid Rise	918	—
Office Park	111	—
Strip Mall	366	—

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments Low Rise	689	—
Apartments Mid Rise	459	—
Office Park	55.5	—
Strip Mall	183	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced

Apartments Low Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Low Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
Apartments Mid Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Mid Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
Office Park	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
Office Park	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Strip Mall	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Strip Mall	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
Strip Mall	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0

5.14.2. Mitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Apartments Low Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Low Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
Apartments Mid Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0

Apartments Mid Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
Office Park	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
Office Park	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Strip Mall	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Strip Mall	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
Strip Mall	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

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

5.15.2. Mitigated

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

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

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

5.16.2. Process Boilers

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

5.17. User Defined

Equipment Type	Fuel Type

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

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

5.18.2.2. Mitigated

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

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

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

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	27.1	annual days of extreme heat
Extreme Precipitation	4.85	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	0.00	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (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	3	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	0	0	N/A
Wildfire	1	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A

Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

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

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	3	1	1	3
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	1	1	2
Wildfire	1	1	1	2
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

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

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

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

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	98.7
AQ-PM	80.6
AQ-DPM	82.9
Drinking Water	87.6
Lead Risk Housing	38.6
Pesticides	0.00
Toxic Releases	60.9
Traffic	89.5
Effect Indicators	—
CleanUp Sites	68.9
Groundwater	39.8
Haz Waste Facilities/Generators	70.1
Impaired Water Bodies	0.00
Solid Waste	54.8
Sensitive Population	—
Asthma	64.9
Cardio-vascular	70.7
Low Birth Weights	34.5
Socioeconomic Factor Indicators	—
Education	84.5
Housing	81.8
Linguistic	—
Poverty	85.7
Unemployment	99.3

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	13.96124727
Employed	11.51032978
Median HI	33.45309893
Education	—
Bachelor's or higher	17.04093417
High school enrollment	13.78159887
Preschool enrollment	11.18952906
Transportation	—
Auto Access	49.51879892
Active commuting	7.532400873
Social	—
2-parent households	22.55870653
Voting	14.97497754
Neighborhood	—
Alcohol availability	53.71487232
Park access	81.35506224
Retail density	42.73065572
Supermarket access	66.46990889
Tree canopy	11.03554472
Housing	—
Homeownership	64.54510458
Housing habitability	7.750545361
Low-inc homeowner severe housing cost burden	41.42178878
Low-inc renter severe housing cost burden	1.193378673
Uncrowded housing	13.49929424
Health Outcomes	—

Insured adults	20.30026947
Arthritis	14.1
Asthma ER Admissions	38.1
High Blood Pressure	23.8
Cancer (excluding skin)	36.4
Asthma	18.0
Coronary Heart Disease	7.5
Chronic Obstructive Pulmonary Disease	13.3
Diagnosed Diabetes	16.2
Life Expectancy at Birth	4.0
Cognitively Disabled	74.6
Physically Disabled	76.0
Heart Attack ER Admissions	32.5
Mental Health Not Good	24.7
Chronic Kidney Disease	10.6
Obesity	26.2
Pedestrian Injuries	19.6
Physical Health Not Good	19.0
Stroke	11.3
Health Risk Behaviors	—
Binge Drinking	63.5
Current Smoker	28.8
No Leisure Time for Physical Activity	23.1
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	37.8
Elderly	61.3

English Speaking	42.9
Foreign-born	53.1
Outdoor Workers	52.3
Climate Change Adaptive Capacity	—
Impervious Surface Cover	51.9
Traffic Density	80.2
Traffic Access	23.0
Other Indices	—
Hardship	88.6
Other Decision Support	—
2016 Voting	34.9

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	93.0
Healthy Places Index Score for Project Location (b)	9.00
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	Yes
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

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

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Operations: Vehicle Data	Per traffic study
Operations: Hearths	No wood burning
Construction: Off-Road Equipment	2014 EIR MM AQ-3
Construction: Architectural Coatings	2014 EIR MM AQ-2
Operations: Architectural Coatings	2014 EIR MM AQ-14

Colton

Energy Calculations
Electricty and Natural Gas Usage

Land Use	Electricity Use		Natural Gas Use	
	(kWh/yr)	(MWh/yr)	(kBTU/yr)	(Therms/yr)
Single Family Housing	1,004,470	1,004	4,130,242	41,302
Strip Mall	7,876,760	7,877	4,773,413	47,734
General Office Building	3,569,923	3,570	5,613,075	56,131
Office Park	13,387,186	13,387	21,048,990	210,490
City Park	0	0	0	0
Total	***25,838,339***	***25,838***	***35,565,720***	***355,657***

Source: Refer to CalEEMod outputs for assumptions regarding land use and energy consumptions used in this analysis.

Energy Type	Project Annual Energy Consumption	San Bernardino County Annual Energy Consumption (2022)[1,2]	Percentage Increase Countywide
Electricity (MWh)	25,838	16,629,614	0.1554%
Natural Gas (therms)	355,657	562,123,065	0.0633%

Notes:

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

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

Colton

Energy Calculations

Operation On-Road (Mobile) Fuel Consumption

Vehicle Type	Percent of Vehicle Trips[1]	Daily Trips[2]	Annual Vehicle Miles Traveled	Average Fuel Economy (miles per gallon)[3]	Total Annual Fuel Consumption (gallon)[4]
Passenger Cars	0.50	18,466	97,367,882	22	4,425,813
Light/Medium Trucks	0.46	16,823	88,703,441	17.3	5,127,367
Heavy Trucks/Other	0.04	1,531	8,074,771	6.4	1,261,683
2014 EIR Land Use Total	**--**	**36,820**	**194,146,100**	**--**	***10,814,862***
				Countywide On-Road Fuel Consumption (2025) (gallon)[5]	***1,202,311,122***
				Percentage Increase Countywide	***0.8995%***
Passenger Cars	0.50	16,959	93,886,295	22	4,267,559
Light/Medium Trucks	0.46	15,560	86,141,525	17.3	4,979,279
Heavy Trucks/Other	0.04	1,427	7,899,729	6.4	1,234,333
Proposed Project Total	**--**	**33,946**	**187,927,549**	**--**	***10,481,170***
				Countywide On-Road Fuel Consumption (2025) (gallon)[5]	***1,202,311,122***
				Percentage Increase Countywide	***0.8718%***
				Net Change Operational On-Road (Mobile) Fuel Consumption (gallon)	***-333,692***
				Countywide On-Road Fuel Consumption (2025) (gallon)[5]	***1,202,311,122***
				Percentage Increase Countywide	***-0.0278%***

Notes:

1. Percent of Vehicle Trip distribution based on trip characteristics within the CalEEMod model and trip generation.

2. Daily Trips taken from trip generation.

3. Average fuel economy derived from the Department of Transportation.

4. Total Daily Fuel Consumption calculated by dividing the daily VMT by the average fuel economy (i.e., VMT/Average Fuel Economy).

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

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

Appendix B

Biological Records Search

Michael Baker INTERNATIONAL

We Make a Difference

November 27, 2024 JN 202579

CITY OF COLTON
Mario Suarez, AICP
650 N. La Cadena Drive
Colton, CA 92324

SUBJECT: Results of a Biological Resources Records Search for the Hub City Centre Specific Plan Area in the City of Colton, San Bernardino County, California

Dear Mr. Suarez,

Michael Baker International is pleased to submit this letter report documenting the results of a biological resources records search for the Hub City Centre Specific Plan Area in the City of Colton, San Bernardino County, California. The project involves a specific plan amendment and rezoning of 17 parcels (project area). This report aims to provide information to support future biological resources analyses during the California Environmental Quality Act (CEQA) project approval process.

1.0 PROJECT AREA

The 93.86-acre project area is located in the western portion of the City of Colton, northwest of the intersection of Interstate 10 and Interstate 215 (Attachment A, Figure 1, Regional Vicinity), and includes 17 parcels, which are listed in Table 1, Project Parcels. The project area is generally bounded by W. Valley Boulevard to the south, S. Riverside Avenue to the west, E. San Bernardino Avenue to the north, and N. Pepper Avenue to the east. The project area is within Section 24, Township 01 South, Range 05 West of the San Bernardino South 7.5-minute United States Geological Survey (USGS) topographic quadrangle map (Attachment A, Figure 2, Local Vicinity). The project area includes multiple land uses including a golf course, commercial development, and vacant lots (Attachment A, Figure 3, Project Area).

2.0 METHODS

Michael Baker conducted a records search to determine which special-status biological resources are documented within the vicinity of the project area.[1] A query of the California Natural Diversity Database (CNDDB; CNDDB 2024) and California Native Plant Society (CNPS) Online Inventory of Rare and Endangered Plants of California (CNPS 2024) was conducted to obtain a list of sensitive natural

[1] Special-status refers to plant and wildlife species that are federal or state-listed, proposed, or candidates; plant species that have been designated a California Rare Plant Rank by the California Native Plant Society; wildlife species that are designated by the California Department of Fish and Wildlife as Fully Protected, Species of Special Concern, or Watch List species; and other state or locally rare vegetation communities.

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communities and special-status plant and wildlife species within the USGS Devore, San Bernardino North, Harrison Mountain, Fontana, San Bernardino South, Redlands, Riverside West, Riverside East, and Sunnymead 7.5-minute quadrangle maps. The US Fish and Wildlife Service (USFWS) IPaC online database was queried to identify special-status species and other resources such as critical habitat known or expected to occur on or within the vicinity of the project area (USFWS 2024a). Other sources of information included the US Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) Web Soil Survey (USDA NRCS 2024) and the USFWS National Wetlands Inventory (USFWS 2024b).

TABLE 1. PROJECT PARCELS

Assessor's Parcel Number	Acreage
25405113	0.8
25405114	20.6
25405169	2.76
25406130	51.4
25407125	0.3
25407127	4.1
25407143	0.5
25407144	0.8
25407147	0.3
25407149	1.1
25407150	0.3
25407158	1.8
25407161	4.9
25407162	1.1
25407163	1.1
25407164	1.0
25407165	1.0
TOTAL	**93.86**

3.0 RESULTS

3.1 Sensitive Natural Communities

Nine natural communities considered sensitive by the California Department of Fish and Wildlife were reported in the CNDDB from the nine USGS 7.5-minute quadrangle map region surrounding and including the San Bernardino South map. These are:

- Riversidian Alluvial Fan Sage Scrub
- Southern California Arroyo Chub/Santa Ana Sucker Stream
- Southern Riparian Forest
- Southern Coast Live Oak Riparian Forest
- Southern Cottonwood Willow Riparian Forest
- Southern Mixed Riparian Forest
- Southern Sycamore Alder Riparian Woodland
- Southern Riparian Scrub
- Southern Willow Scrub

3.2 Special-Status Plant Species

A total of 46 special-status plant species were reported in the CNDDB and a total of 43 species were reported in the CNPS Online Inventory of Rare and Endangered Plants of California from the nine USGS 7.5-minute quadrangle map region. In addition, four special-status plant species were recorded in the vicinity by IPaC. Twenty-nine of the total species reported were reported from both the CNDDB and CNPS databases. Several duplicate species were reported in all three sources. When duplicates were removed, a total of 60 unique special-status plant species are known from the region (Attachments B through E).

3.3 Special-Status Wildlife Species

A total of 57 special-status wildlife species were reported in the CNDDB from the nine USGS 7.5-minute quadrangle map region. In addition, nine special-status wildlife species were recorded in the project area vicinity by IPaC, one of which does not overlap with the CNDDB species list. Therefore, a total of 58 unique special-status wildlife species are recorded in the project area vicinity (Attachments B through E). IPaC did not identify any USFWS-designated critical habitat within the project area (Attachment E).

The Delhi sands flower-loving fly (*Rhaphiomidas terminatus abdominalis*), a federally endangered species, is associated with specific soil types, namely Delhi sands. A review of the USGS Web Soil Survey was conducted and Delhi sands are mapped throughout the project area (USDA NRCS 2024; Attachment F).

3.4 Aquatic Features

No USGS blueline streams occur within the project area; however, two ponded features do occur on the USGS San Bernardino East quadrangle map, which appear to be associated with the existing Colton Golf Course (Attachment A, Figure 2). As shown in the National Wetlands Inventory map in Attachment E, two pond features are mapped within the project area, which coincide with the USGS mapped features.

4.0 CONCLUSIONS

A biological resources records search was conducted for 17 parcels within the City of Colton Hub City Centre Specific Plan area. A total of 9 sensitive natural communities, 60 special-status plant species, and 58 special-status wildlife species are reported from federal and state sources within the regional vicinity of the project area. No critical habitat or USGS blueline streams were reported. Two pond features occur within the project area. Soils within the project area are primarily Delhi sands.

Please feel free to contact me at (951) 506-2075 or at Kristin.Szabo@mbakerintl.com with any questions regarding the contents of this report.

Sincerely,

Kristin Szabo
Senior Biologist/Technical Specialist

Attachments

A. *Figures*
B. *Tables of Special-Status Plants and Wildlife*
C. *CNDDB Records Search Results*
D. *CNPS Records Search Results*
E. *USFWS Records Search Results*
F. *USDA NRCS Web Soil Survey Search Results*

REFERENCES

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ATTACHMENT A

Figures

PN: 202579 \\santa1hub\TEMECA1FS1\HROOT\pdata\202579\Environmental\08_GIS\APRX\202579 Colton Hub City Centre SPA.aprx

Legend

Project Location

Michael Baker INTERNATIONAL

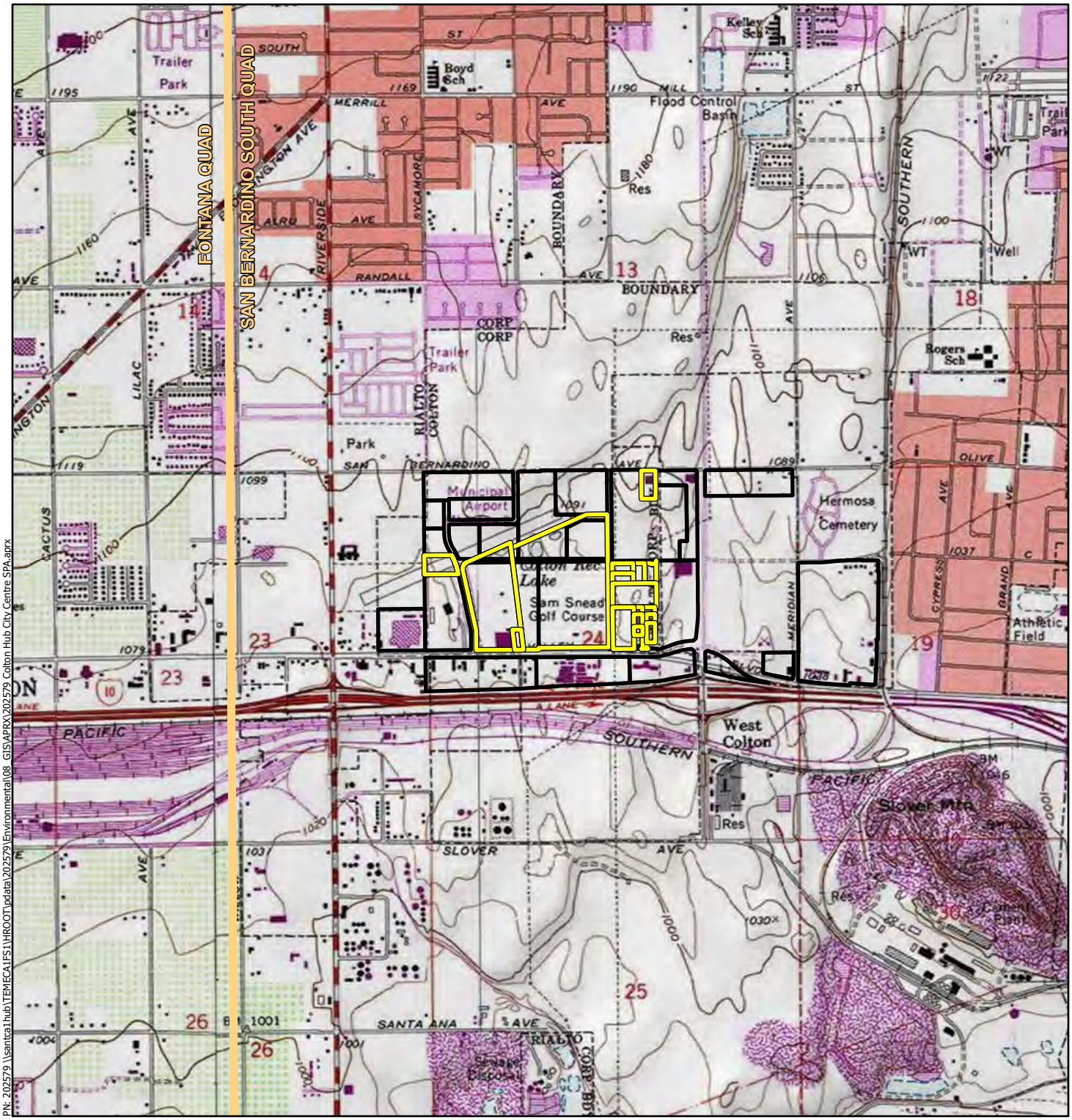
0 2.5 5 Miles

Source: Esri, ArcGIS Online, National Geographic World Map: *Colton, California*

COLTON HUB CITY CENTRE SPECIFIC PLAN AMENDMENT AND REZONING PROJECT

Regional Vicinity

Figure 1



PN: 202579 \\santa1.hub\TEMECA1FS1\HROOT\pdata\202579\Environmental\08_GIS\APRX\202579 Colton Hub City Centre SPA.aprx

Legend

- Rezoned Areas
- Colton Hub City Centre Specific Plan Boundary

Michael Baker INTERNATIONAL

0 0.25 0.5 Miles

Source: Esri, ArcGIS Online, San Bernardino USGS 7.5-Minute topographic quadrangle maps: *San Bernardino, California*

COLTON HUB CITY CENTRE SPECIFIC PLAN
AMENDMENT AND REZONING PROJECT

Local Vicinity

Figure 2

PN: 202579 \\santca1hub\TEMECA1FS1\HROOT\pdata\202579\Environmental\08_GIS\APRX\202579 Colton Hub City Centre SPA.aprx

Legend

Project Area

Michael Baker INTERNATIONAL

0 265 530 US Feet

Source: Esri, ArcGIS Online, 2024 Nearmap Imagery: *Colton*

COLTON HUB CITY CENTRE SPA
COLTON, CA

Project Area

Figure 3

ATTACHMENT B

Tables of Special-Status Plant and Wildlife Species

Scientific Name	Common Name	Status (Federal/State/CRPR/Other)	Habitats/ Life Form/ Blooming Period/ Elevation Range (feet)
Abronia villosa var. *aurita*	chaparral sand-verbena	None/None/1B.1/BLM-S, USFS-S	Chaparral, Coastal scrub, Desert dunes; Sandy/annual herb/(Jan)Mar–Sep/245–5250
Allium howellii var. *clokeyi*	Mt. Pinos onion	None/None/1B.3/USFS-S	Great Basin scrub, Meadows and seeps (edges), Pinyon and juniper woodland/perennial bulbiferous herb/Apr–June/4265–6070
Ambrosia monogyra	singlewhorl burrobrush	None/None/2B.2/None	Chaparral, Sonoran desert scrub; Sandy/perennial shrub/Aug–Nov/35–1640
Ambrosia pumila	San Diego ambrosia	FE/None/1B.1/None	Chaparral, Coastal scrub, Valley and foothill grassland, Vernal pools; Alkaline (sometimes), Clay (sometimes), Disturbed areas (often), Loam (sometimes), Sandy (sometimes)/perennial rhizomatous herb/Apr–Oct/65–1360
Arenaria paludicola	marsh sandwort	FE/SE/1B.1/None	Marshes and swamps (brackish, freshwater); Openings, Sandy/perennial stoloniferous herb/May–Aug/10–560
Artemisia palmeri	San Diego sagewort	None/None/4.2/None	Chaparral, Coastal scrub, Riparian forest, Riparian scrub, Riparian woodland; Mesic, Sandy/perennial deciduous shrub/(Feb)May–Sep/15–3000
Asplenium vespertinum	western spleenwort	None/None/4.2/None	Chaparral, Cismontane woodland, Coastal scrub; Rocky/perennial rhizomatous herb/Feb–June/590–3280
Astragalus hornii var. *hornii*	Horn's milk-vetch	None/None/1B.1/BLM-S	Meadows and seeps, Playas; Alkaline, Lake Margins/annual herb/May–Oct/195–2790
Berberis nevinii	Nevin's barberry	FE/SE/1B.1/None	Chaparral, Cismontane woodland, Coastal scrub, Riparian scrub; Gravelly (sometimes), Sandy (sometimes)/perennial evergreen shrub/(Feb)Mar–June/230–2705
Brodiaea filifolia	thread-leaved brodiaea	FT/SE/1B.1/None	Chaparral (openings), Cismontane woodland, Coastal scrub, Playas, Valley and foothill grassland, Vernal pools; Clay (often)/perennial bulbiferous herb/Mar–June/80–3675
Calochortus catalinae	Catalina mariposa lily	None/None/4.2/None	Chaparral, Cismontane woodland, Coastal scrub, Valley and foothill grassland/perennial bulbiferous herb/(Feb)Mar–June/50–2295
Calochortus palmeri var. *palmeri*	Palmer's mariposa-lily	None/None/1B.2/BLM-S, USFS-S	Chaparral, Lower montane coniferous forest, Meadows and seeps; Mesic/perennial bulbiferous herb/Apr–July/2330–7840
Calochortus plummerae	Plummer's mariposa-lily	None/None/4.2/None	Chaparral, Cismontane woodland, Coastal scrub, Lower montane coniferous forest, Valley and foothill grassland; Granitic, Rocky/perennial bulbiferous herb/May–July/330–5580
Calochortus simulans	La Panza mariposa-lily	None/None/1B.3/USFS-S	Chaparral, Cismontane woodland, Lower montane coniferous forest, Valley and foothill grassland; Granitic (often), Sandy, Serpentine (sometimes)/perennial bulbiferous herb/Apr–June/1065–3775
Carex comosa	bristly sedge	None/None/2B.1/None	Coastal prairie, Marshes and swamps (lake margins), Valley and foothill grassland/perennial rhizomatous herb/May–Sep/0–2050
Castilleja lasiorhyncha	San Bernardino Mountains owl's-clover	None/None/1B.2/USFS-S	Chaparral, Meadows and seeps, Pebble (Pavement) plain, Riparian woodland, Upper montane coniferous forest; Mesic/annual herb (hemiparasitic)/May–Aug/4265–7840
Caulanthus simulans	Payson's jewelflower	None/None/4.2/USFS-S	Chaparral, Coastal scrub; Granitic, Sandy/annual herb/(Feb)Mar–May(June)/295–7220
Centromadia pungens ssp. *laevis*	smooth tarplant	None/None/1B.1/None	Chenopod scrub, Meadows and seeps, Playas, Riparian woodland, Valley and foothill grassland; Alkaline/annual herb/Apr–Sep/0–2100

Scientific Name	Common Name	Status (Federal/State/CRPR/Other)	Habitats/ Life Form/ Blooming Period/ Elevation Range (feet)
Chloropyron maritimum ssp. *maritimum*	salt marsh bird's-beak	FE/SE/1B.2/BLM-S	Coastal dunes, Marshes and swamps (coastal salt)/annual herb (hemiparasitic)/May–Oct(Nov)/0–100
Chorizanthe leptotheca	Peninsular spineflower	None/None/4.2/None	Chaparral, Coastal scrub, Lower montane coniferous forest; Granitic/annual herb/May–Aug/985–6235
Chorizanthe parryi var. *parryi*	Parry's spineflower	None/None/1B.1/BLM-S, USFS-S	Chaparral, Cismontane woodland, Coastal scrub, Valley and foothill grassland; Openings, Rocky (sometimes), Sandy (sometimes)/annual herb/Apr–June/900–4005
Chorizanthe xanti var. *leucotheca*	white-bracted spineflower	None/None/1B.2/BLM-S, USFS-S	Coastal scrub (alluvial fans), Mojavean desert scrub, Pinyon and juniper woodland; Gravelly (sometimes), Sandy (sometimes)/annual herb/Apr–June/985–3935
Convolvulus simulans	small-flowered morning-glory	None/None/4.2/None	Chaparral (openings), Coastal scrub, Valley and foothill grassland; Clay, Seeps, Serpentine/annual herb/Mar–July/100–2430
Cuscuta obtusiflora var. *glandulosa*	Peruvian dodder	None/None/2B.2/None	Marshes and swamps (freshwater)/annual vine (parasitic)/July–Oct/50–920
Deinandra paniculata	paniculate tarplant	None/None/4.2/None	Coastal scrub, Valley and foothill grassland, Vernal pools; Sandy (sometimes), Vernally Mesic (usually)/annual herb/(Mar)Apr–Nov/80–3085
Dodecahema leptoceras	slender-horned spineflower	FE/SE/1B.1/None	Chaparral, Cismontane woodland, Coastal scrub (alluvial fans); Sandy/annual herb/Apr–June/655–2495
Eriastrum densifolium ssp. *sanctorum*	Santa Ana River woollystar	FE/SE/1B.1/None	Chaparral, Coastal scrub (alluvial fans); Gravelly (sometimes), Sandy (sometimes)/perennial herb/Apr–Sep/300–2000
Fimbristylis thermalis	hot springs fimbristylis	None/None/2B.2/None	Meadows and seeps (alkaline, near hot springs)/perennial rhizomatous herb/July–Sep/360–4395
Galium californicum ssp. *primum*	Alvin Meadow bedstraw	None/None/1B.2/USFS-S	Chaparral, Lower montane coniferous forest; Granitic, Sandy/perennial herb/May–July/4430–5580
Helianthus nuttallii ssp. *parishii*	Los Angeles sunflower	None/None/1A/None	Marshes and swamps (freshwater, coastal salt)/perennial rhizomatous herb/Aug–Oct/35–5005
Heuchera parishii	Parish's alumroot	None/None/1B.3/USFS-S	Alpine boulder and rock field, Lower montane coniferous forest, Subalpine coniferous forest, Upper montane coniferous forest; Carbonate (sometimes), Rocky/perennial rhizomatous herb/June–Aug/4920–12470
Hordeum intercedens	vernal barley	None/None/3.2/None	Coastal dunes, Coastal scrub, Valley and foothill grassland (depressions, saline flats), Vernal pools/annual herb/Mar–June/15–3280
Horkelia cuneata var. *puberula*	mesa horkelia	None/None/1B.1/USFS-S	Chaparral (maritime), Cismontane woodland, Coastal scrub; Gravelly (sometimes), Sandy (sometimes)/perennial herb/Feb–July(Sep)/230–2660
Imperata brevifolia	California satintail	None/None/2B.1/USFS-S	Chaparral, Coastal scrub, Meadows and seeps (often alkali), Mojavean desert scrub, Riparian scrub; Mesic/perennial rhizomatous herb/Sep–May/0–3985
Ivesia argyrocoma var. *argyrocoma*	silver-haired ivesia	None/None/1B.2/USFS-S	Meadows and seeps (alkaline), Pebble (Pavement) plain, Upper montane coniferous forest/perennial herb/June–Aug/4800–9710
Juglans californica	Southern California black walnut	None/None/4.2/None	Chaparral, Cismontane woodland, Coastal scrub, Riparian woodland/perennial deciduous tree/Mar–Aug/165–2955

Scientific Name	Common Name	Status (Federal/State/CRPR/Other)	Habitats/ Life Form/ Blooming Period/ Elevation Range (feet)
Lasthenia glabrata ssp. *coulteri*	Coulter's goldfields	None/None/1B.1/BLM-S	Marshes and swamps (coastal salt), Playas, Vernal pools/annual herb/Feb–June/5–4005
Lepidium virginicum var. *robinsonii*	Robinson's pepper-grass	None/None/4.3/None	Chaparral, Coastal scrub/annual herb/Jan–July/5–2905
Lilium humboldtii ssp. *ocellatum*	ocellated Humboldt lily	None/None/4.2/None	Chaparral, Cismontane woodland, Coastal scrub, Lower montane coniferous forest, Riparian woodland; Openings/perennial bulbiferous herb/Mar–July(Aug)/100–5905
Lilium parryi	lemon lily	None/None/1B.2/USFS-S	Lower montane coniferous forest, Meadows and seeps, Riparian forest, Upper montane coniferous forest; Mesic/perennial bulbiferous herb/July–Aug/4005–9005
Lycium parishii	Parish's desert-thorn	None/None/2B.3/None	Coastal scrub, Sonoran desert scrub/perennial shrub/Mar–Apr/445–3280
Malacothamnus parishii	Parish's bushmallow	None/None/1A/None	Chaparral, Coastal scrub/perennial deciduous shrub/June–July/1000–1495
Monardella macrantha ssp. *hallii*	Hall's monardella	None/None/1B.3/USFS-S	Broadleafed upland forest, Chaparral, Cismontane woodland, Lower montane coniferous forest, Valley and foothill grassland/perennial rhizomatous herb/June–Oct/2395–7200
Monardella pringlei	Pringle's monardella	None/None/1A/None	Coastal scrub (sandy)/annual herb/May–June/985–1310
Muhlenbergia californica	California muhly	None/None/4.3/None	Chaparral, Coastal scrub, Lower montane coniferous forest, Meadows and seeps; Mesic, Seeps, Streambanks/perennial rhizomatous herb/June–Sep/330–6560
Nasturtium gambelii	Gambel's water cress	FE/ST/1B.1/None	Marshes and swamps (brackish, freshwater)/perennial rhizomatous herb/Apr–Oct/15–1085
Opuntia basilaris var. *brachyclada*	short-joint beavertail	None/None/1B.2/BLM-S, USFS-S	Chaparral, Joshua tree "woodland", Mojavean desert scrub, Pinyon and juniper woodland/perennial stem/Apr–June(Aug)/1395–5905
Pelazoneuron puberulum var. *sonorense*	Sonoran maiden fern	None/None/2B.2/USFS-S	Meadows and seeps (seeps, streams)/perennial rhizomatous herb/Jan–Sep/165–2000
Perideridia parishii ssp. *parishii*	Parish's yampah	None/None/2B.2/None	Lower montane coniferous forest, Meadows and seeps, Upper montane coniferous forest/perennial herb/June–Aug/4805–9845
Phacelia stellaris	Brand's star phacelia	None/None/1B.1/None	Coastal dunes, Coastal scrub/annual herb/Mar–June/5–1310
Ribes divaricatum var. *parishii*	Parish's gooseberry	None/None/1A/None	Riparian woodland/perennial deciduous shrub/Feb–Apr/215–985
Romneya coulteri	Coulter's matilija poppy	None/None/4.2/None	Chaparral, Coastal scrub; Burned areas (often)/perennial rhizomatous herb/Mar–July(Aug)/65–3935
Schoenus nigricans	black bog-rush	None/None/2B.2/USFS-S	Marshes and swamps (often alkaline)/perennial herb/Aug–Sep/490–6560
Senecio aphanactis	chaparral ragwort	None/None/2B.2/None	Chaparral, Cismontane woodland, Coastal scrub; Alkaline (sometimes)/annual herb/Jan–Apr(May)/50–2625
Sidalcea malviflora ssp. *dolosa*	Bear Valley checkerbloom	None/None/1B.2/USFS-S	Lower montane coniferous forest (meadows, seeps), Meadows and seeps, Riparian woodland, Upper montane coniferous forest (meadows, seeps)/perennial herb/May–Aug/4905–8810
Sidalcea neomexicana	salt spring checkerbloom	None/None/2B.2/USFS-S	Chaparral, Coastal scrub, Lower montane coniferous forest, Mojavean desert scrub, Playas; Alkaline, Mesic/perennial herb/Mar–June/50–5020

Scientific Name	Common Name	Status (Federal/State/CRPR/Other)	Habitats/ Life Form/ Blooming Period/ Elevation Range (feet)
Sphenopholis obtusata	prairie wedge grass	None/None/2B.2/None	Cismontane woodland, Meadows and seeps; Mesic/perennial herb/Apr–July/985–6560
Streptanthus bernardinus	Laguna Mountains jewelflower	None/None/4.3/None	Chaparral, Lower montane coniferous forest/perennial herb/May–Aug/2200–8205
Streptanthus campestris	southern jewelflower	None/None/1B.3/BLM-S, USFS-S	Chaparral, Lower montane coniferous forest, Pinyon and juniper woodland; Rocky/perennial herb/(Apr)May–July/2955–7545
Symphyotrichum defoliatum	San Bernardino aster	None/None/1B.2/USFS-S	Cismontane woodland, Coastal scrub, Lower montane coniferous forest, Marshes and swamps, Meadows and seeps, Valley and foothill grassland (vernally mesic); Streambanks/perennial rhizomatous herb/July–Nov/5–6695

Status Legend:

Federal

FE: Federally listed as endangered
FT: Federally listed as threatened
FPE: Federally proposed for listing as endangered
FPT: Federally proposed for listing as threatened
FC: Federal candidate species (former Category 1 candidates)
None: No federal listing
FDL: Delisted

State

SE: State listed as endangered
ST: State listed as threatened
SR: State rare
SCE: State candidate for listing as endangered
SCT: State candidate for listing as threatened
None: No state listing
SDL: State delisting

California Rare Plant Rank (CRPR)

CRPR 1A: Plants presumed extirpated in California and either rare or extinct elsewhere
CRPR 1B: Plants rare, threatened, or endangered in California and elsewhere
CRPR 2A: Plants presumed extirpated in California but common elsewhere
CRPR 2B: Plants rare, threatened, or endangered in California but more common elsewhere
CRPR 3: Review List: Plants about which more information is needed
CRPR 4: Watch List: Plants of limited distribution
.1 Seriously threatened in California (over 80% of occurrences threatened / high degree and immediacy of threat)
.2 Moderately threatened in California (20–80% occurrences threatened / moderate degree and immediacy of threat)
.3 Not very threatened in California (<20% of occurrences threatened / low degree and immediacy of threat or no current threats known)

Scientific Name	Common Name	Status (Federal/State/Other)	Habitats
Amphibians			
Batrachoseps gabrieli	San Gabriel slender salamander	None / None / USFS-S	Talus slope; Known only from the San Gabriel Mtns. Found under rocks, wood, and fern fronds, and on soil at the base of talus slopes.
Rana draytonii	California red-legged frog	FT / None / CDFW-SSC	Aquatic | Artificial flowing waters | Artificial standing waters | Freshwater marsh | Marsh & swamp | Riparian forest | Riparian scrub | Riparian woodland | Sacramento/San Joaquin flowing waters | Sacramento/San Joaquin standing waters | South coast flow; Lowlands and foothills in or near permanent sources of deep water with dense, shrubby or emergent riparian vegetation.
Rana muscosa	southern mountain yellow-legged frog	FE / SE / USFS-S	Aquatic; Disjunct populations known from southern Sierras (northern DPS) and San Gabriel, San Bernardino, and San Jacinto Mtns (southern DPS). Found at 1,000 to 12,000 ft in lakes and creeks that stem from springs and snowmelt. May overwinter under frozen lakes.
Spea hammondii	western spadefoot	FPT / None / BLM-S, CDFW-SSC	Cismontane woodland | Coastal scrub | Valley & foothill grassland | Vernal pool | Wetland; Occurs primarily in grassland habitats, but can be found in valley-foothill hardwood woodlands.
Birds			
Accipiter cooperii	Cooper's hawk	None / None / CDFW-WL	Cismontane woodland | Riparian forest | Riparian woodland | Upper montane coniferous forest; Woodland, chiefly of open, interrupted or marginal type.
Agelaius tricolor	tricolored blackbird	None / ST / BCC, BLM-S, CDFW-SSC	Freshwater marsh | Marsh & swamp | Swamp | Wetland; Highly colonial species, most numerous in Central Valley and vicinity. Largely endemic to California.
Aimophila ruficeps canescens	southern California rufous-crowned sparrow	None / None / CDFW-WL	Chaparral | Coastal scrub; Resident in Southern California coastal sage scrub and sparse mixed chaparral.
Artemisiospiza belli belli	Bell's sparrow	None / None / CDFW-WL	Chaparral | Coastal scrub; Nests in chaparral dominated by fairly dense stands of chamise. Found in coastal sage scrub in south of range.
Athene cunicularia	burrowing owl	None / SCE / BCC, BLM-S, CDFW-SSC	Coastal prairie | Coastal scrub | Great Basin grassland | Great Basin scrub | Mojavean desert scrub | Sonoran desert scrub | Valley & foothill grassland; Open, dry annual or perennial grasslands, deserts, and scrublands characterized by low-growing vegetation.
Buteo regalis	ferruginous hawk	None / None / CDFW-WL	Great Basin grassland | Great Basin scrub | Pinon & juniper woodlands | Valley & foothill grassland; Open grasslands, sagebrush flats, desert scrub, low foothills and fringes of pinyon and juniper habitats.
Buteo swainsoni	Swainson's hawk	None / ST / BLM-S	Great Basin grassland | Riparian forest | Riparian woodland | Valley & foothill grassland; Breeds in grasslands with scattered trees, juniper-sage flats, riparian areas, savannahs, and agricultural or ranch lands with groves or lines of trees.
Coccyzus americanus occidentalis	western yellow-billed cuckoo	FT / SE / BLM-S, USFS-S	Riparian forest; Riparian forest nester, along the broad, lower flood-bottoms of larger river systems.
Coturnicops noveboracensis	yellow rail	None / None / BCC, CDFW-SSC, USFS-S	Freshwater marsh | Meadow & seep; Summer resident in eastern Sierra Nevada in Mono County.

Scientific Name	Common Name	Status (Federal/State/Other)	Habitats
Empidonax traillii extimus	southwestern willow flycatcher	FE / SE / None	Riparian woodland; Riparian woodlands in Southern California.
Eremophila alpestris actia	California horned lark	None / None / CDFW-WL	Marine intertidal & splash zone communities | Meadow & seep; Coastal regions, chiefly from Sonoma County to San Diego County. Also main part of San Joaquin Valley and east to foothills.
Falco columbarius	merlin	None / None / CDFW-WL	Estuary | Great Basin grassland | Valley & foothill grassland; Seacoast, tidal estuaries, open woodlands, savannahs, edges of grasslands and deserts, farms and ranches.
Haliaeetus leucocephalus	bald eagle	FD / SE / BLM-S, CDFW-FP, USFS-S	Lower montane coniferous forest | Oldgrowth; Ocean shore, lake margins, and rivers for both nesting and wintering. Most nests within 1 mile of water.
Icteria virens	yellow-breasted chat	None / None / CDFW-SSC	Riparian forest | Riparian scrub | Riparian woodland; Summer resident; inhabits riparian thickets of willow and other brushy tangles near watercourses.
Lanius ludovicianus	loggerhead shrike	None / None / CDFW-SSC	Broadleaved upland forest | Desert wash | Joshua tree woodland | Mojavean desert scrub | Pinon & juniper woodlands | Riparian woodland | Sonoran desert scrub; Broken woodlands, savannah, pinyon-juniper, Joshua tree, and riparian woodlands, desert oases, scrub and washes.
Laterallus jamaicensis coturniculus	California black rail	None / ST / BLM-S, CDFW-FP	Brackish marsh | Freshwater marsh | Marsh & swamp | Salt marsh | Wetland; Inhabits freshwater marshes, wet meadows and shallow margins of saltwater marshes bordering larger bays.
Polioptila californica californica	coastal California gnatcatcher	FT / None / CDFW-SSC	Coastal bluff scrub | Coastal scrub; Obligate, permanent resident of coastal sage scrub below 2500 ft in Southern California.
Setophaga petechia	yellow warbler	None / None / CDFW-SSC	Riparian forest | Riparian scrub | Riparian woodland; Riparian plant associations in close proximity to water. Also nests in montane shrubbery in open conifer forests in Cascades and Sierra Nevada.
Spinus lawrencei	Lawrence's goldfinch	None / None / BCC	Broadleaved upland forest | Chaparral | Pinon & juniper woodlands | Riparian woodland; Nests in open oak or other arid woodland and chaparral, near water. Nearby herbaceous habitats used for feeding.
Vireo bellii pusillus	least Bell's vireo	FE / SE	Riparian forest | Riparian scrub | Riparian woodland; Summer resident of Southern California in low riparian in vicinity of water or in dry river bottoms; below 2000 ft.
Fishes			
Catostomus santaanae	Santa Ana sucker	FT / None / CDFW-SSC	Aquatic | South coast flowing waters; Endemic to Los Angeles Basin south coastal streams.
Gila orcuttii	arroyo chub	None / None / CDFW-SSC, USFS-S	Aquatic | South coast flowing waters; Native to streams from Malibu Creek to San Luis Rey River basin. Introduced into streams in Santa Clara, Ventura, Santa Ynez, Mojave and San Diego river basins.
Oncorhynchus mykiss irideus pop. 10	steelhead - southern California DPS	FE / SCE / None	Aquatic | South coast flowing waters; Federal listing refers to populations from Santa Maria River south to southern extent of range (San Mateo Creek in San Diego County).
Rhinichthys gabrielino	Santa Ana speckled dace	FPT / None / CDFW-SSC, USFS-S	Aquatic | South coast flowing waters; Headwaters of the Santa Ana and San Gabriel rivers. May be extirpated from the Los Angeles River system.

Scientific Name	Common Name	Status (Federal/State/Other)	Habitats
Invertebrates			
Bombus crotchii	Crotch's bumble bee	None / SCE / None	Open grassland and scrub communities supporting suitable floral resources. ; Coastal California east to the Sierra-Cascade crest and south into Mexico.
Danaus plexippus plexippus	monarch - California overwintering population	FC / None / USFS-S	Closed-cone coniferous forest; Winter roost sites extend along the coast from northern Mendocino to Baja California, Mexico.
Euphydryas editha quino	quino checkerspot butterfly	FE / None / None	Chaparral | Coastal scrub; Sunny openings within chaparral and coastal sage shrublands in parts of Riverside and San Diego counties.
Rhaphiomidas terminatus abdominalis	Delhi Sands flower-loving fly	FE / None / None	Interior dunes; Found only in areas of the Delhi Sands formation in southwestern San Bernardino and northwestern Riverside counties.
Streptocephalus woottoni	Riverside fairy shrimp	FE / None / None	Coastal scrub | Valley & foothill grassland | Vernal pool | Wetland; Endemic to Western Riverside, Orange, and San Diego counties in areas of tectonic swales/earth slump basins in grassland and coastal sage scrub.
Mammals			
Antrozous pallidus	pallid bat	None / None / BLM-S, CDFW-SSC, USFS-S	Chaparral | Coastal scrub | Desert wash | Great Basin grassland | Great Basin scrub | Mojavean desert scrub | Riparian woodland | Sonoran desert scrub | Upper montane coniferous forest | Valley & foothill grassland; Deserts, grasslands, shrublands, woodlands and forests. Most common in open, dry habitats with rocky areas for roosting.
Dasypterus xanthinus	western yellow bat	None / None / CDFW-SSC	Desert wash; Found in valley foothill riparian, desert riparian, desert wash, and palm oasis habitats.
Dipodomys merriami parvus	San Bernardino kangaroo rat	FE / SE / CDFW-SSC	Coastal scrub; Alluvial scrub vegetation on sandy loam substrates characteristic of alluvial fans and flood plains.
Dipodomys stephensi	Stephens' kangaroo rat	FT / ST / None	Coastal scrub | Valley & foothill grassland; Primarily annual and perennial grasslands, but also occurs in coastal scrub and sagebrush with sparse canopy cover.
Eumops perotis californicus	western mastiff bat	None / None / BLM-S, CDFW-SSC	Chaparral | Cismontane woodland | Coastal scrub | Valley & foothill grassland; Many open, semi-arid to arid habitats, including conifer and deciduous woodlands, coastal scrub, grasslands, chaparral, etc.
Glaucomys oregonensis californicus	San Bernardino flying squirrel	None / None / CDFW-SSC, USFS-S	Broadleaved upland forest | Lower montane coniferous forest; Known from black oak or white fir dominated woodlands between 5200 - 8500 ft in the San Bernardino and San Jacinto ranges. May be extirpated from San Jacinto range.
Neotoma lepida intermedia	San Diego desert woodrat	None / None / CDFW-SSC	Coastal scrub; Coastal scrub of Southern California from San Diego County to San Luis Obispo County.
Nyctinomops femorosaccus	pocketed free-tailed bat	None / None / CDFW-SSC	Joshua tree woodland | Pinon & juniper woodlands | Riparian scrub | Sonoran desert scrub; Variety of arid areas in Southern California; pine-juniper woodlands, desert scrub, palm oasis, desert wash, desert riparian, etc.
Onychomys torridus ramona	southern grasshopper mouse	None / None / CDFW-SSC	Chenopod scrub; Desert areas, especially scrub habitats with friable soils for digging. Prefers low to moderate shrub cover.
Perognathus alticola alticola	white-eared pocket mouse	None / None / BLM-S, CDFW-SSC, USFS-S	Lower montane coniferous forest | Mojavean desert scrub | Pinon & juniper woodlands; Ponderosa and Jeffrey pine habitats; also in mixed chaparral and sagebrush habitats in the San Bernardino Mountains.

Scientific Name	Common Name	Status (Federal/State/Other)	Habitats
Perognathus longimembris brevinasus	Los Angeles pocket mouse	None / None / CDFW-SSC	Coastal scrub; Lower elevation grasslands and coastal sage communities in and around the Los Angeles Basin.
Taxidea taxus	American badger	None / None / CDFW-SSC	Alkali marsh | Alkali playa | Alpine | Alpine dwarf scrub | Bog & fen | Brackish marsh | Broadleaved upland forest | Chaparral | Chenopod scrub | Cismontane woodland | Closed-cone coniferous forest | Coastal bluff scrub | Coastal dunes | Coastal prairie; Most abundant in drier open stages of most shrub, forest, and herbaceous habitats, with friable soils.
Reptiles			
Actinemys pallida	southwestern pond turtle	FPT / None / BLM-S, CDFW-SSC, USFS-S	Typically inhabits freshwater environments such as ponds, lakes, marshes, and slow-moving streams with abundant aquatic vegetation. Found from sea level to elevations of 6,500 feet,
Anniella stebbinsi	Southern California legless lizard	None / None / CDFW-SSC, USFS-S	Broadleaved upland forest | Chaparral | Coastal dunes | Coastal scrub; Generally south of the Transverse Range, extending to northwestern Baja California. Occurs in sandy or loose loamy soils under sparse vegetation. Disjunct populations in the Tehachapi and Piute Mountains in Kern County.
Arizona elegans occidentalis	California glossy snake	None / None / CDFW-SSC	Arid scrub, rocky washes, grasslands, chaparral, open areas with loose soil; Patchily distributed from the eastern portion of San Francisco Bay, southern San Joaquin Valley, and the Coast, Transverse, and Peninsular ranges, south to Baja California.
Aspidoscelis hyperythra	orange-throated whiptail	None / None / CDFW-WL, USFS-S	Chaparral | Cismontane woodland | Coastal scrub; Inhabits low-elevation coastal scrub, chaparral, and valley-foothill hardwood habitats.
Aspidoscelis tigris stejnegeri	coastal whiptail	None / None / CDFW-SSC	Hot and dry areas with sparse foliage, including chaparral, woodland, and riparian areas.; Found in deserts and semi-arid areas with sparse vegetation and open areas. Also found in woodland and riparian areas.
Charina umbratica	southern rubber boa	None / ST / USFS-S	Meadow & seep | Riparian forest | Riparian woodland | Upper montane coniferous forest | Wetland; Found in a variety of montane forest habitats. Previously considered morphologically intermediate, recent (2022) genomic analysis clarifies individuals from Mt Pinos, Tehachapi Mts, and southern Sierra Nevada are southern rubber boa.
Coleonyx variegatus abbotti	San Diego banded gecko	None / None / CDFW-SSC	Chaparral | Coastal scrub; Coastal and cismontane Southern California.
Crotalus ruber	red-diamond rattlesnake	None / None / CDFW-SSC, USFS-S	Chaparral | Mojavean desert scrub | Sonoran desert scrub; Chaparral, woodland, grassland, and desert areas from coastal San Diego County to the eastern slopes of the mountains.
Diadophis punctatus modestus	San Bernardino ringneck snake	None / None / USFS-S	Moist habitats including wet meadows, rocky hillsides, gardens, farmland grassland, chaparral, mixed-conifer forest, and woodland; Most common in open, relatively rocky areas. Often in somewhat moist microhabitats near intermittent streams.
Phrynosoma blainvillii	coast horned lizard	None / None / BLM-S, CDFW-SSC	Chaparral | Cismontane woodland | Coastal bluff scrub | Coastal scrub | Desert wash | Pinon & juniper woodlands | Riparian scrub | Riparian woodland | Valley & foothill grassland; Frequents a wide variety of habitats, most common in lowlands along sandy washes with scattered low bushes.

Scientific Name	Common Name	Status (Federal/State/Other)	Habitats
Salvadora hexalepis virgultea	coast patch-nosed snake	None / None / CDFW-SSC	Coastal scrub; Brushy or shrubby vegetation in coastal Southern California.
Thamnophis hammondii	two-striped gartersnake	None / None / BLM-S, CDFW-SSC, USFS-S	Marsh & swamp | Riparian scrub | Riparian woodland | Wetland; Coastal California from vicinity of Salinas to northwest Baja California. From sea to about 7,000 ft elevation.
Thamnophis sirtalis pop. 1	south coast gartersnake	None / None / CDFW-SSC	Artificial standing waters | Marsh & swamp | Riparian scrub | Riparian woodland | South coast flowing waters | South coast standing waters | Wetland; Southern California coastal plain from Ventura County to San Diego County, and from sea level to about 850 m.

Status Legend:

Federal

FE: Federally listed as endangered
FT: Federally listed as threatened
FPE: Federally proposed for listing as endangered
FPT: Federally proposed for listing as threatened
FC: Federal candidate species (former Category 1 candidates)
None: No federal listing
FDL: Delisted

State

SE: State listed as endangered
ST: State listed as threatened
SR: State rare
SCE: State candidate for listing as endangered
SCT: State candidate for listing as threatened
None: No state listing
SDL: State delisting

Other

BCC: U.S. Fish and Wildlife Service Bird of Conservation Concern
BLM-S: Bureau of Land Management Sensitive Species
CDFW-FP: California Fully Protected Species
CDFW-SSC: California Species of Special Concern
CDFW-WL: California Watch List Species
USFS-S: U.S. Forest Service Sensitive Species

ATTACHMENT C

Records Search Results - CNDDB

Selected Elements by Scientific Name

California Department of Fish and Wildlife

California Natural Diversity Database

Query Criteria: Quad IS (Devore (3411724) OR San Bernardino North (3411723) OR Harrison Mtn. (3411722) OR Fontana (3411714) OR San Bernardino South (3411713) OR Redlands (3411712) OR Riverside West (3311784) OR Riverside East (3311783) OR Sunnymead (3311782))

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Accipiter cooperii Cooper's hawk	ABNKC12040	None	None	G5	S4	WL
Actinemys pallida southwestern pond turtle	ARAAD02032	Proposed Threatened	None	G2G3	SNR	SSC
Agelaius tricolor tricolored blackbird	ABPBXB0020	None	Threatened	G1G2	S2	SSC
Aimophila ruficeps canescens southern California rufous-crowned sparrow	ABPBX91091	None	None	G5T3	S4	WL
Allium howellii var. clokeyi Mt. Pinos onion	PMLIL02161	None	None	G3G4T2	S2	1B.3
Ambrosia monogyra singlewhorl burrobrush	PDAST50010	None	None	G5	S2	2B.2
Ambrosia pumila San Diego ambrosia	PDAST0C0M0	Endangered	None	G1	S1	1B.1
Anniella stebbinsi Southern California legless lizard	ARACC01060	None	None	G3	S3	SSC
Antrozous pallidus pallid bat	AMACC10010	None	None	G4	S3	SSC
Arenaria paludicola marsh sandwort	PDCAR040L0	Endangered	Endangered	G1	S1	1B.1
Arizona elegans occidentalis California glossy snake	ARADB01017	None	None	G5T2	S2	SSC
Artemisiospiza belli belli Bell's sparrow	ABPBX97021	None	None	G5T2T3	S3	WL
Aspidoscelis hyperythra orange-throated whiptail	ARACJ02060	None	None	G5	S2S3	WL
Aspidoscelis tigris stejnegeri coastal whiptail	ARACJ02143	None	None	G5T5	S3	SSC
Astragalus hornii var. hornii Horn's milk-vetch	PDFAB0F421	None	None	GUT1	S1	1B.1
Athene cunicularia burrowing owl	ABNSB10010	None	Candidate Endangered	G4	S2	SSC
Batrachoseps gabrieli San Gabriel slender salamander	AAAAD02110	None	None	G2G3	S2S3	
Berberis nevinii Nevin's barberry	PDBER060A0	Endangered	Endangered	G1	S1	1B.1

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Bombus crotchii Crotch's bumble bee	IIHYM24480	None	Candidate Endangered	G2	S2	
Bombus morrisoni Morrison bumble bee	IIHYM24460	None	None	G3	S1S2	
Bombus pensylvanicus American bumble bee	IIHYM24260	None	None	G3G4	S2	
Brodiaea filifolia thread-leaved brodiaea	PMLIL0C050	Threatened	Endangered	G2	S2	1B.1
Buteo regalis ferruginous hawk	ABNKC19120	None	None	G4	S3S4	WL
Buteo swainsoni Swainson's hawk	ABNKC19070	None	Threatened	G5	S4	
Calochortus palmeri var. palmeri Palmer's mariposa-lily	PMLIL0D122	None	None	G3T2	S2	1B.2
Calochortus plummerae Plummer's mariposa-lily	PMLIL0D150	None	None	G4	S4	4.2
Carex comosa bristly sedge	PMCYP032Y0	None	None	G5	S2	2B.1
Castilleja lasiorhyncha San Bernardino Mountains owl's-clover	PDSCR0D410	None	None	G2?	S2?	1B.2
Catostomus santaanae Santa Ana sucker	AFCJC02190	Threatened	None	G1	S1	SSC
Centromadia pungens ssp. laevis smooth tarplant	PDAST4R0R4	None	None	G3G4T2	S2	1B.1
Ceratochrysis longimala Desert cuckoo wasp	IIHYM71040	None	None	G1	S1	
Chaetodipus fallax fallax northwestern San Diego pocket mouse	AMAFD05031	None	None	G5T3T4	S3S4	
Chaetodipus fallax pallidus pallid San Diego pocket mouse	AMAFD05032	None	None	G5T3T4	S3S4	
Charina umbratica southern rubber boa	ARADA01011	None	Threatened	G2G3	S2	
Chloropyron maritimum ssp. maritimum salt marsh bird's-beak	PDSCR0J0C2	Endangered	Endangered	G4?T1	S1	1B.2
Chorizanthe parryi var. parryi Parry's spineflower	PDPGN040J2	None	None	G3T2	S2	1B.1
Chorizanthe xanti var. leucotheca white-bracted spineflower	PDPGN040Z1	None	None	G4T3	S3	1B.2
Cicindela tranquebarica viridissima greenest tiger beetle	IICOL02201	None	None	G5T1	S1	
Coccyzus americanus occidentalis western yellow-billed cuckoo	ABNRB02022	Threatened	Endangered	G5T2T3	S1	

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Coleonyx variegatus abbotti San Diego banded gecko	ARACD01031	None	None	G5T5	S1S2	SSC
Coturnicops noveboracensis yellow rail	ABNME01010	None	None	G4	S2	SSC
Crotalus ruber red-diamond rattlesnake	ARADE02090	None	None	G4	S3	SSC
Cuscuta obtusiflora var. glandulosa Peruvian dodder	PDCUS01111	None	None	G5T4?	SH	2B.2
Diadophis punctatus modestus San Bernardino ringneck snake	ARADB10015	None	None	G5T2T3	S2?	
Dipodomys merriami parvus San Bernardino kangaroo rat	AMAFD03143	Endangered	Endangered	G5T1	S1	SSC
Dipodomys stephensi Stephens' kangaroo rat	AMAFD03100	Threatened	Threatened	G2	S3	
Dodecahema leptoceras slender-horned spineflower	PDPGN0V010	Endangered	Endangered	G1	S1	1B.1
Empidonax traillii extimus southwestern willow flycatcher	ABPAE33043	Endangered	Endangered	G5T2	S3	
Eremophila alpestris actia California horned lark	ABPAT02011	None	None	G5T4Q	S4	WL
Eriastrum densifolium ssp. sanctorum Santa Ana River woollystar	PDPLM03035	Endangered	Endangered	G4T1	S1	1B.1
Euchloe hyantis andrewsi Andrew's marble butterfly	IILEPA5032	None	None	G3G4T2	S2	
Eugnosta busckana Busck's gallmoth	IILEM2X090	None	None	G1G3	S2S3	
Eumops perotis californicus western mastiff bat	AMACD02011	None	None	G4G5T4	S3S4	SSC
Euphydryas editha quino quino checkerspot butterfly	IILEPK405L	Endangered	None	G4G5T1T2	S1S2	
Falco columbarius merlin	ABNKD06030	None	None	G5	S3S4	WL
Fimbristylis thermalis hot springs fimbristylis	PMCYP0B0N0	None	None	G4	S1S2	2B.2
Galium californicum ssp. primum Alvin Meadow bedstraw	PDRUB0N0E6	None	None	G5T2	S2	1B.2
Gila orcuttii arroyo chub	AFCJB13120	None	None	G1	S2	SSC
Glaucomys oregonensis californicus San Bernardino flying squirrel	AMAFB09021	None	None	G5T1T2	S1S2	SSC
Haliaeetus leucocephalus bald eagle	ABNKC10010	Delisted	Endangered	G5	S3	FP

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Helianthus nuttallii ssp. parishii Los Angeles sunflower	PDAST4N102	None	None	G5TX	SX	1A
Heuchera parishii Parish's alumroot	PDSAX0E1F0	None	None	G3	S3	1B.3
Horkelia cuneata var. puberula mesa horkelia	PDROS0W045	None	None	G4T1	S1	1B.1
Icteria virens yellow-breasted chat	ABPBX24010	None	None	G5	S4	SSC
Imperata brevifolia California satintail	PMPOA3D020	None	None	G3	S3	2B.1
Ivesia argyrocoma var. argyrocoma silver-haired ivesia	PDROS0X021	None	None	G2T2	S2	1B.2
Lanius ludovicianus loggerhead shrike	ABPBR01030	None	None	G4	S4	SSC
Lasiurus xanthinus western yellow bat	AMACC05070	None	None	G4G5	S3	SSC
Lasthenia glabrata ssp. coulteri Coulter's goldfields	PDAST5L0A1	None	None	G4T2	S2	1B.1
Laterallus jamaicensis coturniculus California black rail	ABNME03041	None	Threatened	G3T1	S2	FP
Lepidium virginicum var. robinsonii Robinson's pepper-grass	PDBRA1M114	None	None	G5T3	S3	4.3
Lepus californicus bennettii San Diego black-tailed jackrabbit	AMAEB03051	None	None	G5T3T4	S3S4	
Lilium parryi lemon lily	PMLIL1A0J0	None	None	G3	S3	1B.2
Lycium parishii Parish's desert-thorn	PDSOL0G0D0	None	None	G4	S1	2B.3
Malacothamnus parishii Parish's bushmallow	PDMAL0Q0C0	None	None	GXQ	SX	1A
Monardella macrantha ssp. hallii Hall's monardella	PDLAM180E1	None	None	G5T3	S3	1B.3
Monardella pringlei Pringle's monardella	PDLAM180J0	None	None	GX	SX	1A
Nasturtium gambelii Gambel's water cress	PDBRA270V0	Endangered	Threatened	G1	S1	1B.1
Neolarra alba white cuckoo bee	IIHYM81010	None	None	GH	SH	
Neotoma lepida intermedia San Diego desert woodrat	AMAFF08041	None	None	G5T3T4	S3S4	SSC
Nyctinomops femorosaccus pocketed free-tailed bat	AMACD04010	None	None	G5	S3	SSC

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Oncorhynchus mykiss irideus pop. 10 steelhead - southern California DPS	AFCHA0209J	Endangered	Candidate Endangered	G5T1Q	S1	
Onychomys torridus ramona southern grasshopper mouse	AMAFF06022	None	None	G5T3	S3	SSC
Opuntia basilaris var. brachyclada short-joint beavertail	PDCAC0D053	None	None	G5T3	S3	1B.2
Pelazoneuron puberulum var. sonorense Sonoran maiden fern	PPTHE05192	None	None	G5T4	S2	2B.2
Perideridia parishii ssp. parishii Parish's yampah	PDAPI1N0C2	None	None	G4T3T4	S2	2B.2
Perognathus alticola alticola white-eared pocket mouse	AMAFD01081	None	None	G2TH	SH	SSC
Perognathus longimembris brevinasus Los Angeles pocket mouse	AMAFD01041	None	None	G5T2	S1S2	SSC
Phacelia stellaris Brand's star phacelia	PDHYD0C510	None	None	G1	S1	1B.1
Phrynosoma blainvillii coast horned lizard	ARACF12100	None	None	G4	S4	SSC
Polioptila californica californica coastal California gnatcatcher	ABPBJ08081	Threatened	None	G4G5T3Q	S2	SSC
Rana draytonii California red-legged frog	AAABH01022	Threatened	None	G2G3	S2S3	SSC
Rana muscosa southern mountain yellow-legged frog	AAABH01330	Endangered	Endangered	G1	S2	WL
Rhaphiomidas terminatus abdominalis Delhi Sands flower-loving fly	IIDIP05021	Endangered	None	G1T1	S1	
Rhinichthys gabrielino Santa Ana speckled dace	AFCJB3705K	Proposed Threatened	None	G5T1	S1	SSC
Ribes divaricatum var. parishii Parish's gooseberry	PDGRO020F3	None	None	G5TX	SX	1A
Riversidian Alluvial Fan Sage Scrub Riversidian Alluvial Fan Sage Scrub	CTT32720CA	None	None	G1	S1.1	
Salvadora hexalepis virgultea coast patch-nosed snake	ARADB30033	None	None	G5T4	S3	SSC
Schoenus nigricans black bog-rush	PMCYP0P010	None	None	G4	S2	2B.2
Senecio aphanactis chaparral ragwort	PDAST8H060	None	None	G3	S2	2B.2
Setophaga petechia yellow warbler	ABPBX03010	None	None	G5	S3	SSC
Sidalcea malviflora ssp. dolosa Bear Valley checkerbloom	PDMAL110FH	None	None	G4G5T2	S2	1B.2

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Sidalcea neomexicana salt spring checkerbloom	PDMAL110J0	None	None	G4	S2	2B.2
Southern California Arroyo Chub/Santa Ana Sucker Stream Southern California Arroyo Chub/Santa Ana Sucker Stream	CARE2330CA	None	None	GNR	SNR	
Southern Coast Live Oak Riparian Forest Southern Coast Live Oak Riparian Forest	CTT61310CA	None	None	G4	S4	
Southern Cottonwood Willow Riparian Forest Southern Cottonwood Willow Riparian Forest	CTT61330CA	None	None	G3	S3.2	
Southern Mixed Riparian Forest Southern Mixed Riparian Forest	CTT61340CA	None	None	G2	S2.1	
Southern Riparian Forest Southern Riparian Forest	CTT61300CA	None	None	G4	S4	
Southern Riparian Scrub Southern Riparian Scrub	CTT63300CA	None	None	G3	S3.2	
Southern Sycamore Alder Riparian Woodland Southern Sycamore Alder Riparian Woodland	CTT62400CA	None	None	G4	S4	
Southern Willow Scrub Southern Willow Scrub	CTT63320CA	None	None	G3	S2.1	
Spea hammondii western spadefoot	AAABF02020	Proposed Threatened	None	G2G3	S3S4	SSC
Sphenopholis obtusata prairie wedge grass	PMPOA5T030	None	None	G5	S2	2B.2
Spinus lawrencei Lawrence's goldfinch	ABPBY06100	None	None	G3G4	S4	
Streptanthus bernardinus Laguna Mountains jewelflower	PDBRA2G060	None	None	G3G4	S3S4	4.3
Streptanthus campestris southern jewelflower	PDBRA2G0B0	None	None	G3	S3	1B.3
Streptocephalus woottoni Riverside fairy shrimp	ICBRA07010	Endangered	None	G1G2	S2	
Symphyotrichum defoliatum San Bernardino aster	PDASTE80C0	None	None	G2	S2	1B.2
Taxidea taxus American badger	AMAJF04010	None	None	G5	S3	SSC
Thamnophis hammondii two-striped gartersnake	ARADB36160	None	None	G4	S3S4	SSC
Thamnophis sirtalis pop. 1 south coast gartersnake	ARADB3613F	None	None	G5T1T2	S1S2	SSC
Vireo bellii pusillus least Bell's vireo	ABPBW01114	Endangered	Endangered	G5T2	S3	

Record Count: 122

ATTACHMENT D

Records Search Results – CNPS

CALIFORNIA NATIVE PLANT SOCIETY

CNPS Rare Plant Inventory

Search Results

43 matches found. Click on scientific name for details

Search Criteria: 9-Quad include [**3411713:3411712:3411722:3411723:3311782:3311783:3311784:3411714:3411724**], **1000** feet between Plant low elevation and high elevation, **1100** feet between Plant low elevation and high elevation

▲ SCIENTIFIC NAME	COMMON NAME	FAMILY	LIFEFORM	BLOOMING PERIOD	FED LIST	STATE LIST	GLOBAL RANK	STATE RANK	CA RARE PLANT RANK	OTHER STATUS	THREATS	GENERAL HABITATS	MICROHABITATS	LOWEST ELEVATION (FT)	HIGHEST ELEVATION (FT)	CA ENDEMIC
Abronia villosa var. *aurita*	chaparral sand-verbena	Nyctaginaceae	annual herb	(Jan)Mar-Sep	None	None	G5T2?	S2	1B.1		Agriculture, Altered flood/tidal/hydrologic regime, Biocides, Channelization, Dam/Inundation, Development, Disking, Foot traffic/trampling, Grazing, Improper burning regime, Non-native plant impacts, ORV activity, Other, Recreational use (non-ORV), Road/trail construction/maint., Vandalism/dumping/litter	Chaparral, Coastal scrub, Desert dunes	Sandy	245	5250	
Ambrosia monogyra	singlewhorl burrobrush	Asteraceae	perennial shrub	Aug-Nov	None	None	G5	S2	2B.2	SB_CRES	Grazing, Non-native plant impacts, Other, Road/trail construction/maint.	Chaparral, Sonoran desert scrub	Sandy	35	1640	
Ambrosia pumila	San Diego ambrosia	Asteraceae	perennial rhizomatous herb	Apr-Oct	FE	None	G1	S1	1B.1	SB_CRES	Agriculture, Altered flood/tidal/hydrologic regime, Biocides, Development, Disking, Erosion/runoff, Foot traffic/trampling, Grazing, Mining, Non-native plant impacts, ORV activity, Other, Over-collecting/poaching, Recreational use (non-ORV), Road/trail construction/maint., Vandalism/dumping/litter, Wood cutting or brush clearing	Chaparral, Coastal scrub, Valley and foothill grassland, Vernal pools	Alkaline (sometimes), Clay (sometimes), Disturbed areas (often), Loam (sometimes), Sandy (sometimes)	65	1360	
Artemisia palmeri	San Diego sagewort	Asteraceae	perennial deciduous shrub	(Feb)May-Sep	None	None	G3?	S3?	4.2	SB_CRES	Development, Foot traffic/trampling, Mining, Non-native plant impacts, Other, Road/trail construction/maint., Vandalism/dumping/litter	Chaparral, Coastal scrub, Riparian forest, Riparian scrub, Riparian woodland	Mesic, Sandy	15	3000	
Asplenium vespertinum	western spleenwort	Aspleniaceae	perennial rhizomatous herb	Feb-Jun	None	None	G3?	S4	4.2			Chaparral, Cismontane woodland, Coastal scrub	Rocky	590	3280	
Astragalus hornii var. *hornii*	Horn's milk-vetch	Fabaceae	annual herb	May-Oct	None	None	GUT1	S1	1B.1	BLM_S	Agriculture, Development, Other	Meadows and seeps, Playas	Alkaline, Lake Margins	195	2790	

Berberis nevinii	Nevin's barberry	Berberidaceae	perennial evergreen shrub	(Feb)Mar-Jun	FE	CE	G1	S1	1B.1	SB_CalBG/RSABG; SB_SBBG	Agriculture, Altered flood/tidal/hydrologic regime, Channelization, Dam/Inundation, Development, Erosion/runoff, Foot traffic/trampling, Grazing, Improper burning regime, Mining, Non-native plant impacts, ORV activity, Other, Recreational use (non-ORV), Road/trail construction/maint., Vandalism/dumping/litter, Wood cutting or brush clearing	Chaparral, Cismontane woodland, Coastal scrub, Riparian scrub	Gravelly (sometimes), Sandy (sometimes)	230	2705	Yes
Brodiaea filifolia	thread-leaved brodiaea	Themidaceae	perennial bulbiferous herb	Mar-Jun	FT	CE	G2	S2	1B.1	SB_CalBG/RSABG; SB_CRES	Agriculture, Altered flood/tidal/hydrologic regime, Dam/Inundation, Development, Disking, Erosion/runoff, Foot traffic/trampling, Grazing, Hybridization, Improper burning regime, Landfill, Military operations, Non-native plant impacts, ORV activity, Other, Recreational use (non-ORV), Road/trail construction/maint., Surface water diversion, Vandalism/dumping/litter, Waterway bank protection/maintenance, Wood cutting or brush clearing	Chaparral (openings), Cismontane woodland, Coastal scrub, Playas, Valley and foothill grassland, Vernal pools	Clay (often)	80	3675	Yes
Calochortus catalinae	Catalina mariposa lily	Liliaceae	perennial bulbiferous herb	(Feb)Mar-Jun	None	None	G3G4	S3S4	4.2	SB_CalBG/RSABG; SB_SBBG		Chaparral, Cismontane woodland, Coastal scrub, Valley and foothill grassland		50	2295	Yes
Calochortus plummerae	Plummer's mariposa-lily	Liliaceae	perennial bulbiferous herb	May-Jul	None	None	G4	S4	4.2	SB_CalBG/RSABG	Development, Erosion/runoff, Foot traffic/trampling, Grazing, Improper burning regime, Landfill, Mining, Non-native plant impacts, ORV activity, Other, Over-collecting/poaching, Recreational use (non-ORV), Road/trail construction/maint., Wood cutting or brush clearing	Chaparral, Cismontane woodland, Coastal scrub, Lower montane coniferous forest, Valley and foothill grassland	Granitic, Rocky	330	5580	Yes
Calochortus simulans	La Panza mariposa-lily	Liliaceae	perennial bulbiferous herb	Apr-Jun	None	None	G2	S2	1B.3	BLM_S; SB_CRES; SB_SBBG; USFS_S	Development, Erosion/runoff, Feral pigs, Foot traffic/trampling, Grazing, Improper burning regime, Insufficient population/stand size, Mining, Non-native plant impacts, Other, Recreational use (non-ORV), Road/trail construction/maint., Vandalism/dumping/litter	Chaparral, Cismontane woodland, Lower montane coniferous forest, Valley and foothill grassland	Granitic (often), Sandy, Serpentine (sometimes)	1065	3775	Yes
Carex comosa	bristly sedge	Cyperaceae	perennial rhizomatous herb	May-Sep	None	None	G5	S2	2B.1	IUCN_LC	Agriculture, Biocides, Development, Foot traffic/trampling, Grazing, Non-native plant impacts, Other, Road/trail construction/maint.	Coastal prairie, Marshes and swamps (lake margins), Valley and foothill grassland		0	2050	

Caulanthus simulans	Payson's jewelflower	Brassicaceae	annual herb	(Feb)Mar-May(Jun)	None	None	G4	S4	4.2	SB_CRES; USFS_S	Dam/Inundation, Development, Road/trail construction/maint.	Chaparral, Coastal scrub	Granitic, Sandy	295	7220	Yes
Centromadia pungens ssp. *laevis*	smooth tarplant	Asteraceae	annual herb	Apr-Sep	None	None	G3G4T2	S2	1B.1	BLM_S; SB_CalBG/RSABG	Agriculture, Altered flood/tidal/hydrologic regime, Channelization, Dam/Inundation, Development, Disking, Foot traffic/trampling, Grazing, Non-native plant impacts, ORV activity, Other, Recreational use (non-ORV), Road/trail construction/maint., Vandalism/dumping/litter, Wood cutting or brush clearing	Chenopod scrub, Meadows and seeps, Playas, Riparian woodland, Valley and foothill grassland	Alkaline	0	2100	Yes
Chorizanthe leptotheca	Peninsular spineflower	Polygonaceae	annual herb	May-Aug	None	None	G3	S3	4.2			Chaparral, Coastal scrub, Lower montane coniferous forest	Granitic	985	6235	
Chorizanthe parryi var. *parryi*	Parry's spineflower	Polygonaceae	annual herb	Apr-Jun	None	None	G3T2	S2	1B.1	BLM_S; SB_CalBG/RSABG; USFS_S	Altered flood/tidal/hydrologic regime, Dam/Inundation, Development, Disking, Grazing, Improper burning regime, Landfill, Mining, Non-native plant impacts, ORV activity, Other, Over-collecting/poaching, Road/trail construction/maint., Vandalism/dumping/litter, Wood cutting or brush clearing	Chaparral, Cismontane woodland, Coastal scrub, Valley and foothill grassland	Openings, Rocky (sometimes), Sandy (sometimes)	900	4005	Yes
Chorizanthe xanti var. *leucotheca*	white-bracted spineflower	Polygonaceae	annual herb	Apr-Jun	None	None	G4T3	S3	1B.2	BLM_S; SB_CalBG/RSABG; SB_USDA; USFS_S	Development, Grazing, Non-native plant impacts, ORV activity, Road/trail construction/maint.	Coastal scrub (alluvial fans), Mojavean desert scrub, Pinyon and juniper woodland	Gravelly (sometimes), Sandy (sometimes)	985	3935	Yes
Convolvulus simulans	small-flowered morning-glory	Convolvulaceae	annual herb	Mar-Jul	None	None	G4	S4	4.2	SB_CRES		Chaparral (openings), Coastal scrub, Valley and foothill grassland	Clay, Seeps, Serpentine	100	2430	
Deinandra paniculata	paniculate tarplant	Asteraceae	annual herb	(Mar)Apr-Nov	None	None	G4	S4	4.2			Coastal scrub, Valley and foothill grassland, Vernal pools	Sandy (sometimes), Vernally Mesic (usually)	80	3085	
Dodecahema leptoceras	slender-horned spineflower	Polygonaceae	annual herb	Apr-Jun	FE	CE	G1	S1	1B.1	SB_CalBG/RSABG	Altered flood/tidal/hydrologic regime, Biocides, Dam/Inundation, Development, Erosion/runoff, Foot traffic/trampling, Mining, Non-native plant impacts, ORV activity, Other, Recreational use (non-ORV), Road/trail construction/maint., Vandalism/dumping/litter	Chaparral, Cismontane woodland, Coastal scrub (alluvial fans)	Sandy	655	2495	Yes

Eriastrum densifolium ssp. *sanctorum*	Santa Ana River woollystar	Polemoniaceae	perennial herb	Apr-Sep	FE	CE	G4T1	S1	1B.1	SB_CalBG/RSABG	Agriculture, Altered flood/tidal/hydrologic regime, Biocides, Channelization, Dam/Inundation, Development, Disking, Foot traffic/trampling, Grazing, Hybridization, Improper burning regime, Mining, Non-native plant impacts, ORV activity, Other, Recreational use (non-ORV), Road/trail construction/maint., Surface water diversion, Vandalism/dumping/litter, Waterway bank protection/maintenance, Wood cutting or brush clearing	Chaparral, Coastal scrub (alluvial fans)	Gravelly (sometimes), Sandy (sometimes)	300	2000	Yes
Fimbristylis thermalis	hot springs fimbristylis	Cyperaceae	perennial rhizomatous herb	Jul-Sep	None	None	G4	S1S2	2B.2	SB_CalBG/RSABG	Altered flood/tidal/hydrologic regime, Development, Grazing, Groundwater pumping, Non-native plant impacts, ORV activity, Recreational use (non-ORV), Road/trail construction/maint.	Meadows and seeps (alkaline, near hot springs)		360	4395	
Helianthus nuttallii ssp. *parishii*	Los Angeles sunflower	Asteraceae	perennial rhizomatous herb	Aug-Oct	None	None	G5TX	SX	1A		Altered flood/tidal/hydrologic regime, Development	Marshes and swamps (freshwater, coastal salt)		35	5005	Yes
Hordeum intercedens	vernal barley	Poaceae	annual herb	Mar-Jun	None	None	G3G4	S3S4	3.2	SB_CalBG/RSABG		Coastal dunes, Coastal scrub, Valley and foothill grassland (depressions, saline flats), Vernal pools		15	3280	
Horkelia cuneata var. *puberula*	mesa horkelia	Rosaceae	perennial herb	Feb-Jul(Sep)	None	None	G4T1	S1	1B.1	BLM_S; SB_CalBG/RSABG; USFS_S	Development, Landfill, Mining, Non-native plant impacts, Other, Road/trail construction/maint., Wood cutting or brush clearing	Chaparral (maritime), Cismontane woodland, Coastal scrub	Gravelly (sometimes), Sandy (sometimes)	230	2660	Yes
Imperata brevifolia	California satintail	Poaceae	perennial rhizomatous herb	Sep-May	None	None	G3	S3	2B.1	SB_CalBG/RSABG; SB_SBBG; USFS_S	Development	Chaparral, Coastal scrub, Meadows and seeps (often alkali), Mojavean desert scrub, Riparian scrub	Mesic	0	3985	
Juglans californica	Southern California black walnut	Juglandaceae	perennial deciduous tree	Mar-Aug	None	None	G4	S4	4.2	IUCN_NT; SB_CalBG/RSABG; SB_USDA		Chaparral, Cismontane woodland, Coastal scrub, Riparian woodland		165	2955	Yes
Lasthenia glabrata ssp. *coulteri*	Coulter's goldfields	Asteraceae	annual herb	Feb-Jun	None	None	G4T2	S2	1B.1	BLM_S; SB_CalBG/RSABG; SB_SBBG	Agriculture, Altered flood/tidal/hydrologic regime, Biocides, Dam/Inundation, Development, Disking, Foot traffic/trampling, Grazing, Groundwater pumping, Insufficient population/stand size, Non-native plant impacts, ORV activity, Other, Road/trail construction/maint., Vandalism/dumping/litter	Marshes and swamps (coastal salt), Playas, Vernal pools		5	4005	

Lepidium virginicum var. *robinsonii*	Robinson's pepper-grass	Brassicaceae	annual herb	Jan-Jul	None	None	G5T3	S3	4.3		Development, Foot traffic/trampling, Grazing, Non-native plant impacts, Road/trail construction/maint., Wood cutting or brush clearing	Chaparral, Coastal scrub		5	2905	
Lilium humboldtii ssp. *ocellatum*	ocellated Humboldt lily	Liliaceae	perennial bulbiferous herb	Mar-Jul(Aug)	None	None	G4T4?	S4?	4.2	SB_CalBG/RSABG; SB_CRES		Chaparral, Cismontane woodland, Coastal scrub, Lower montane coniferous forest, Riparian woodland	Openings	100	5905	Yes
Lycium parishii	Parish's desert-thorn	Solanaceae	perennial shrub	Mar-Apr	None	None	G4	S1	2B.3	SB_CRES	Development, Foot traffic/trampling, ORV activity, Recreational use (non-ORV)	Coastal scrub, Sonoran desert scrub		445	3280	
Malacothamnus parishii	Parish's bushmallow	Malvaceae	perennial deciduous shrub	Jun-Jul	None	None	GXQ	SX	1A		Development	Chaparral, Coastal scrub		1000	1495	Yes
Monardella pringlei	Pringle's monardella	Lamiaceae	annual herb	May-Jun	None	None	GX	SX	1A		Development	Coastal scrub (sandy)		985	1310	Yes
Muhlenbergia californica	California muhly	Poaceae	perennial rhizomatous herb	Jun-Sep	None	None	G4	S4	4.3	SB_CalBG/RSABG		Chaparral, Coastal scrub, Lower montane coniferous forest, Meadows and seeps	Mesic, Seeps, Streambanks	330	6560	Yes
Nasturtium gambelii	Gambel's water cress	Brassicaceae	perennial rhizomatous herb	Apr-Oct	FE	CT	G1	S1	1B.1	SB_CalBG/RSABG; SB_SBBG	Agriculture, Altered flood/tidal/hydrologic regime, Development, Foot traffic/trampling, Groundwater pumping, Hybridization, Non-native plant impacts, ORV activity, Other, Recreational use (non-ORV), Surface water diversion, Vandalism/dumping/litter	Marshes and swamps (brackish, freshwater)		15	1085	
Pelazoneuron puberulum var. *sonorense*	Sonoran maiden fern	Thelypteridaceae	perennial rhizomatous herb	Jan-Sep	None	None	G5T4	S2	2B.2	USFS_S	Non-native plant impacts, Over-collecting/poaching, Surface water diversion	Meadows and seeps (seeps, streams)		165	2000	
Phacelia stellaris	Brand's star phacelia	Hydrophyllaceae	annual herb	Mar-Jun	None	None	G1	S1	1B.1	SB_CalBG/RSABG	Development, Erosion/runoff, Foot traffic/trampling, Military operations, Non-native plant impacts, ORV activity, Other, Recreational use (non-ORV)	Coastal dunes, Coastal scrub		5	1310	
Romneya coulteri	Coulter's matilija poppy	Papaveraceae	perennial rhizomatous herb	Mar-Jul(Aug)	None	None	G4	S4	4.2	SB_CalBG/RSABG		Chaparral, Coastal scrub	Burned areas (often)	65	3935	
Schoenus nigricans	black bog-rush	Cyperaceae	perennial herb	Aug-Sep	None	None	G4	S2	2B.2	IUCN_LC; USFS_S	Groundwater pumping, Non-native plant impacts, ORV activity, Road/trail construction/maint., Surface water diversion	Marshes and swamps (often alkaline)		490	6560	

Senecio aphanactis	chaparral ragwort	Asteraceae	annual herb	Jan-Apr(May)	None	None	G3	S2	2B.2	SB_CalBG/RSABG; SB_CRES	Development, Erosion/runoff, Feral pigs, Foot traffic/trampling, Grazing, Improper burning regime, Military operations, Non-native plant impacts, ORV activity, Other, Recreational use (non-ORV), Road/trail construction/maint., Wood cutting or brush clearing	Chaparral, Cismontane woodland, Coastal scrub	Alkaline (sometimes)	50	2625	
Sidalcea neomexicana	salt spring checkerbloom	Malvaceae	perennial herb	Mar-Jun	None	None	G4	S2	2B.2	USFS_S	Development	Chaparral, Coastal scrub, Lower montane coniferous forest, Mojavean desert scrub, Playas	Alkaline, Mesic	50	5020	
Sphenopholis obtusata	prairie wedge grass	Poaceae	perennial herb	Apr-Jul	None	None	G5	S2	2B.2		Non-native plant impacts, Recreational use (non-ORV), Vandalism/dumping/litter	Cismontane woodland, Meadows and seeps	Mesic	985	6560	
Symphyotrichum defoliatum	San Bernardino aster	Asteraceae	perennial rhizomatous herb	Jul-Nov	None	None	G2	S2	1B.2	BLM_S; SB_CalBG/RSABG; SB_CRES; USFS_S	Agriculture, Development, Erosion/runoff, Foot traffic/trampling, Grazing, Mining, Non-native plant impacts, ORV activity, Other, Road/trail construction/maint., Wood cutting or brush clearing	Cismontane woodland, Coastal scrub, Lower montane coniferous forest, Marshes and swamps, Meadows and seeps, Valley and foothill grassland (vernally mesic)	Streambanks	5	6695	Yes

Showing 1 to 43 of 43 entries

Suggested Citation:

California Native Plant Society, Rare Plant Program. 2024. Rare Plant Inventory (online edition, v9.5). Website https://www.rareplants.cnps.org [accessed 20 November 2024].

ATTACHMENT E

Records Search Results – USFWS (IPaC, NWI)

IPaC **U.S. Fish & Wildlife Service**

IPaC resource list

This report is an automatically generated list of species and other resources such as critical habitat (collectively referred to as *trust resources*) under the U.S. Fish and Wildlife Service's (USFWS) jurisdiction that are known or expected to be on or near the project area referenced below. The list may also include trust resources that occur outside of the project area, but that could potentially be directly or indirectly affected by activities in the project area. However, determining the likelihood and extent of effects a project may have on trust resources typically requires gathering additional site-specific (e.g., vegetation/species surveys) and project-specific (e.g., magnitude and timing of proposed activities) information.

Below is a summary of the project information you provided and contact information for the USFWS office(s) with jurisdiction in the defined project area. Please read the introduction to each section that follows (Endangered Species, Migratory Birds, USFWS Facilities, and NWI Wetlands) for additional information applicable to the trust resources addressed in that section.

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Location

San Bernardino County, California

Local office

Carlsbad Fish And Wildlife Office

(760) 431-9440
(760) 431-5901

2177 Salk Avenue - Suite 250
Carlsbad, CA 92008-7385

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Endangered species

This resource list is for informational purposes only and does not constitute an analysis of project level impacts.

The primary information used to generate this list is the known or expected range of each species. Additional areas of influence (AOI) for species are also considered. An AOI includes areas outside of the species range if the species could be indirectly affected by activities in that area (e.g., placing a dam upstream of a fish population even if that fish does not occur at the dam site, may indirectly impact the species by reducing or eliminating water flow downstream). Because species can move, and site conditions can change, the species on this list are not guaranteed to be found on or near the project area. To fully determine any potential effects to species, additional site-specific and project-specific information is often required.

Section 7 of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency. A letter from the local office and a species list which fulfills this requirement can **only** be obtained by requesting an official species list from either the Regulatory Review section in IPaC (see directions below) or from the local field office directly.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list by doing the following:

1. Draw the project location and click CONTINUE.
2. Click DEFINE PROJECT.
3. Log in (if directed to do so).
4. Provide a name and description for your project.
5. Click REQUEST SPECIES LIST.

Listed species[1] and their critical habitats are managed by the Ecological Services Program of the U.S. Fish and Wildlife Service (USFWS) and the fisheries division of the National Oceanic and Atmospheric Administration (NOAA Fisheries[2]).

Species and critical habitats under the sole responsibility of NOAA Fisheries are **not** shown on this list. Please contact NOAA Fisheries for species under their jurisdiction.

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1. Species listed under the Endangered Species Act are threatened or endangered; IPaC also shows species that are candidates, or proposed, for listing. See the listing status page for more information. IPaC only shows species that are regulated by USFWS (see FAQ).

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2. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

The following species are potentially affected by activities in this location:

Mammals

NAME	STATUS
San Bernardino Merriam's Kangaroo Rat Dipodomys merriami parvus Wherever found There is **final** critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/2060	Endangered
Stephens' Kangaroo Rat Dipodomys stephensi (incl. D. cascus) Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/3495	Threatened

Birds

NAME	STATUS
Coastal California Gnatcatcher Polioptila californica californica Wherever found There is **final** critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/8178	Threatened
Least Bell's Vireo Vireo bellii pusillus Wherever found There is **final** critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/5945	Endangered

Reptiles

NAME	STATUS

NOT FOR CONSULTATION

Southwestern Pond Turtle Actinemys pallida — Proposed Threatened
Wherever found
No critical habitat has been designated for this species.
https://ecos.fws.gov/ecp/species/4768

Amphibians

NAME	STATUS

Western Spadefoot Spea hammondii — Proposed Threatened
Wherever found
No critical habitat has been designated for this species.
https://ecos.fws.gov/ecp/species/5425

Fishes

NAME	STATUS

Santa Ana Sucker Catostomus santaanae — Threatened
There is **final** critical habitat for this species. Your location does not overlap the critical habitat.
https://ecos.fws.gov/ecp/species/3785

Insects

NAME	STATUS

Delhi Sands Flower-loving Fly Rhaphiomidas terminatus abdominalis — Endangered
Wherever found
No critical habitat has been designated for this species.
https://ecos.fws.gov/ecp/species/1540

Monarch Butterfly Danaus plexippus — Candidate
Wherever found
No critical habitat has been designated for this species.
https://ecos.fws.gov/ecp/species/9743

Flowering Plants

NAME	STATUS

Gambel's Watercress Rorippa gambellii — Endangered
Wherever found
No critical habitat has been designated for this species.
https://ecos.fws.gov/ecp/species/4201

NOT FOR CONSULTATION

Nevin's Barberry Berberis nevinii — Endangered
Wherever found
There is **final** critical habitat for this species. Your location does not overlap the critical habitat.
https://ecos.fws.gov/ecp/species/8025

San Diego Ambrosia Ambrosia pumila — Endangered
Wherever found
There is **final** critical habitat for this species. Your location does not overlap the critical habitat.
https://ecos.fws.gov/ecp/species/8287

Slender-horned Spineflower Dodecahema leptoceras — Endangered
Wherever found
No critical habitat has been designated for this species.
https://ecos.fws.gov/ecp/species/4007

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Critical habitats

Potential effects to critical habitat(s) in this location must be analyzed along with the endangered species themselves.

There are no critical habitats at this location.

You are still required to determine if your project(s) may have effects on all above listed species.

Bald & Golden Eagles

Bald and golden eagles are protected under the Bald and Golden Eagle Protection Act[1] and the Migratory Bird Treaty Act[2].

Any person or organization who plans or conducts activities that may result in impacts to bald or golden eagles, or their habitats[3], should follow appropriate regulations and consider implementing appropriate conservation measures, as described in the links below. Specifically, please review the "Supplemental Information on Migratory Birds and Eagles".

Additional information can be found using the following links:

- Eagle Management https://www.fws.gov/program/eagle-management

- Measures for avoiding and minimizing impacts to birds https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds
- Nationwide conservation measures for birds https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf
- Supplemental Information for Migratory Birds and Eagles in IPaC https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action

There are likely bald eagles present in your project area. For additional information on bald eagles, refer to Bald Eagle Nesting and Sensitivity to Human Activity

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, see the PROBABILITY OF PRESENCE SUMMARY below to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
Golden Eagle Aquila chrysaetos This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1680	Breeds Jan 1 to Aug 31

NOT FOR CONSULTATION

Probability of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read "Supplemental Information on Migratory Birds and Eagles", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

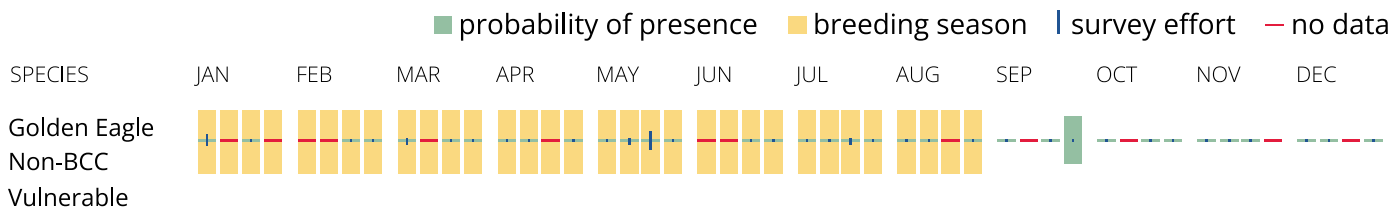
Breeding Season ( )
Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

To see a bar's survey effort range, simply hover your mouse cursor over the bar.

No Data (–)
A week is marked as having no data if there were no survey events for that week.

Survey Timeframe
Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.



What does IPaC use to generate the potential presence of bald and golden eagles in my specified location?

NOT FOR CONSULTATION

The potential for eagle presence is derived from data provided by the Avian Knowledge Network (AKN). The AKN data is based on a growing collection of survey, banding, and citizen science datasets and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle (Eagle Act requirements may apply). To see a list of all birds potentially present in your project area, please visit the Rapid Avian Information Locator (RAIL) Tool.

What does IPaC use to generate the probability of presence graphs of bald and golden eagles in my specified location?

The Migratory Bird Resource List is comprised of USFWS Birds of Conservation Concern (BCC) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the Avian Knowledge Network (AKN). The AKN data is based on a growing collection of survey, banding, and citizen science datasets and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle (Eagle Act requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the Rapid Avian Information Locator (RAIL) Tool.

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to obtain a permit to avoid violating the Eagle Act should such impacts occur. Please contact your local Fish and Wildlife Service Field Office if you have questions.

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Migratory birds

Certain birds are protected under the Migratory Bird Treaty Act[1] and the Bald and Golden Eagle Protection Act[2].

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats[3] should follow appropriate regulations and consider implementing appropriate conservation measures, as described in the links below. Specifically, please review the "Supplemental Information on Migratory Birds and Eagles".

1. The Migratory Birds Treaty Act of 1918.
2. The Bald and Golden Eagle Protection Act of 1940.

Additional information can be found using the following links:

- Eagle Management https://www.fws.gov/program/eagle-management

- Measures for avoiding and minimizing impacts to birds https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds
- Nationwide conservation measures for birds https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf
- Supplemental Information for Migratory Birds and Eagles in IPaC https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action

The birds listed below are birds of particular concern either because they occur on the USFWS Birds of Conservation Concern (BCC) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ below. This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the E-bird data mapping tool (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found below.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, see the PROBABILITY OF PRESENCE SUMMARY below to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
Allen's Hummingbird Selasphorus sasin This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9637	Breeds Feb 1 to Jul 15
Belding's Savannah Sparrow Passerculus sandwichensis beldingi This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/8	Breeds Apr 1 to Aug 15
Bullock's Oriole Icterus bullockii This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA	Breeds Mar 21 to Jul 25

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California Gull Larus californicus — Breeds Mar 1 to Jul 31
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

California Thrasher Toxostoma redivivum — Breeds Jan 1 to Jul 31
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

Common Yellowthroat Geothlypis trichas sinuosa — Breeds May 20 to Jul 31
This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA
https://ecos.fws.gov/ecp/species/2084

Golden Eagle Aquila chrysaetos — Breeds Jan 1 to Aug 31
This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.
https://ecos.fws.gov/ecp/species/1680

Lawrence's Goldfinch Spinus lawrencei — Breeds Mar 20 to Sep 20
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.
https://ecos.fws.gov/ecp/species/9464

Northern Harrier Circus hudsonius — Breeds Apr 1 to Sep 15
This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA
https://ecos.fws.gov/ecp/species/8350

Nuttall's Woodpecker Dryobates nuttallii — Breeds Apr 1 to Jul 20
This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA
https://ecos.fws.gov/ecp/species/9410

Santa Barbara Song Sparrow Melospiza melodia graminea — Breeds Mar 1 to Sep 5
This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA
https://ecos.fws.gov/ecp/species/5513

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Probability of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read "Supplemental Information on Migratory Birds and Eagles", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (▪)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

Breeding Season (▪)

Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)

Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

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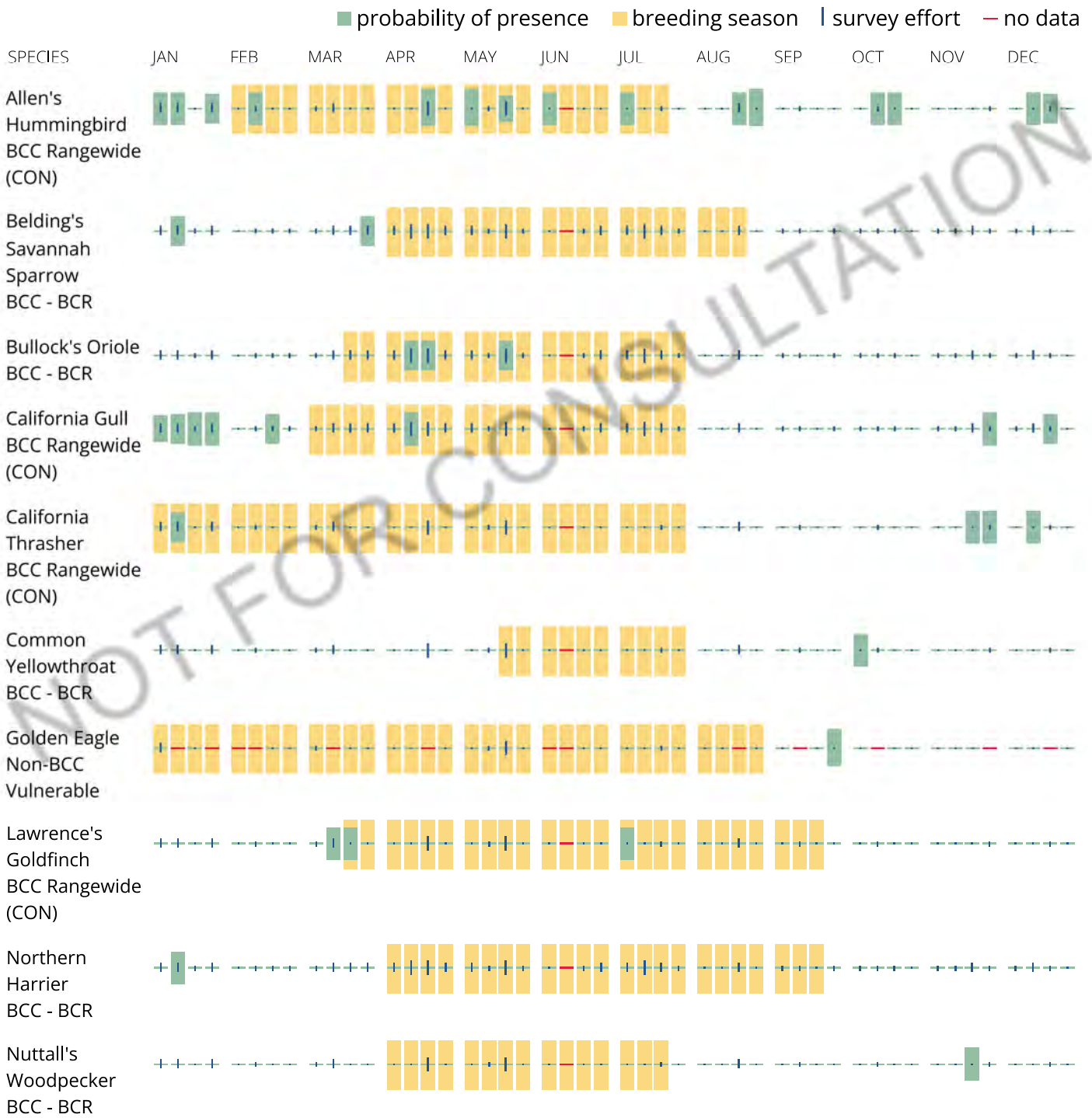
To see a bar's survey effort range, simply hover your mouse cursor over the bar.

No Data (–)

A week is marked as having no data if there were no survey events for that week.

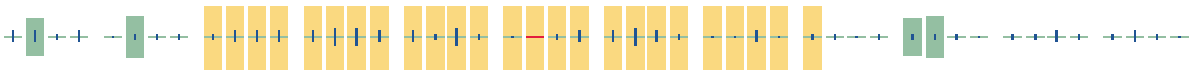
Survey Timeframe

Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.



NOT FOR CONSULTATION

Santa Barbara Song Sparrow BCC - BCR



Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

Nationwide Conservation Measures describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. Additional measures or permits may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the list of migratory birds that potentially occur in my specified location?

The Migratory Bird Resource List is comprised of USFWS Birds of Conservation Concern (BCC) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the Avian Knowledge Network (AKN). The AKN data is based on a growing collection of survey, banding, and citizen science datasets and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle (Eagle Act requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the Rapid Avian Information Locator (RAIL) Tool.

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the Avian Knowledge Network (AKN). This data is derived from a growing collection of survey, banding, and citizen science datasets.

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering or migrating in my area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may query your location using the RAIL Tool and look at the range maps provided for birds in your area at the bottom of the profiles provided for each bird in your results. If a bird

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on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are Birds of Conservation Concern (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the Eagle Act requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the Northeast Ocean Data Portal. The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the Diving Bird Study and the nanotag studies or contact Caleb Spiegel or Pam Loring.

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to obtain a permit to avoid violating the Eagle Act should such impacts occur.

Proper Interpretation and Use of Your Migratory Bird Report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key

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component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

Facilities

National Wildlife Refuge lands

Any activity proposed on lands managed by the National Wildlife Refuge system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

There are no refuge lands at this location.

Fish hatcheries

There are no fish hatcheries at this location.

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Wetlands in the National Wetlands Inventory (NWI)

Impacts to NWI wetlands and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local U.S. Army Corps of Engineers District.

Wetland information is not available at this time

This can happen when the National Wetlands Inventory (NWI) map service is unavailable, or for very large projects that intersect many wetland areas. Try again, or visit the NWI map to view wetlands at this location.

Data limitations

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

Data exclusions

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tuberficid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

Data precautions

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate Federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

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U.S. Fish and Wildlife Service
National Wetlands Inventory

Colton Hub City Centre Study Area

November 20, 2024

Wetlands

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Other
- Riverine

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.

ATTACHMENT F

Web Soil Survey Search Results – USDA NRCS

Soil Map—San Bernardino County Southwestern Part, California
(Portion of Colton Hub City Centre Specific Plan)

Map Scale: 1:8,900 if printed on A landscape (11" x 8.5") sheet.

N

Meters: 0 100 200 400 600

Feet: 0 400 800 1600 2400

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 11N WGS84

MAP LEGEND

Area of Interest (AOI)
- Area of Interest (AOI)

Soils
- Soil Map Unit Polygons
- Soil Map Unit Lines
- Soil Map Unit Points

Special Point Features
- Blowout
- Borrow Pit
- Clay Spot
- Closed Depression
- Gravel Pit
- Gravelly Spot
- Landfill
- Lava Flow
- Marsh or swamp
- Mine or Quarry
- Miscellaneous Water
- Perennial Water
- Rock Outcrop
- Saline Spot
- Sandy Spot
- Severely Eroded Spot
- Sinkhole
- Slide or Slip
- Sodic Spot
- Spoil Area
- Stony Spot
- Very Stony Spot
- Wet Spot
- Other
- Special Line Features

Water Features
- Streams and Canals

Transportation
- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

Background
- Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:24,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: San Bernardino County Southwestern Part, California
Survey Area Data: Version 16, Aug 30, 2024

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Mar 17, 2022—Jun 12, 2022

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
Db	Delhi fine sand	343.3	99.7%
W	Water	1.0	0.3%
Totals for Area of Interest		**344.3**	**100.0%**

Appendix C

Cultural Records Search

California Historic Resources Information System Records Search

Information Center: South Central Coastal Information Center

Company Representative: Marc Beherec, Rachel Garcia

Date Processed: 12/5/24; 12/19/24

Project Name: Colton City Center

Search Radius: 0.5-mile

Cultural Resources within project area (quantity and primary numbers):

Four:

36-013627: Powerline

36-025456: Remains of Colton Recreational Lake

36-033059: Flake scatter

36-060241: Isolated potsherd

Cultural Resources within search area (quantity and primary numbers):

16 total. See bibliography.

Reports within project area (quantity and report numbers):

Five:

SB-01558

SB-01635

SB-02289

SB-04344

SB-04345

Reports within search area (quantity and report numbers):

31 total. See bibliography.

Literature reviewed:

☒ ADOE

☒ CA Inventory of Historic Resources

☒ Other: Built Environment Resources Directory (for project site only)

Notes:

Appendix D

Noise Modeling

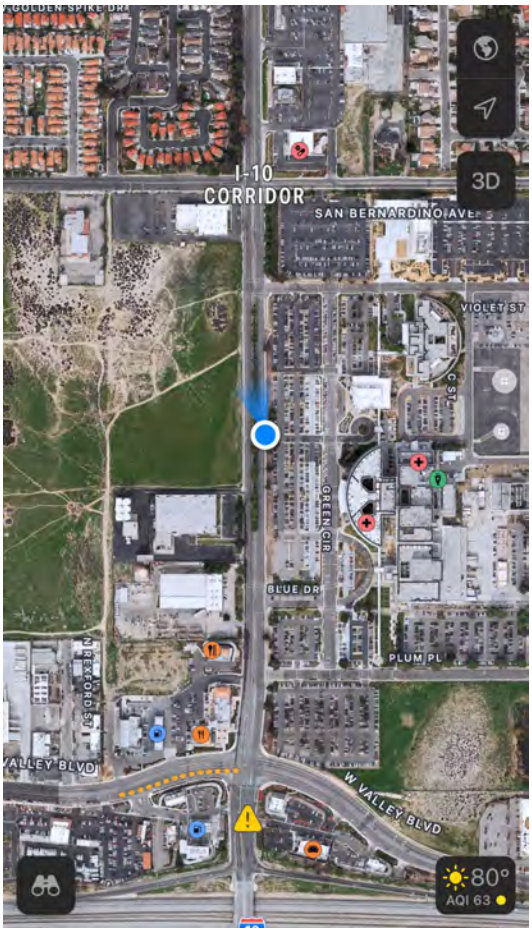
Site Number: NM-1	
Recorded By: Dennis Dinh, Darshan Shivaiah	
Job Number: 202579	
Date: 2/26/2025	
Time: 11:01 a.m.	
Location: Southwest boundary of the Arrowhead Regional Medical Center facing Planning Area 19	
Source of Ambient Noise: Traffic along North Pepper Drive	

Noise Data		
L_{eq} (dB)	L_{min} (dB)	L_{max} (dB)
70.0	46.3	87.0

Equipment						
Category	Type	Vendor	Model	Serial No.	Cert. Date	Note
Sound	Sound Level Meter	Brüel & Kjær	2250	3011133	06/04/2023	
	Microphone	Brüel & Kjær	4189	3086765	06/04/2023	
	Preamp	Brüel & Kjær	ZC 0032	25380	06/04/2023	
	Calibrator	Brüel & Kjær	4231	2545667	06/04/2023	

Weather Data			
Est.	Duration: 10 minutes		Sky: Sunny
	Note: dBA Offset = 0.01		Sensor Height (ft): 5 ft
	Wind Ave Speed (mph / m/s)	Temperature (degrees Fahrenheit)	Barometer Pressure (inches)
	2	68	29.99

Photo of Measurement Location



2250

Instrument:		2250
Application:		BZ7225 Version 4.7.6
Start Time:		02/26/2025 11:01:50
End Time:		02/26/2025 11:11:50
Elapsed Time:		00:10:00
Bandwidth:		1/3-octave
Max Input Level:		142.17

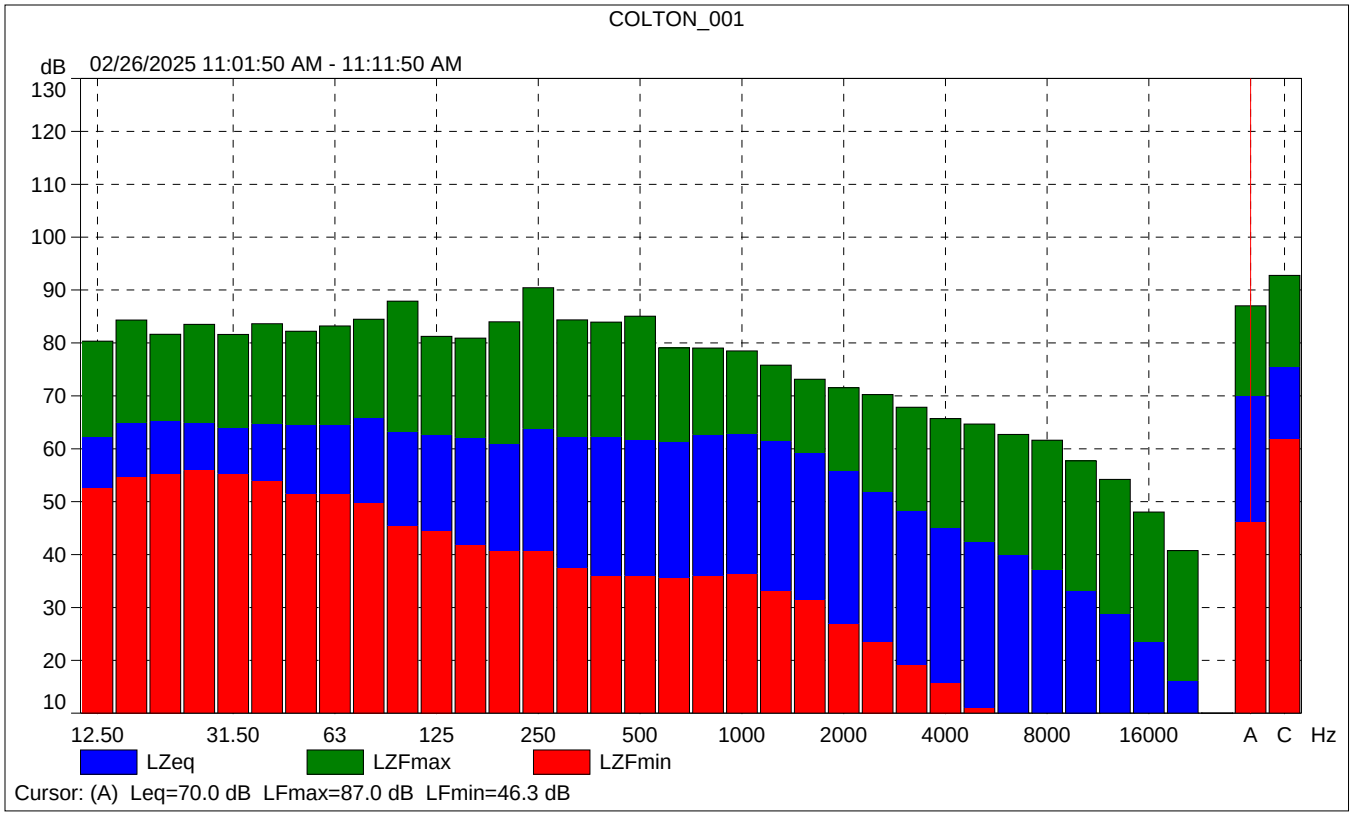
	Time	Frequency
Broadband (excl. Peak):	FSI	AC
Broadband Peak:		C
Spectrum:	FS	Z

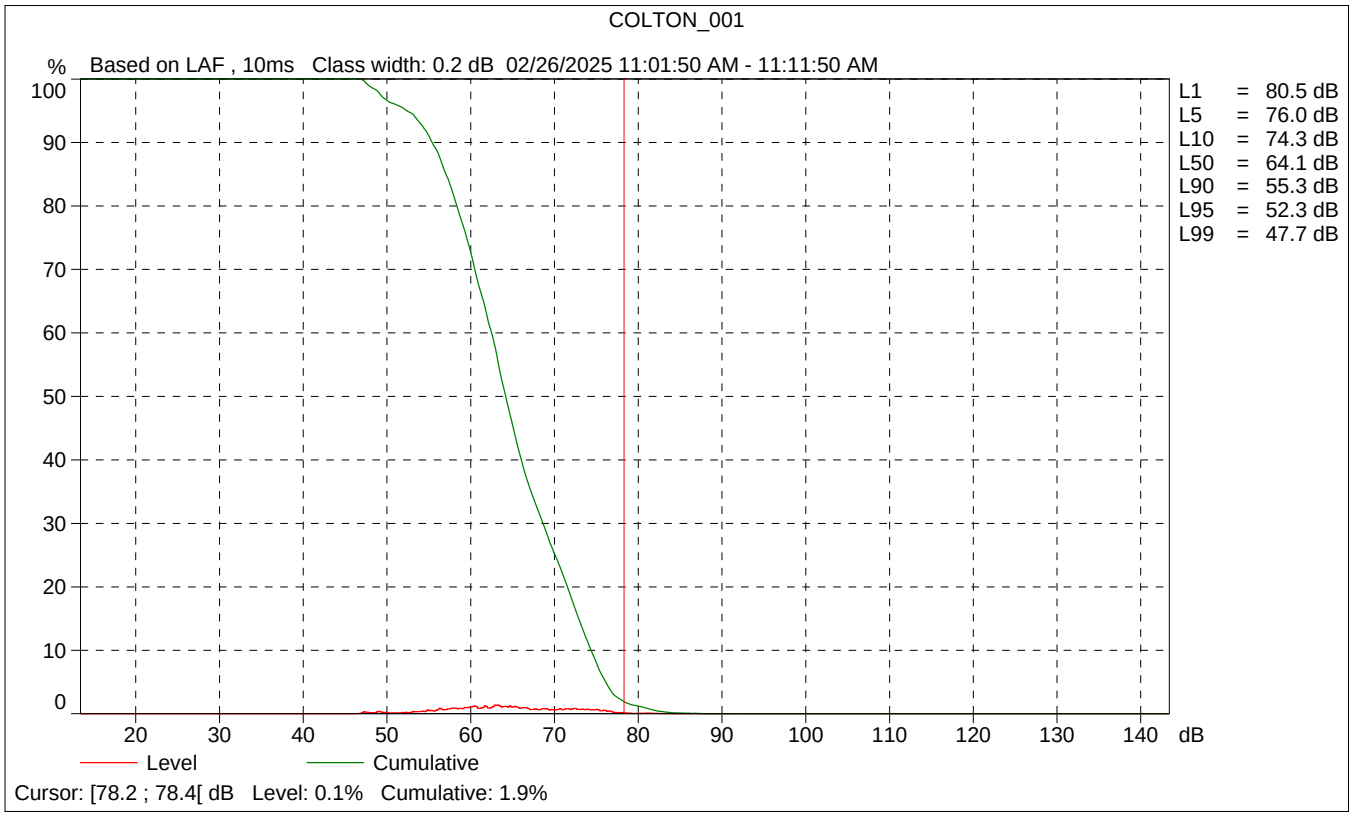
Instrument Serial Number:		3011133
Microphone Serial Number:		3086765
Input:		Top Socket
Windscreen Correction:		UA-1650
Sound Field Correction:		Free-field

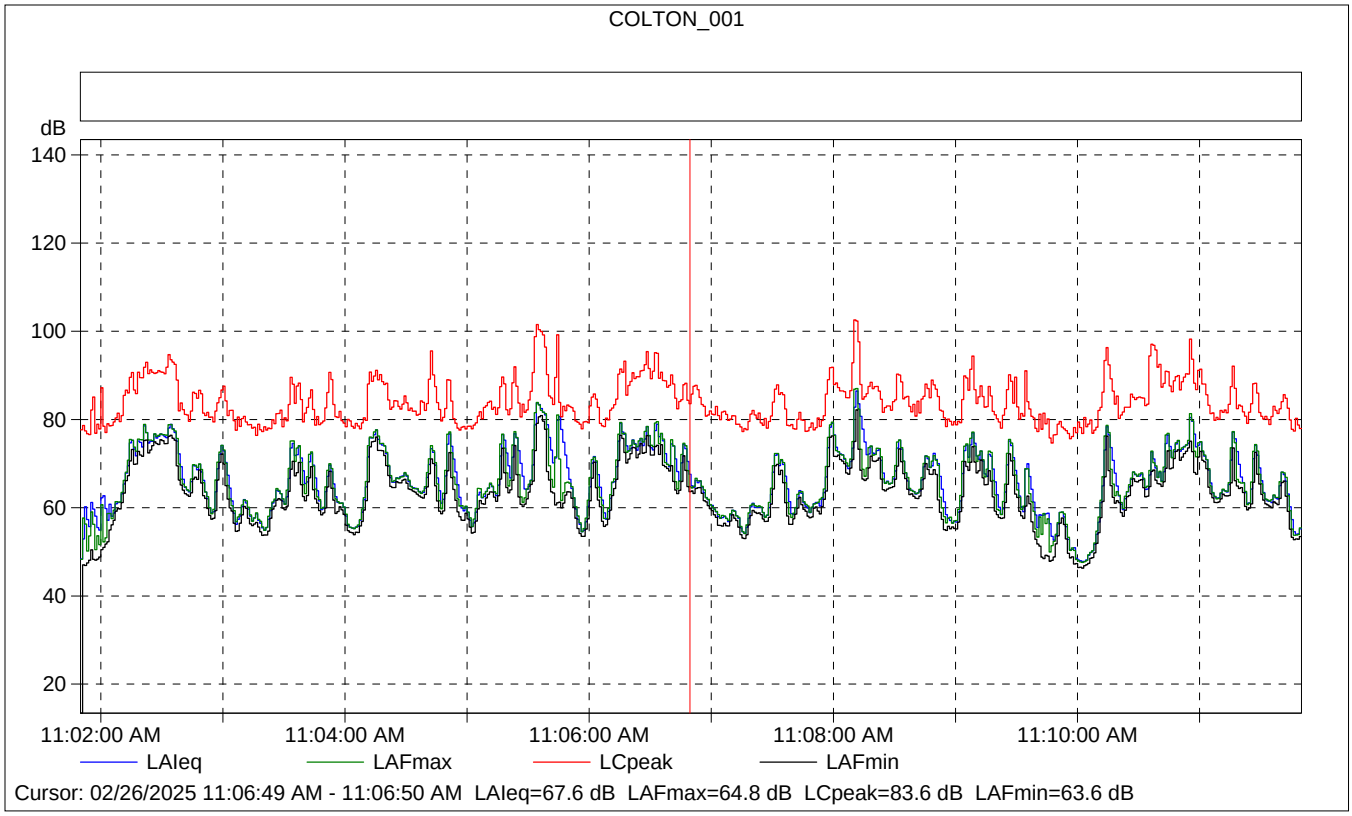
Calibration Time:		02/26/2025 09:12:29
Calibration Type:		External reference
Sensitivity:		43.3920323848724 mV/Pa

COLTON_001

	Start time	End time	Elapsed time	Overload [%]	LAeq [dB]	LAFmax [dB]	LAFmin [dB]
Value				0.00	70.0	87.0	46.3
Time	11:01:50 AM	11:11:50 AM	0:10:00				
Date	02/26/2025	02/26/2025					

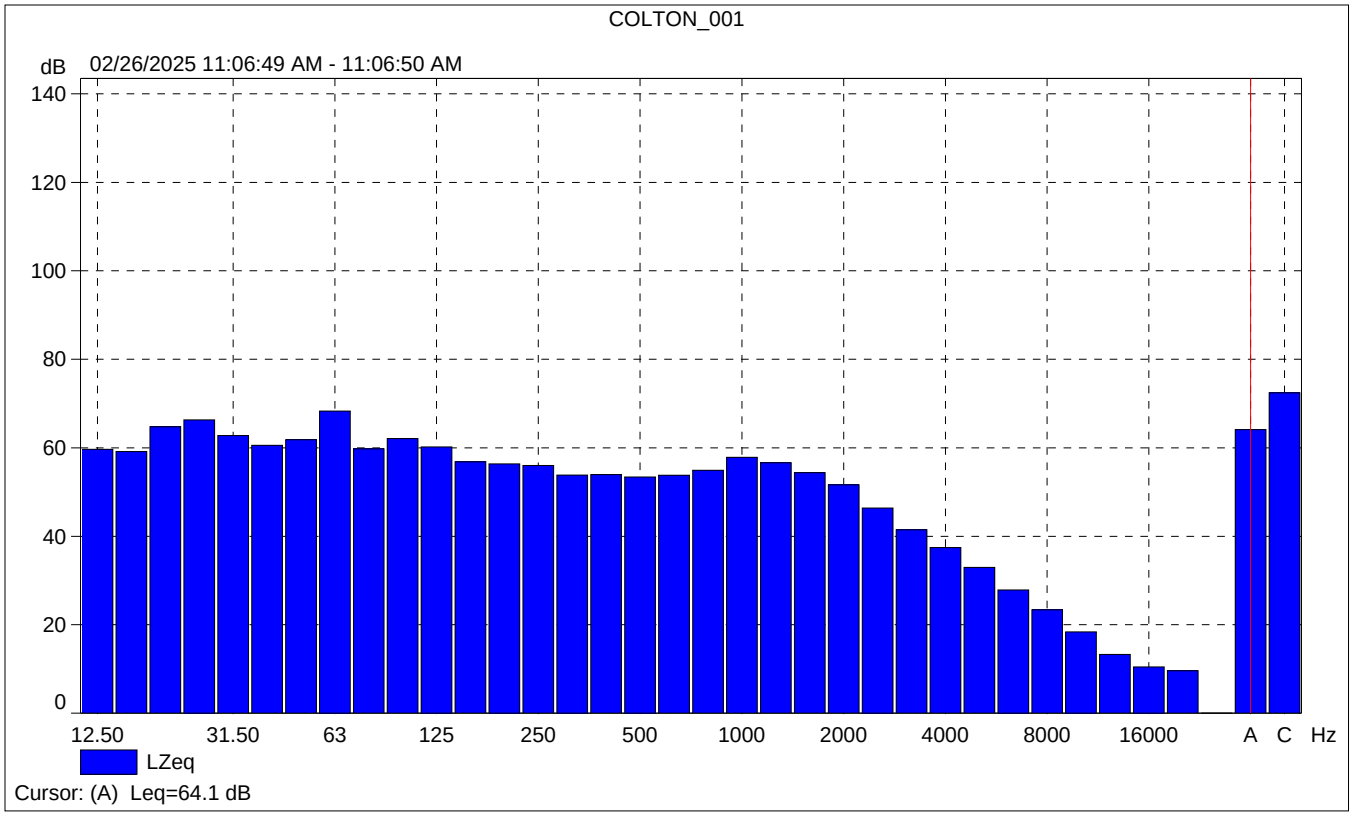

COLTON_001
dB
02/26/2025 11:01:50 AM - 11:11:50 AM
130
120
110
100
90
80
70
60
50
40
30
20
10
12.50
31.50
63
125
250
500
1000
2000
4000
8000
16000
A
C
Hz
LZeq
LZFmax
LZFmin
Cursor: (A) Leq=70.0 dB LFmax=87.0 dB LFmin=46.3 dB

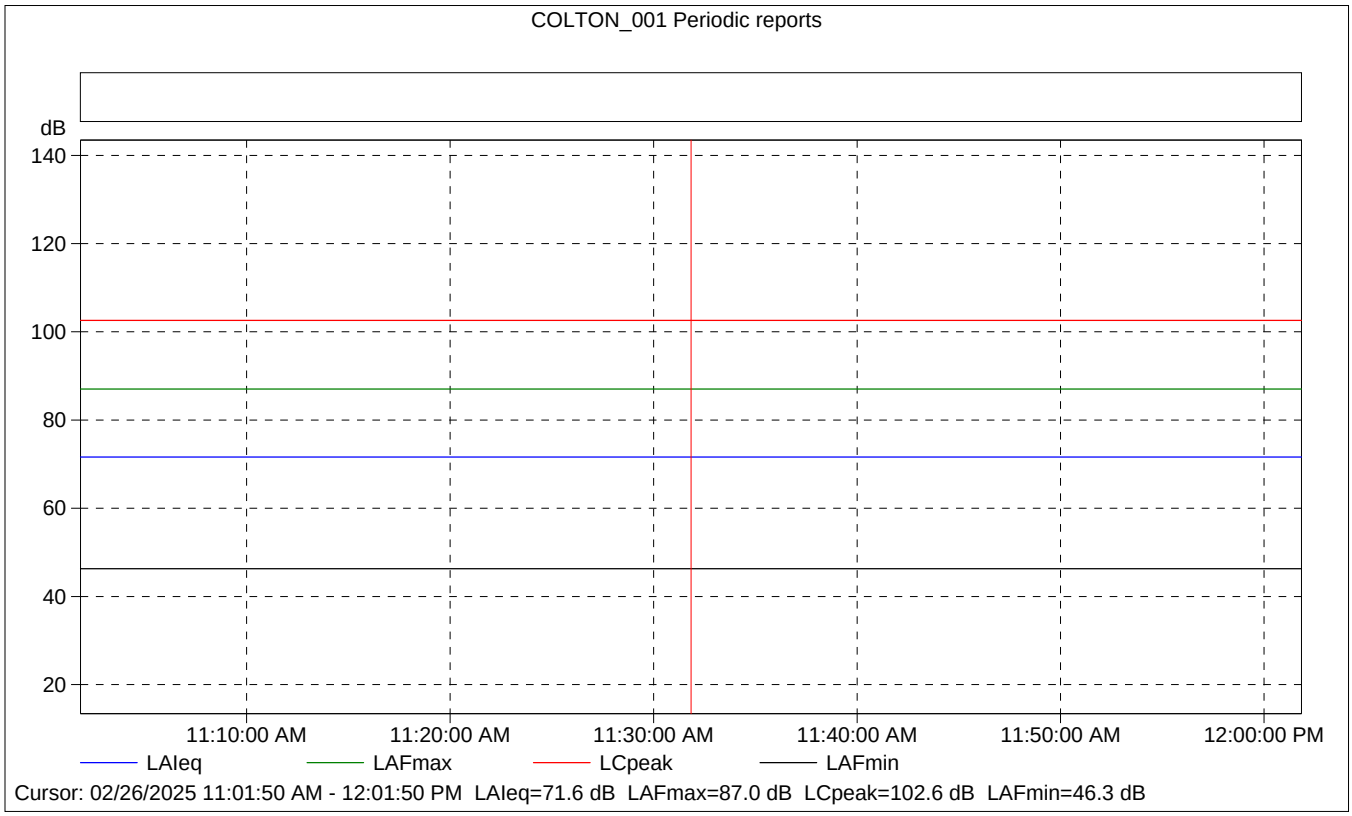

COLTON_001
%
Based on LAF , 10ms Class width: 0.2 dB 02/26/2025 11:01:50 AM - 11:11:50 AM
100
90
80
70
60
50
40
30
20
10
0
20
30
40
50
60
70
80
90
100
110
120
130
140
dB
L1 = 80.5 dB
L5 = 76.0 dB
L10 = 74.3 dB
L50 = 64.1 dB
L90 = 55.3 dB
L95 = 52.3 dB
L99 = 47.7 dB
Level
Cumulative
Cursor: [78.2 ; 78.4[dB Level: 0.1% Cumulative: 1.9%



COLTON_001

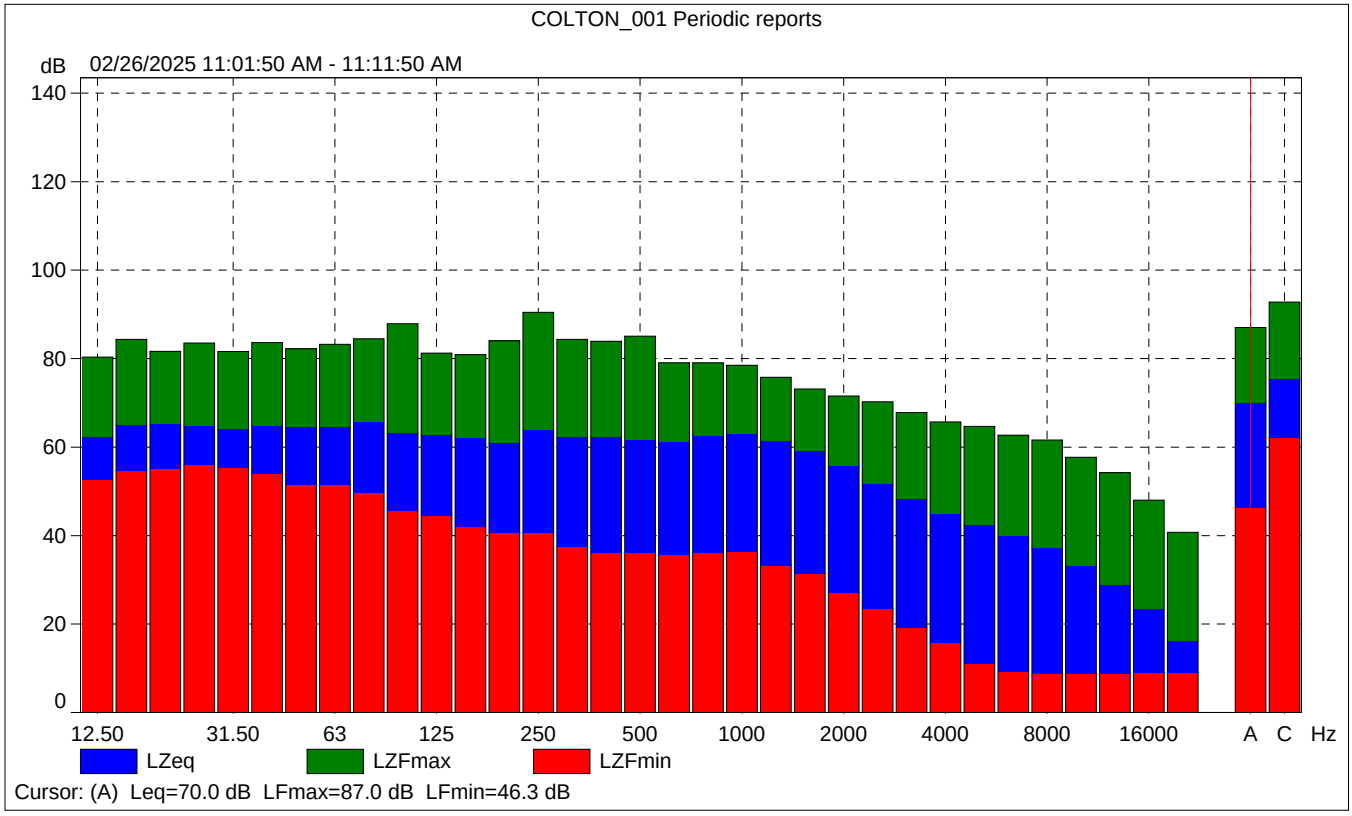
	Start time	Elapsed time	Overload [%]	LAIeq [dB]	LAFmax [dB]	LAFmin [dB]
Value			0.00	67.6	64.8	63.6
Time	11:06:49 AM	0:00:01				
Date	02/26/2025					

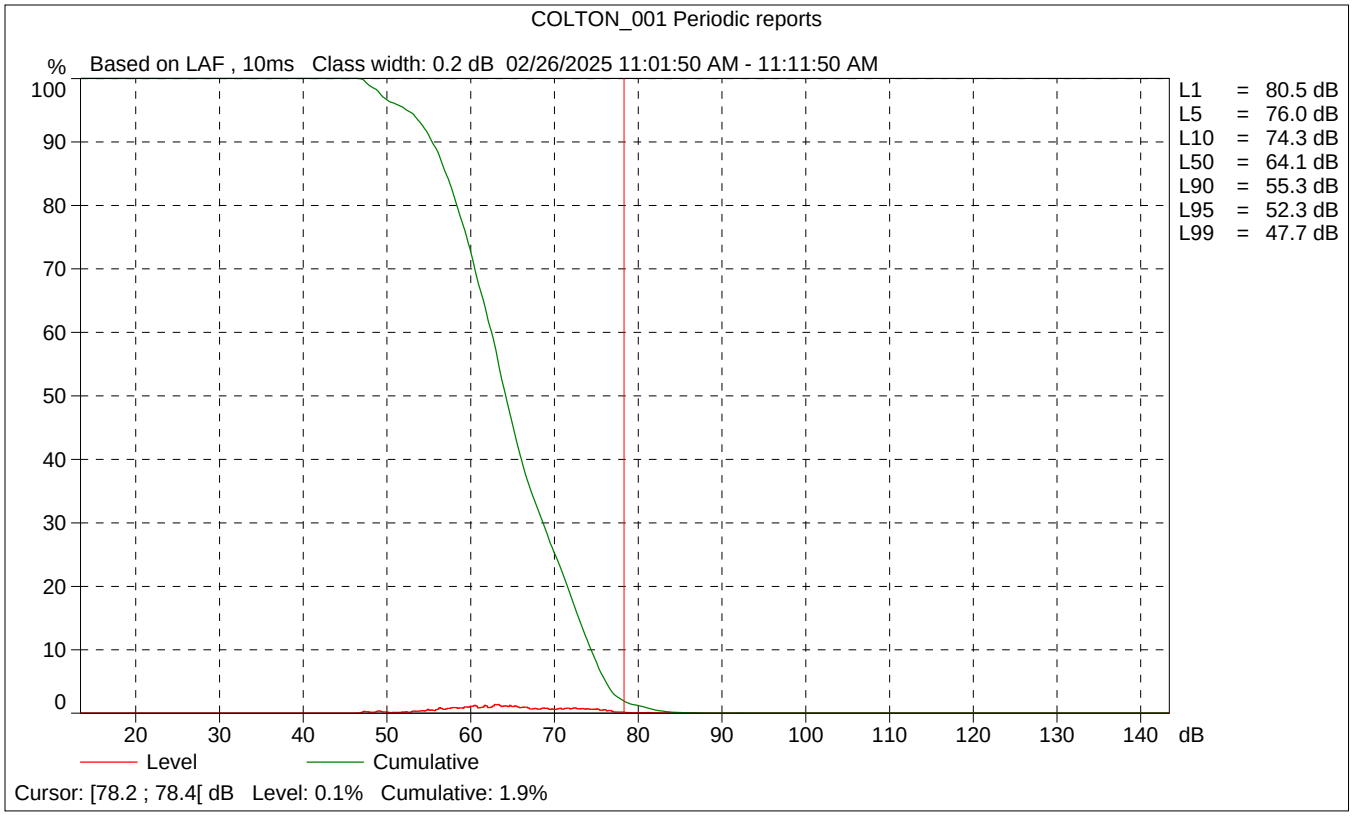

COLTON_001
dB
02/26/2025 11:06:49 AM - 11:06:50 AM
140
120
100
80
60
40
20
0
12.50
31.50
63
125
250
500
1000
2000
4000
8000
16000
A
C
Hz
LZeq
Cursor: (A) Leq=64.1 dB


COLTON_001 Periodic reports
dB
140
120
100
80
60
40
20
11:10:00 AM
11:20:00 AM
11:30:00 AM
11:40:00 AM
11:50:00 AM
12:00:00 PM
LAIeq
LAFmax
LCpeak
LAFmin
Cursor: 02/26/2025 11:01:50 AM - 12:01:50 PM LAIeq=71.6 dB LAFmax=87.0 dB LCpeak=102.6 dB LAFmin=46.3 dB

COLTON_001 Periodic reports

	Start time	Elapsed time	Overload [%]	LAIeq [dB]	LAFmax [dB]	LAFmin [dB]
Value			0.00	71.6	87.0	46.3
Time	11:01:50 AM	0:10:00				
Date	02/26/2025					




COLTON_001 Periodic reports
% Based on LAF , 10ms Class width: 0.2 dB 02/26/2025 11:01:50 AM - 11:11:50 AM
100
90
80
70
60
50
40
30
20
10
0
20 30 40 50 60 70 80 90 100 110 120 130 140 dB
L1 = 80.5 dB
L5 = 76.0 dB
L10 = 74.3 dB
L50 = 64.1 dB
L90 = 55.3 dB
L95 = 52.3 dB
L99 = 47.7 dB
Level
Cumulative
Cursor: [78.2 ; 78.4[dB Level: 0.1% Cumulative: 1.9%

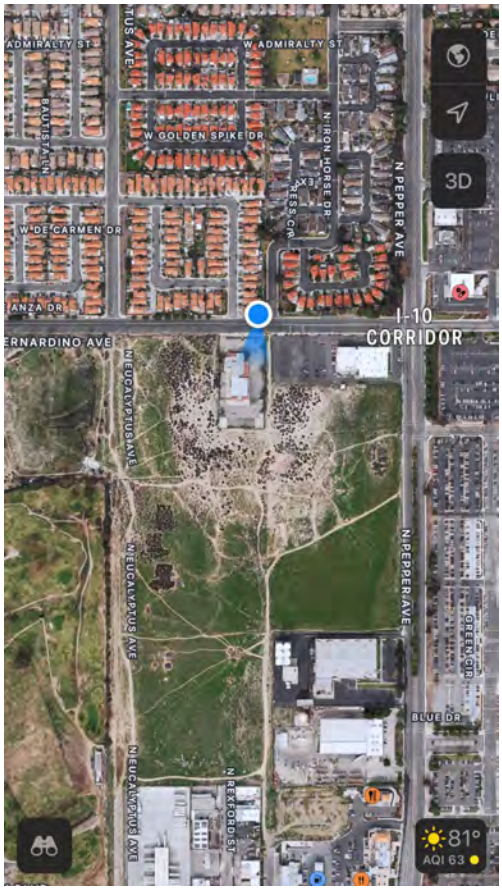
Site Number: NM-2	
Recorded By: Dennis Dinh, Darshan Shivaiah	
Job Number: 202579	
Date: 2/26/2025	
Time: 11:22 a.m.	
Location: In front of 1000 Agua Caliente Avenue near the Anga Caliente Avenue and West San Bernardino Avenue intersection	
Source of Ambient Noise: Traffic along Anga Caliente Avenue and West San Bernardino Avenue	

Noise Data		
L_{eq} (dB)	L_{min} (dB)	L_{max} (dB)
69.5	47.3	83.8

Equipment						
Category	Type	Vendor	Model	Serial No.	Cert. Date	Note
Sound	Sound Level Meter	Brüel & Kjær	2250	3011133	06/04/2023	
	Microphone	Brüel & Kjær	4189	3086765	06/04/2023	
	Preamp	Brüel & Kjær	ZC 0032	25380	06/04/2023	
	Calibrator	Brüel & Kjær	4231	2545667	06/04/2023	

Weather Data			
Est.	Duration: 10 minutes		Sky: Sunny
	Note: dBA Offset = 0.01		Sensor Height (ft): 5 ft
	Wind Ave Speed (mph / m/s)	Temperature (degrees Fahrenheit)	Barometer Pressure (inches)
	2	68	29.99

Photo of Measurement Location



2250

Instrument:		2250
Application:		BZ7225 Version 4.7.6
Start Time:		02/26/2025 11:22:51
End Time:		02/26/2025 11:32:51
Elapsed Time:		00:10:00
Bandwidth:		1/3-octave
Max Input Level:		142.17

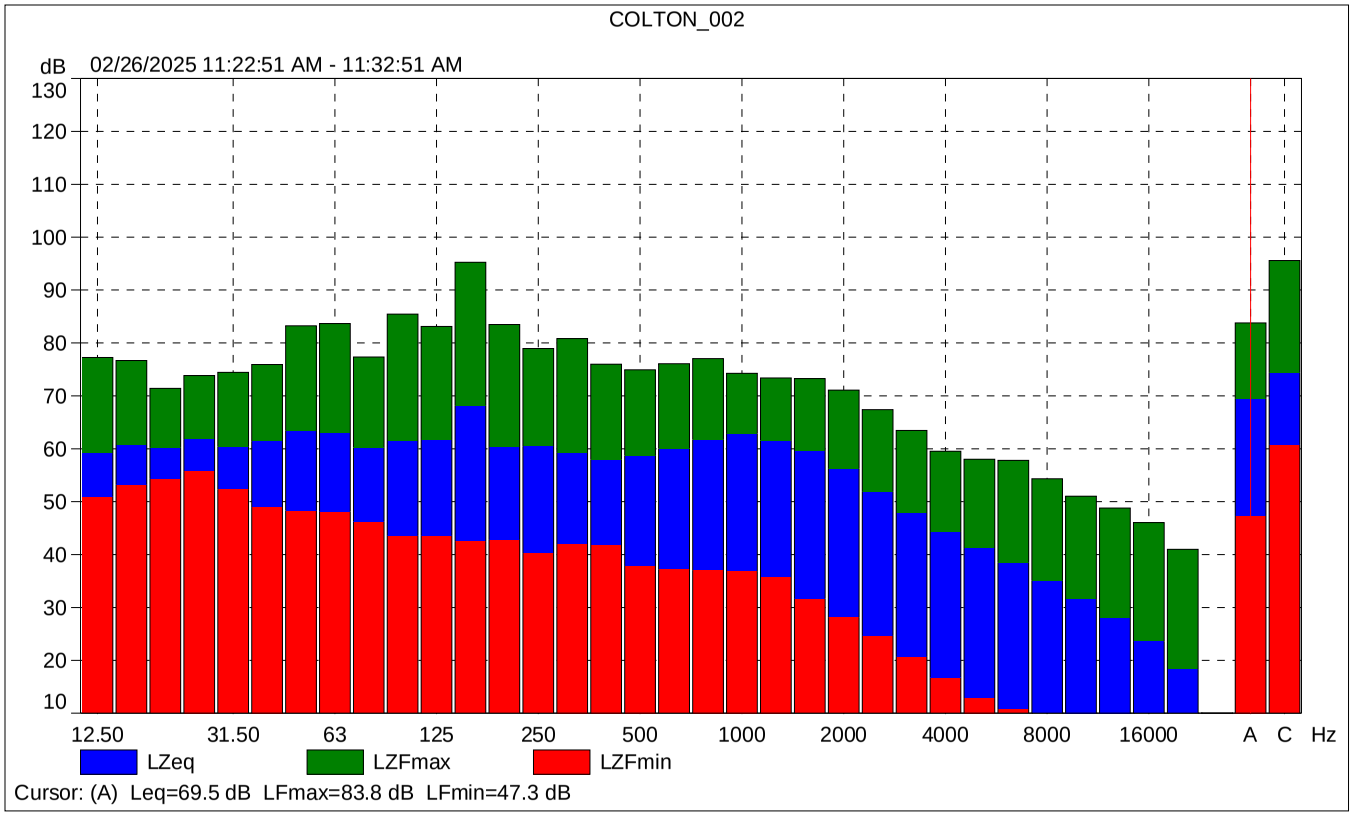
	Time	Frequency
Broadband (excl. Peak):	FSI	AC
Broadband Peak:		C
Spectrum:	FS	Z

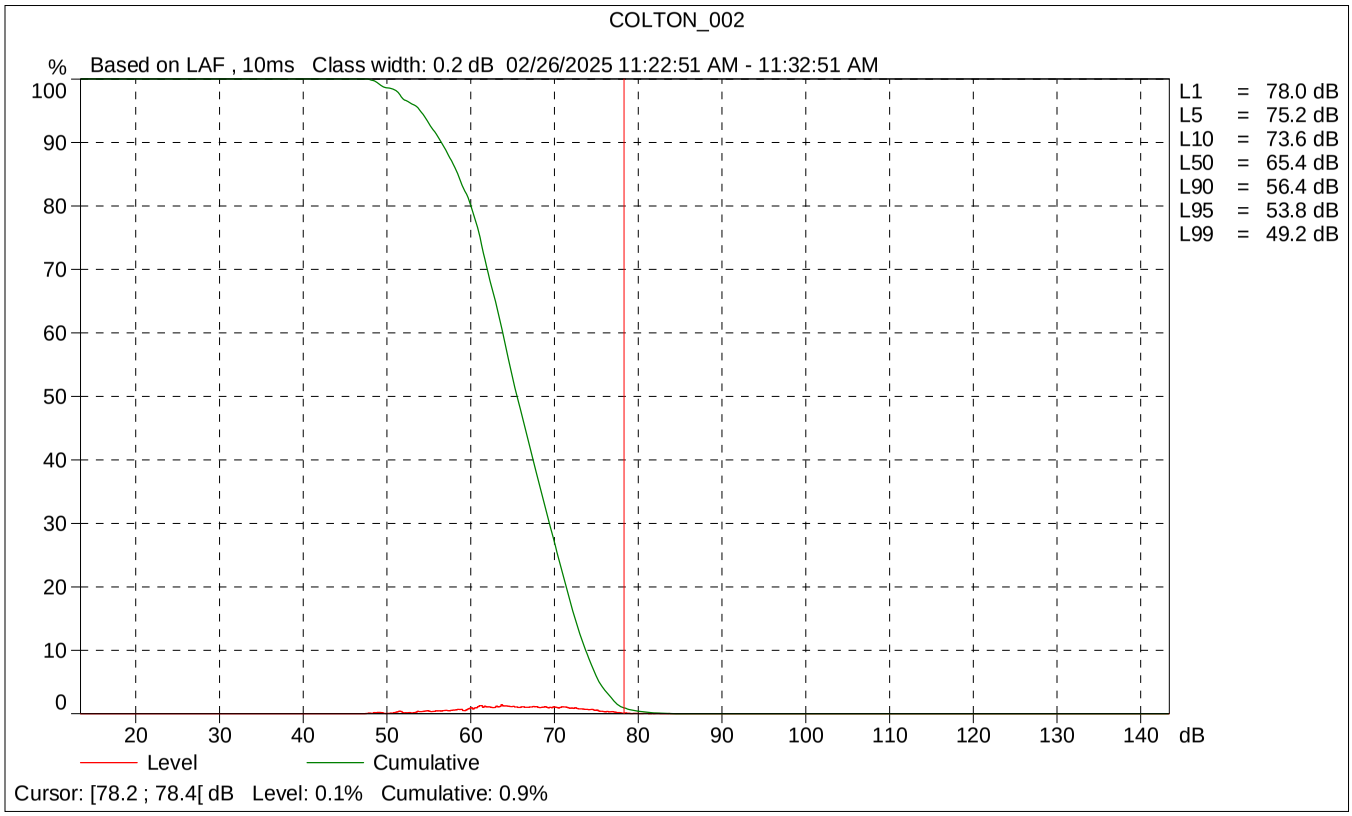
Instrument Serial Number:		3011133
Microphone Serial Number:		3086765
Input:		Top Socket
Windscreen Correction:		UA-1650
Sound Field Correction:		Free-field

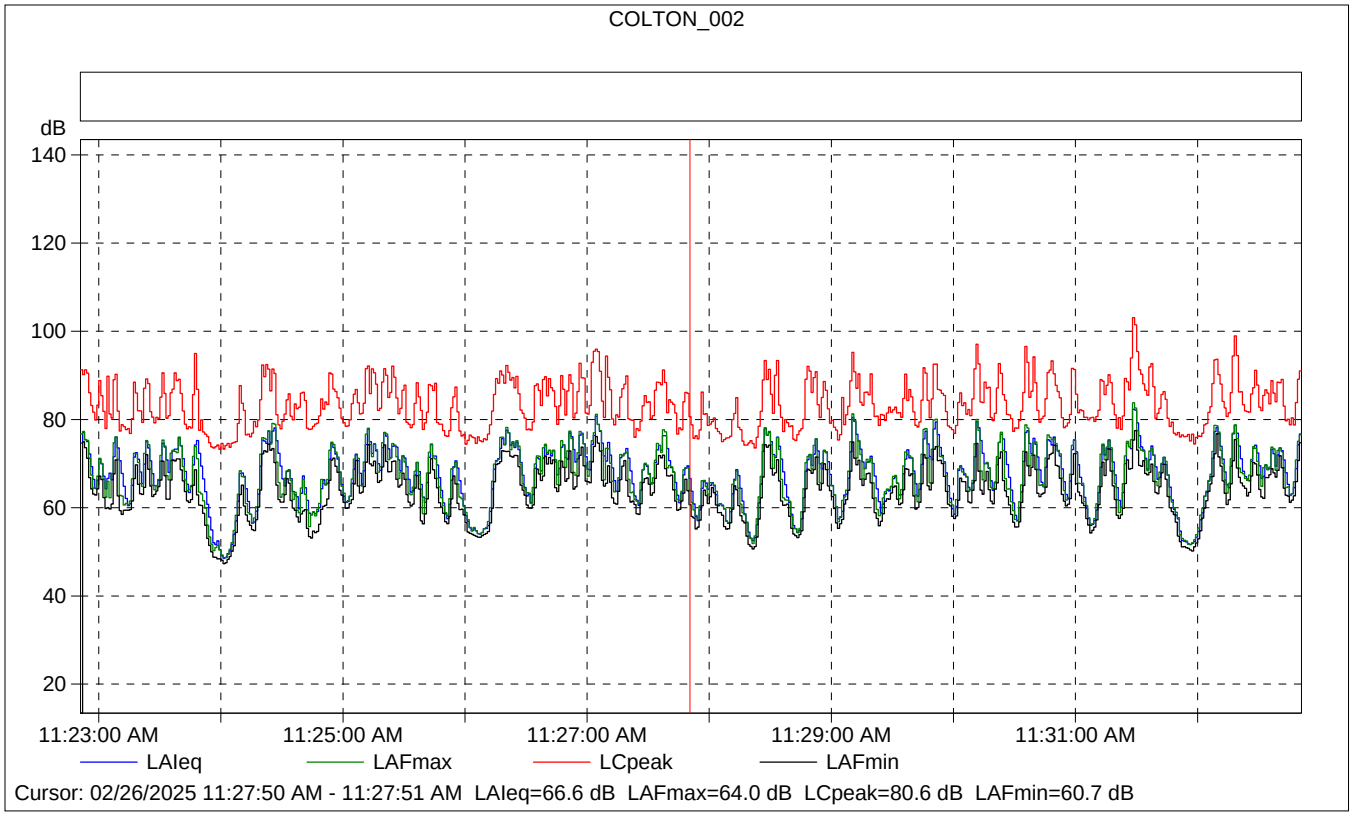
Calibration Time:		02/26/2025 09:12:29
Calibration Type:		External reference
Sensitivity:		43.3920323848724 mV/Pa

COLTON_002

	Start time	End time	Elapsed time	Overload [%]	LAeq [dB]	LAFmax [dB]	LAFmin [dB]
Value				0.00	69.5	83.8	47.3
Time	11:22:51 AM	11:32:51 AM	0:10:00				
Date	02/26/2025	02/26/2025					

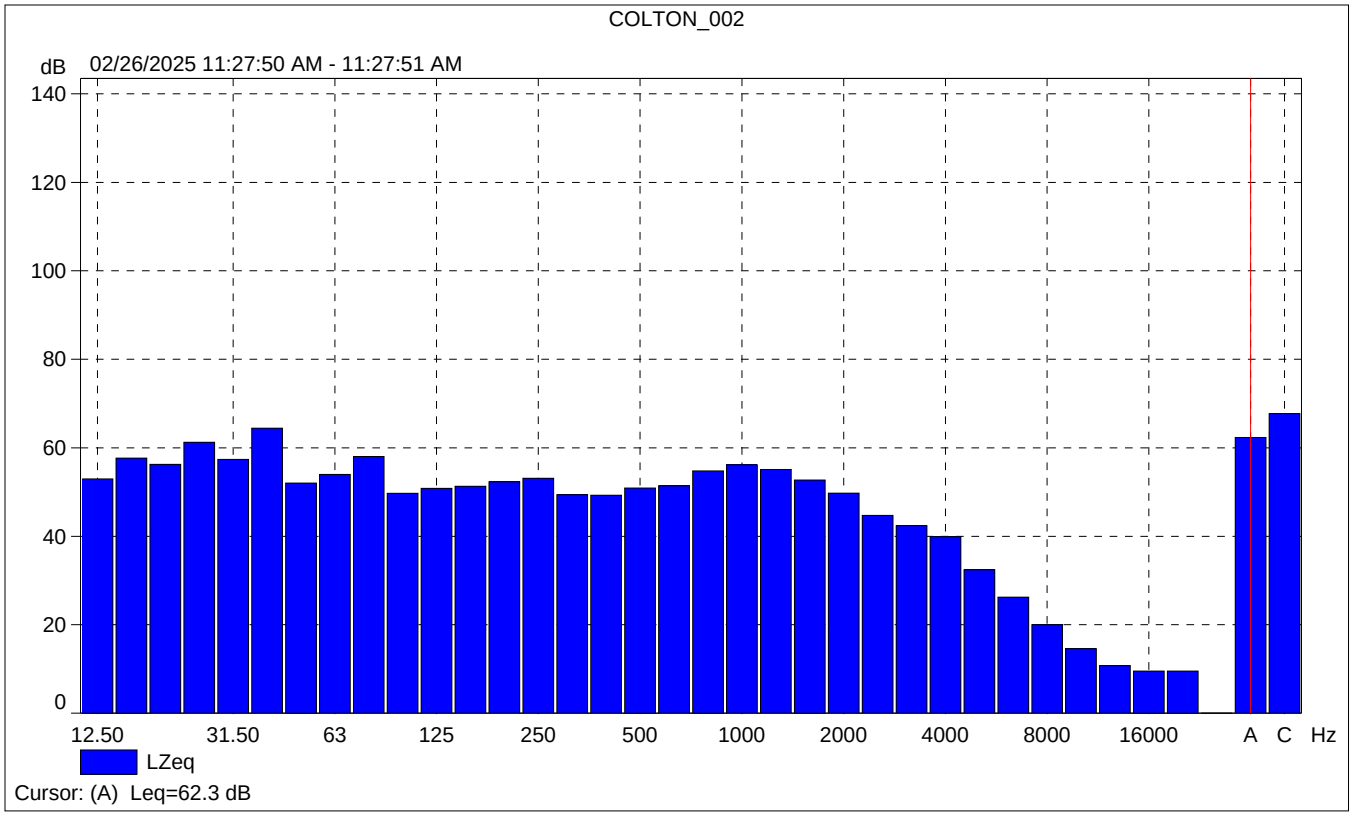

COLTON_002
dB
02/26/2025 11:22:51 AM - 11:32:51 AM
130
120
110
100
90
80
70
60
50
40
30
20
10
12.50
31.50
63
125
250
500
1000
2000
4000
8000
16000
A
C
Hz
LZeq
LZFmax
LZFmin
Cursor: (A) Leq=69.5 dB LFmax=83.8 dB LFmin=47.3 dB

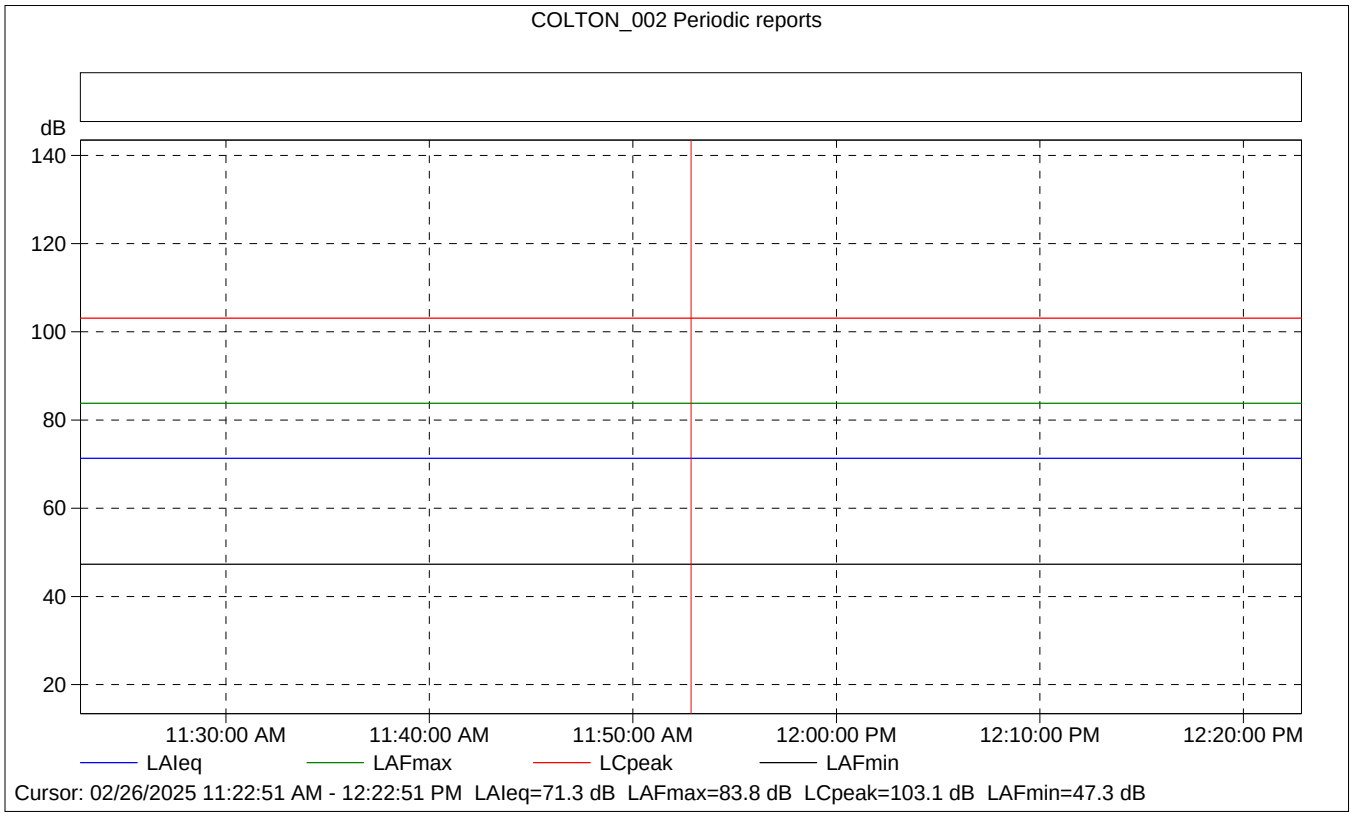

COLTON_002
%
Based on LAF , 10ms Class width: 0.2 dB 02/26/2025 11:22:51 AM - 11:32:51 AM
100
90
80
70
60
50
40
30
20
10
0
20
30
40
50
60
70
80
90
100
110
120
130
140
dB
L1 = 78.0 dB
L5 = 75.2 dB
L10 = 73.6 dB
L50 = 65.4 dB
L90 = 56.4 dB
L95 = 53.8 dB
L99 = 49.2 dB
Level
Cumulative
Cursor: [78.2 ; 78.4[dB Level: 0.1% Cumulative: 0.9%



COLTON_002

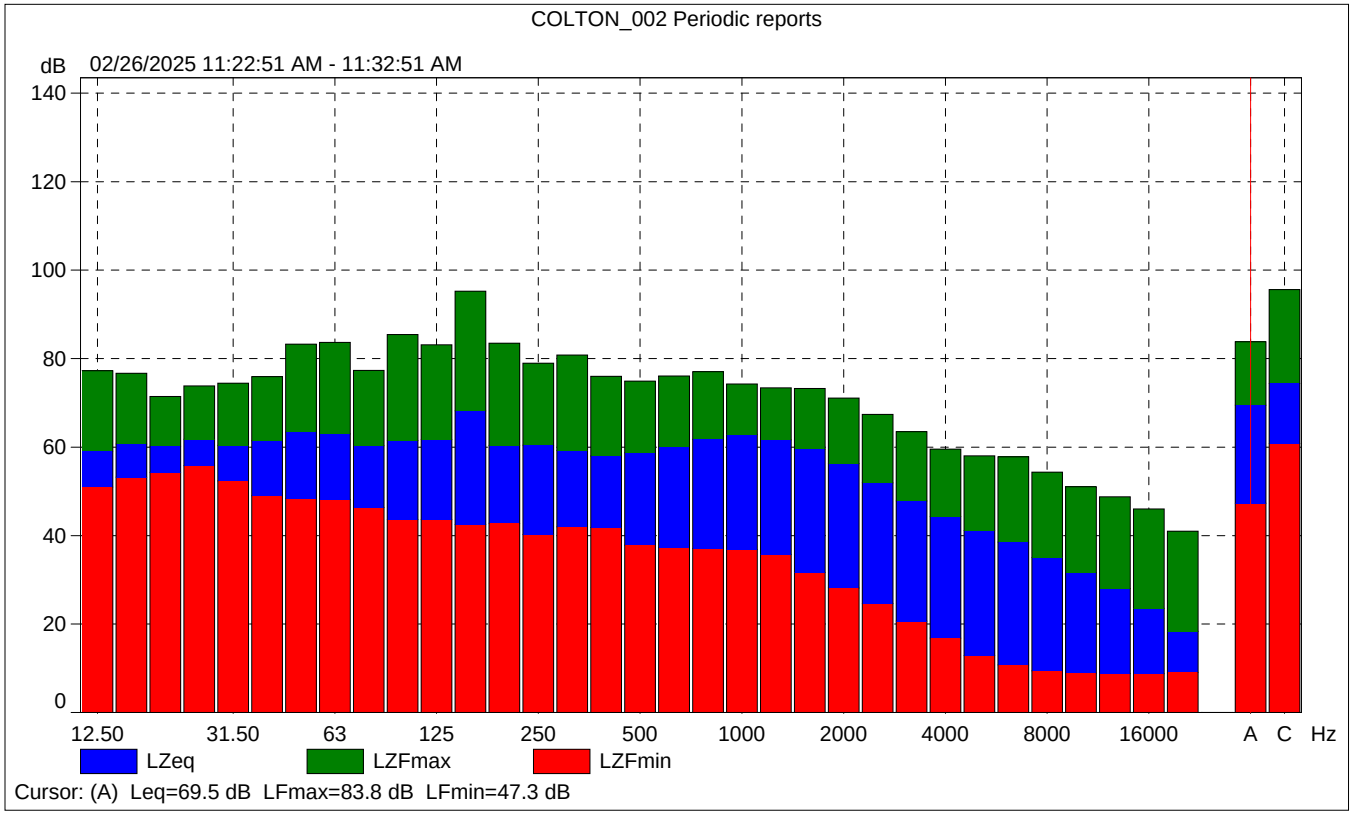
	Start time	Elapsed time	Overload [%]	LAIeq [dB]	LAFmax [dB]	LAFmin [dB]
Value			0.00	66.6	64.0	60.7
Time	11:27:50 AM	0:00:01				
Date	02/26/2025					

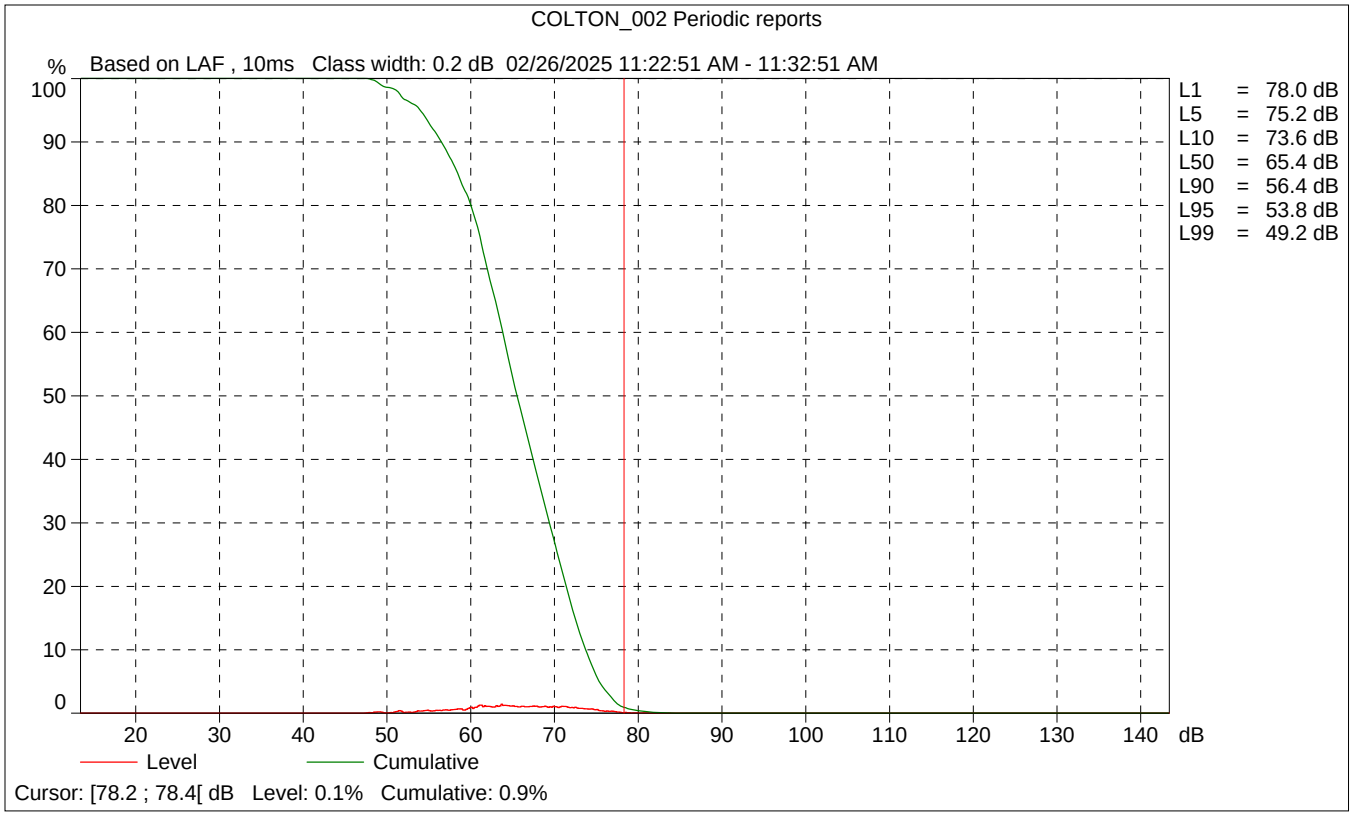

COLTON_002
dB
02/26/2025 11:27:50 AM - 11:27:51 AM
140
120
100
80
60
40
20
0
12.50
31.50
63
125
250
500
1000
2000
4000
8000
16000
A
C
Hz
LZeq
Cursor: (A) Leq=62.3 dB


COLTON_002 Periodic reports
dB
140
120
100
80
60
40
20
11:30:00 AM
11:40:00 AM
11:50:00 AM
12:00:00 PM
12:10:00 PM
12:20:00 PM
LAIeq
LAFmax
LCpeak
LAFmin
Cursor: 02/26/2025 11:22:51 AM - 12:22:51 PM LAIeq=71.3 dB LAFmax=83.8 dB LCpeak=103.1 dB LAFmin=47.3 dB

COLTON_002 Periodic reports

	Start time	Elapsed time	Overload [%]	LAIeq [dB]	LAFmax [dB]	LAFmin [dB]
Value			0.00	71.3	83.8	47.3
Time	11:22:51 AM	0:10:00				
Date	02/26/2025					




COLTON_002 Periodic reports
% Based on LAF , 10ms Class width: 0.2 dB 02/26/2025 11:22:51 AM - 11:32:51 AM
100
90
80
70
60
50
40
30
20
10
0
20 30 40 50 60 70 80 90 100 110 120 130 140 dB
L1 = 78.0 dB
L5 = 75.2 dB
L10 = 73.6 dB
L50 = 65.4 dB
L90 = 56.4 dB
L95 = 53.8 dB
L99 = 49.2 dB
Level
Cumulative
Cursor: [78.2 ; 78.4[dB Level: 0.1% Cumulative: 0.9%

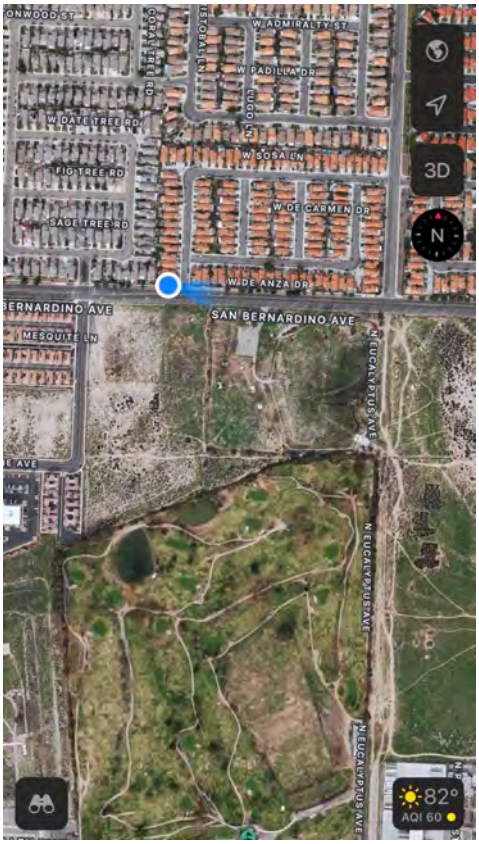
Site Number: NM-3	
Recorded By: Dennis Dinh, Darshan Shivaiah	
Job Number: 202579	
Date: 2/26/2025	
Time: 11:37 a.m.	
Location: In front of 1001 North Christobal Lane	
Source of Ambient Noise: Traffic along West San Bernardino Avenue, North Christobal Lane, and West De Anza Drive	

Noise Data		
L_{eq} (dB)	L_{min} (dB)	L_{max} (dB)
66.2	41.8	82.0

Equipment						
Category	Type	Vendor	Model	Serial No.	Cert. Date	Note
Sound	Sound Level Meter	Brüel & Kjær	2250	3011133	06/04/2023	
	Microphone	Brüel & Kjær	4189	3086765	06/04/2023	
	Preamp	Brüel & Kjær	ZC 0032	25380	06/04/2023	
	Calibrator	Brüel & Kjær	4231	2545667	06/04/2023	

Weather Data			
Est.	Duration: 10 minutes		Sky: Sunny
	Note: dBA Offset = 0.01		Sensor Height (ft): 5 ft
	Wind Ave Speed (mph / m/s)	Temperature (degrees Fahrenheit)	Barometer Pressure (inches)
	2	68	29.99

Photo of Measurement Location



2250

Instrument:		2250
Application:		BZ7225 Version 4.7.6
Start Time:		02/26/2025 11:37:41
End Time:		02/26/2025 11:47:41
Elapsed Time:		00:10:00
Bandwidth:		1/3-octave
Max Input Level:		142.17

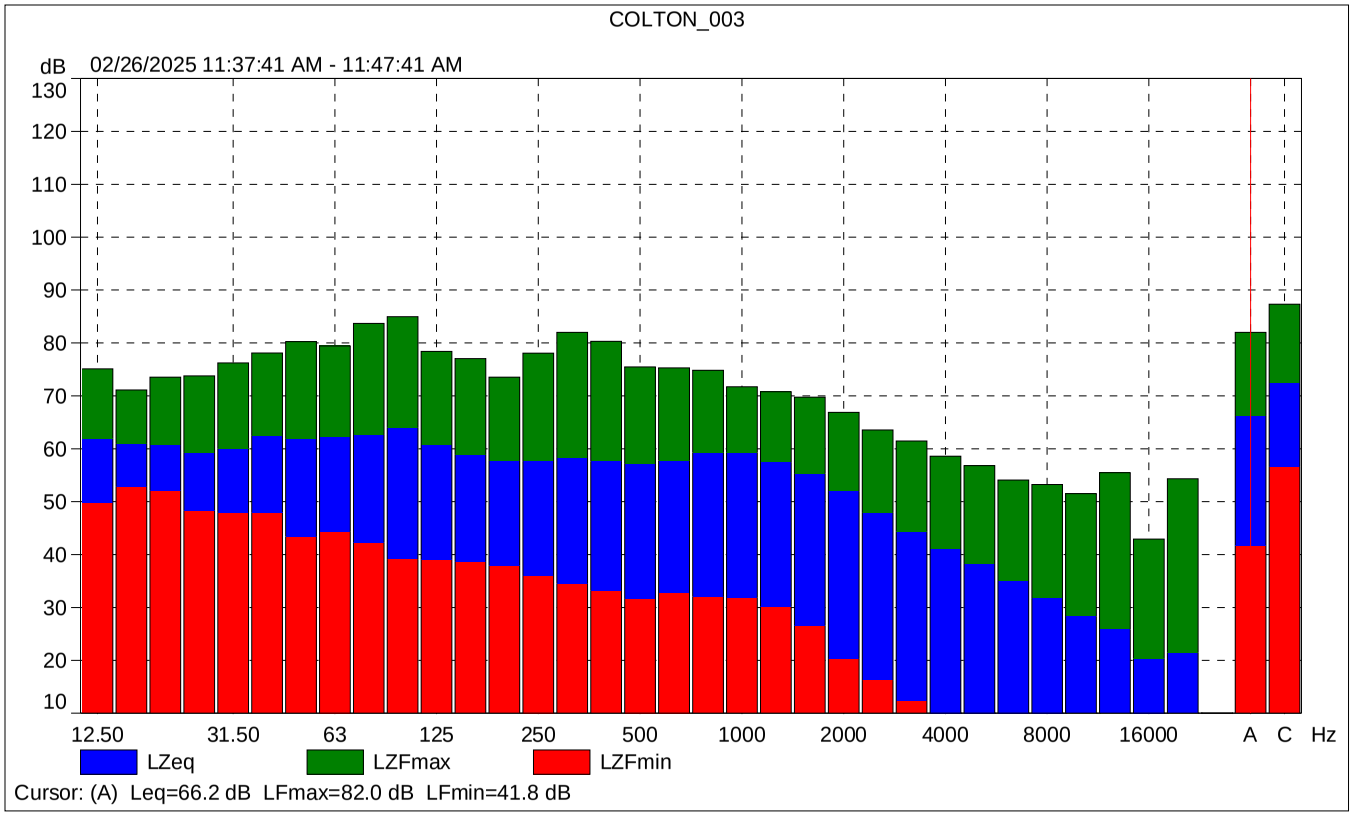
	Time	Frequency
Broadband (excl. Peak):	FSI	AC
Broadband Peak:		C
Spectrum:	FS	Z

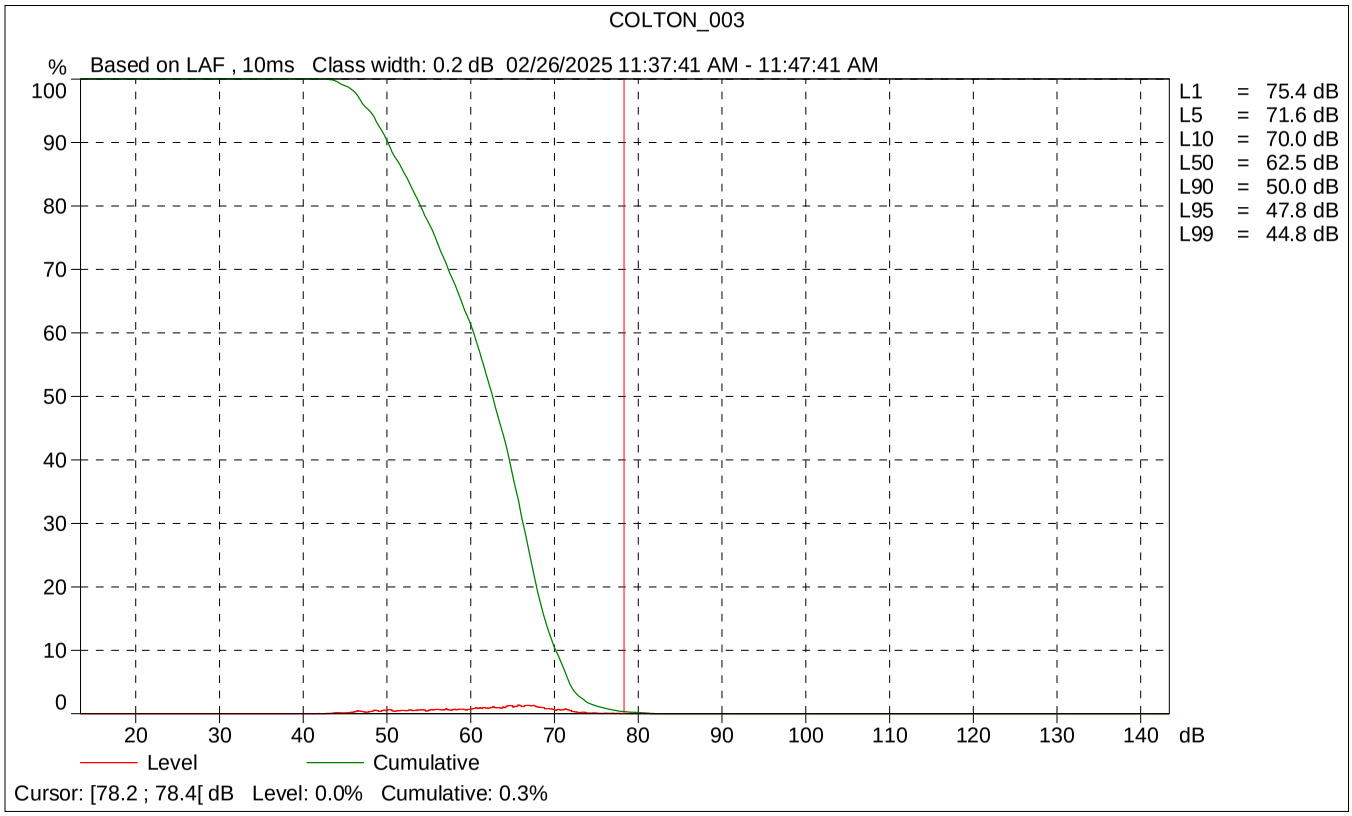
Instrument Serial Number:		3011133
Microphone Serial Number:		3086765
Input:		Top Socket
Windscreen Correction:		UA-1650
Sound Field Correction:		Free-field

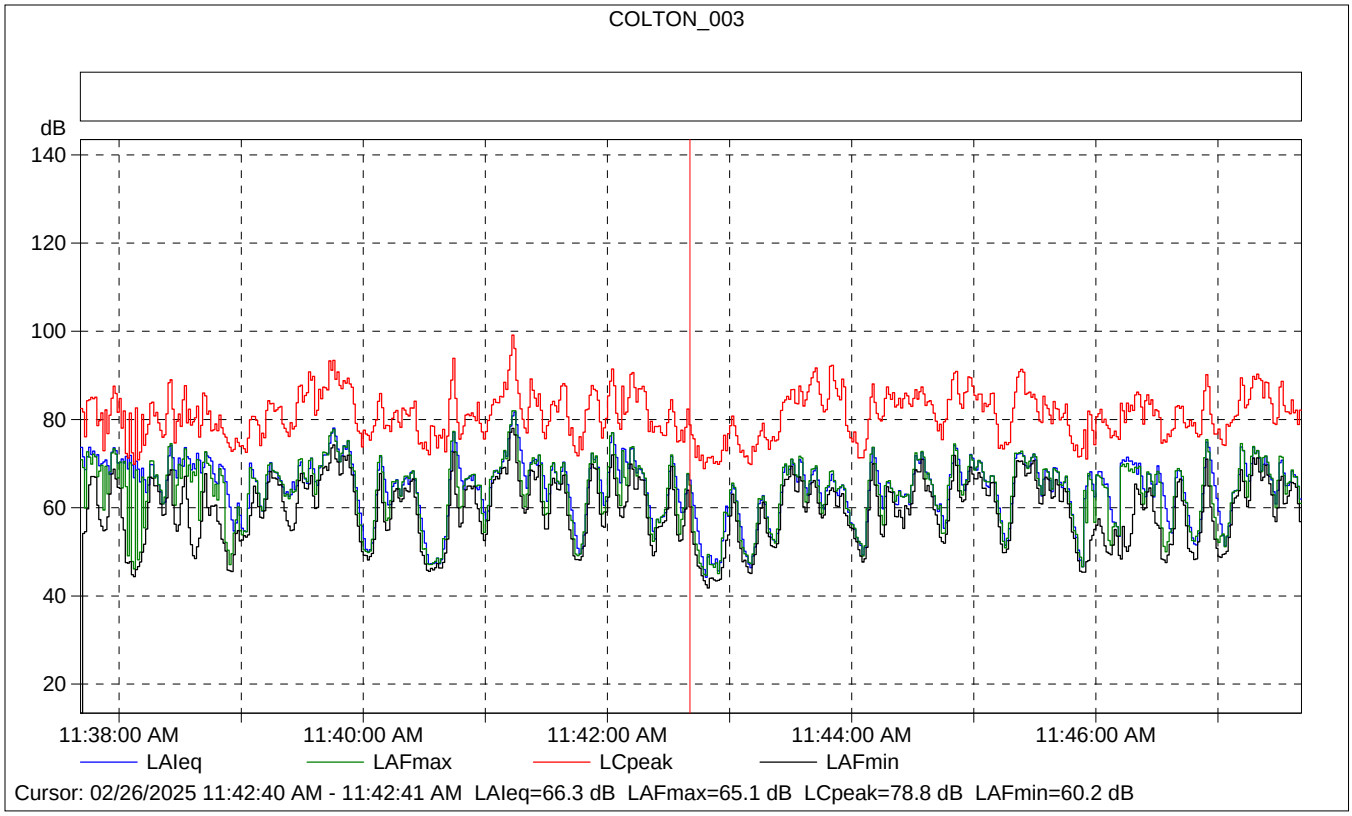
Calibration Time:		02/26/2025 09:12:29
Calibration Type:		External reference
Sensitivity:		43.3920323848724 mV/Pa

COLTON_003

	Start time	End time	Elapsed time	Overload [%]	LAeq [dB]	LAFmax [dB]	LAFmin [dB]
Value				0.00	66.2	82.0	41.8
Time	11:37:41 AM	11:47:41 AM	0:10:00				
Date	02/26/2025	02/26/2025					

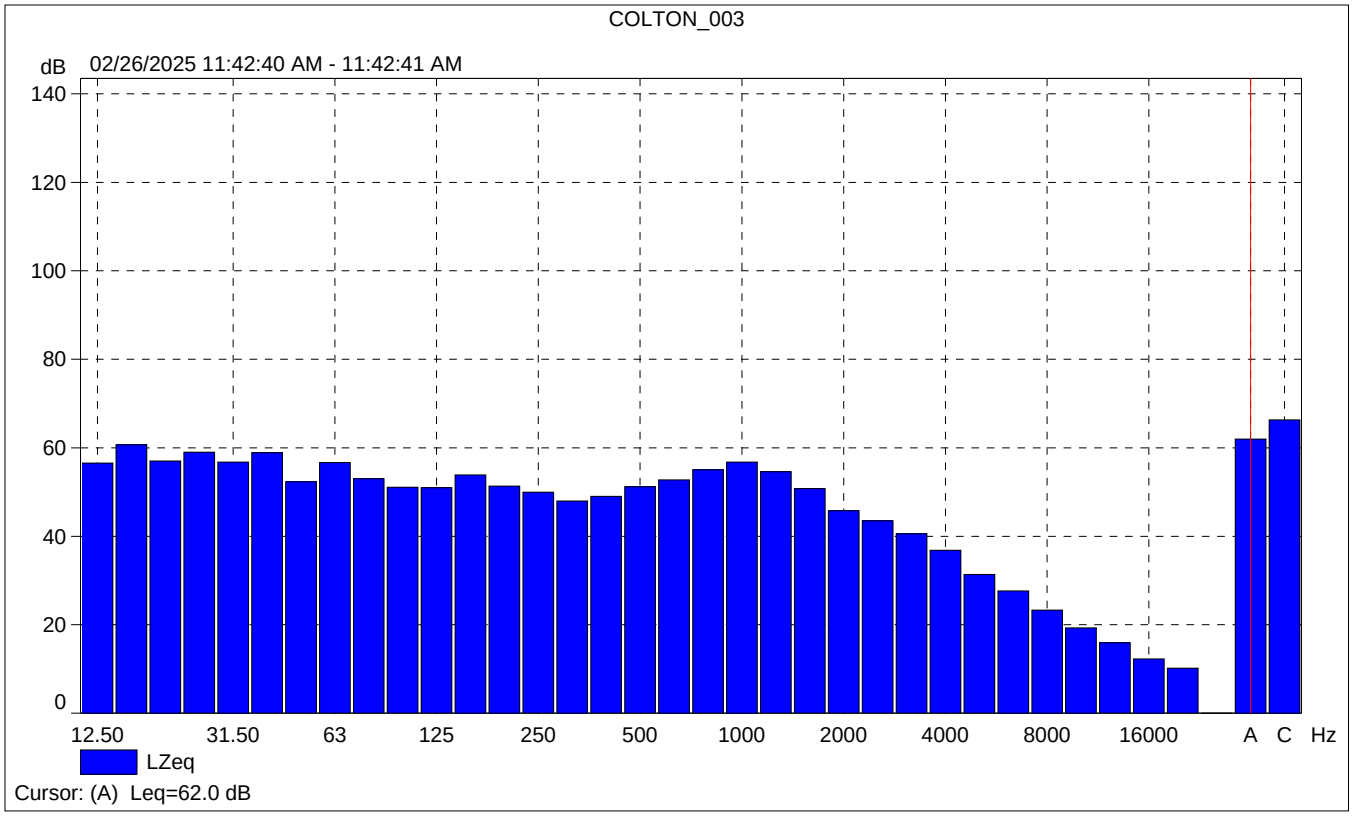

COLTON_003
dB
02/26/2025 11:37:41 AM - 11:47:41 AM
130
120
110
100
90
80
70
60
50
40
30
20
10
12.50
31.50
63
125
250
500
1000
2000
4000
8000
16000
A
C
Hz
LZeq
LZFmax
LZFmin
Cursor: (A) Leq=66.2 dB LFmax=82.0 dB LFmin=41.8 dB

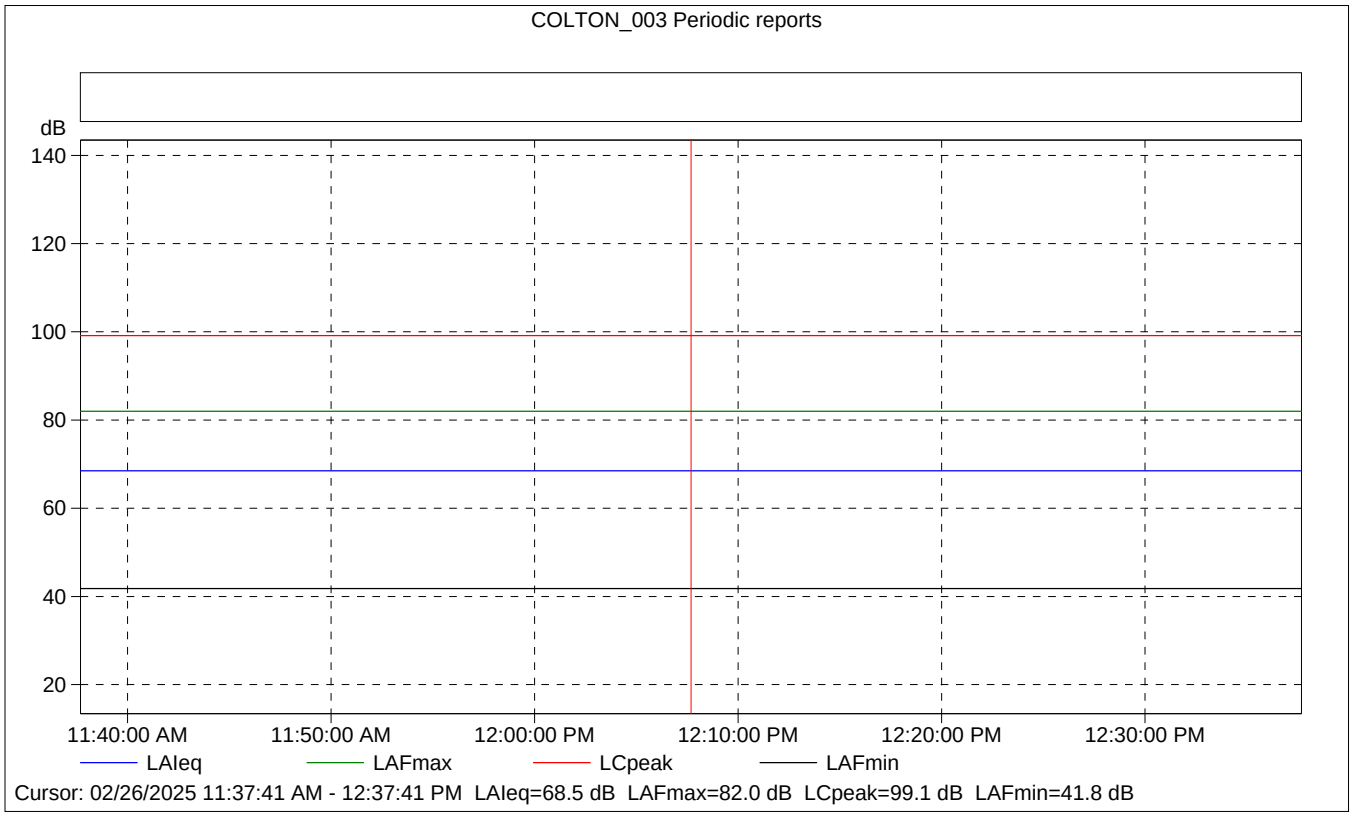

COLTON_003
%
Based on LAF , 10ms Class width: 0.2 dB 02/26/2025 11:37:41 AM - 11:47:41 AM
100
90
80
70
60
50
40
30
20
10
0
20
30
40
50
60
70
80
90
100
110
120
130
140
dB
L1 = 75.4 dB
L5 = 71.6 dB
L10 = 70.0 dB
L50 = 62.5 dB
L90 = 50.0 dB
L95 = 47.8 dB
L99 = 44.8 dB
Level
Cumulative
Cursor: [78.2 ; 78.4[dB Level: 0.0% Cumulative: 0.3%



COLTON_003

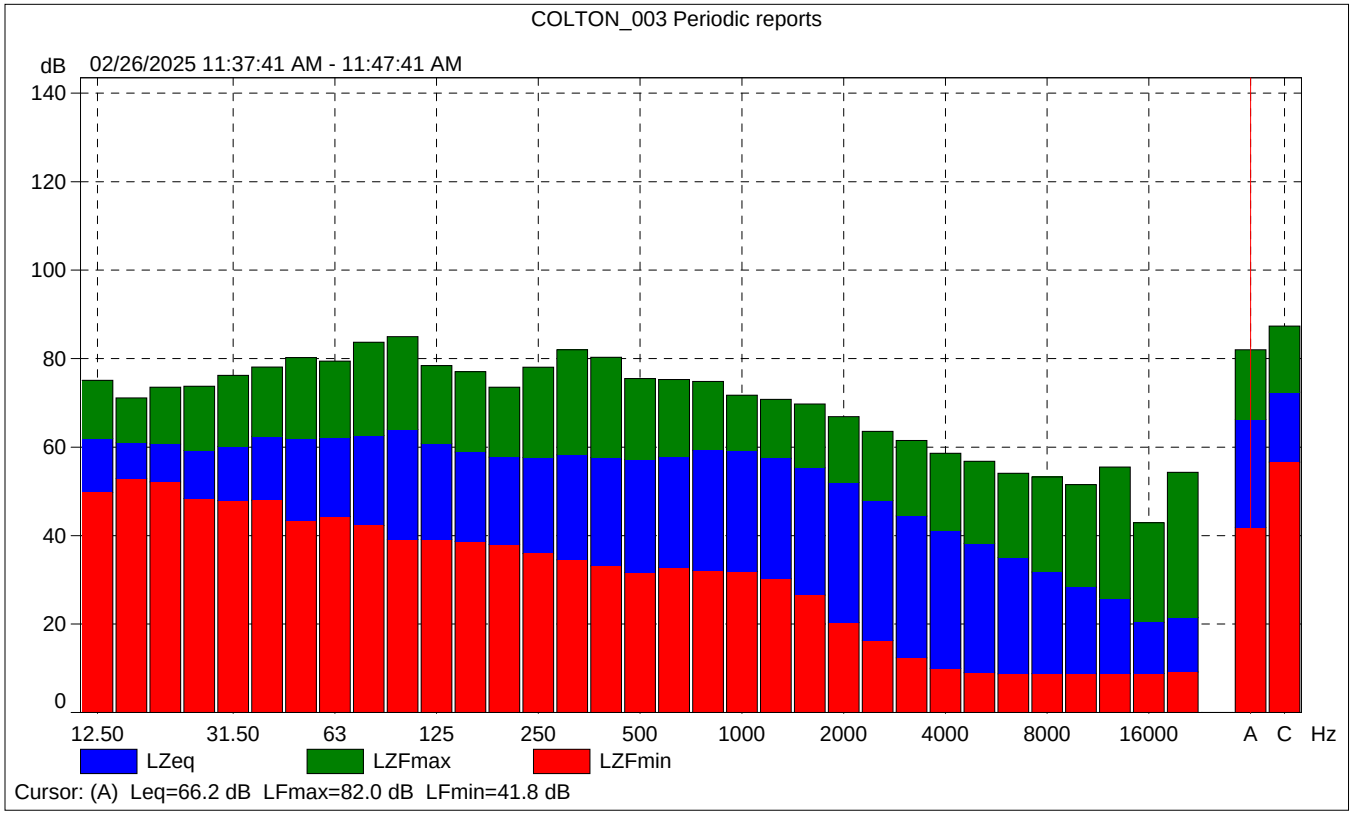
	Start time	Elapsed time	Overload [%]	LAIeq [dB]	LAFmax [dB]	LAFmin [dB]
Value			0.00	66.3	65.1	60.2
Time	11:42:40 AM	0:00:01				
Date	02/26/2025					

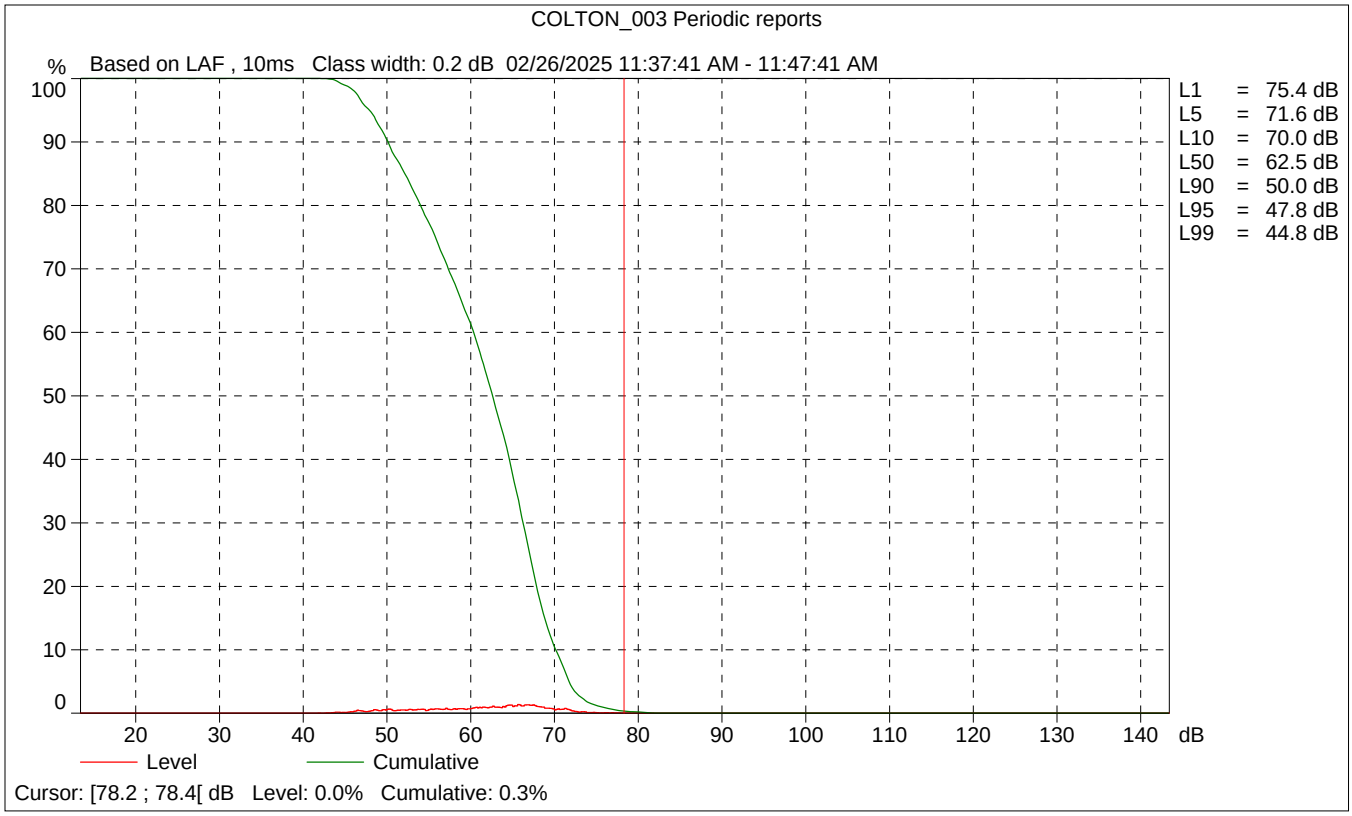

COLTON_003
dB
02/26/2025 11:42:40 AM - 11:42:41 AM
140
120
100
80
60
40
20
0
12.50
31.50
63
125
250
500
1000
2000
4000
8000
16000
A
C
Hz
LZeq
Cursor: (A) Leq=62.0 dB


COLTON_003 Periodic reports
dB
140
120
100
80
60
40
20
11:40:00 AM
11:50:00 AM
12:00:00 PM
12:10:00 PM
12:20:00 PM
12:30:00 PM
LAIeq
LAFmax
LCpeak
LAFmin
Cursor: 02/26/2025 11:37:41 AM - 12:37:41 PM LAIeq=68.5 dB LAFmax=82.0 dB LCpeak=99.1 dB LAFmin=41.8 dB

COLTON_003 Periodic reports

	Start time	Elapsed time	Overload [%]	LAIeq [dB]	LAFmax [dB]	LAFmin [dB]
Value			0.00	68.5	82.0	41.8
Time	11:37:41 AM	0:10:00				
Date	02/26/2025					



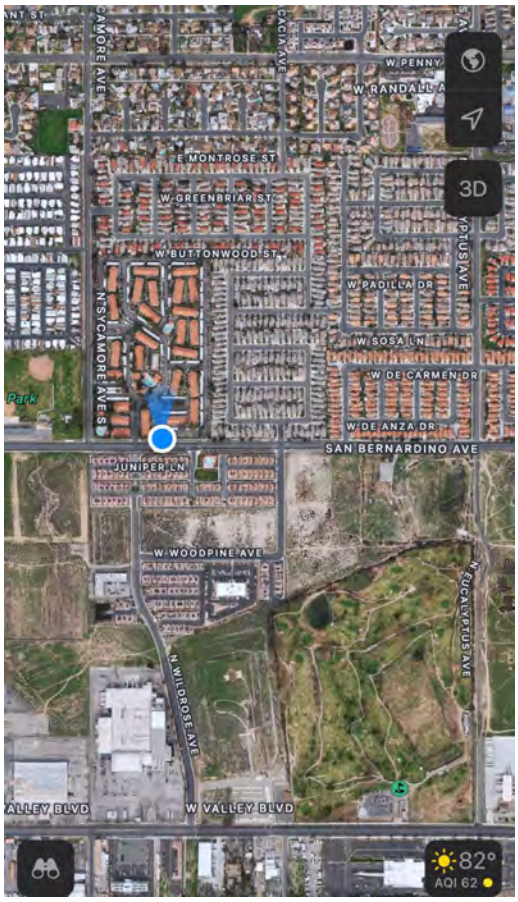

COLTON_003 Periodic reports
% Based on LAF , 10ms Class width: 0.2 dB 02/26/2025 11:37:41 AM - 11:47:41 AM
100
90
80
70
60
50
40
30
20
10
0
20 30 40 50 60 70 80 90 100 110 120 130 140 dB
L1 = 75.4 dB
L5 = 71.6 dB
L10 = 70.0 dB
L50 = 62.5 dB
L90 = 50.0 dB
L95 = 47.8 dB
L99 = 44.8 dB
Level
Cumulative
Cursor: [78.2 ; 78.4[dB Level: 0.0% Cumulative: 0.3%

Site Number: NM-4		
Recorded By: Dennis Dinh, Darshan Shivaiah		
Job Number: 202579		
Date: 2/26/2025		
Time: 11:53 a.m.		
Location: Within the West Court Apartments located along the West San Bernardino Avenue		
Source of Ambient Noise: Traffic along West San Bernardino Avenue		
Noise Data		
L_{eq} (dB)	L_{min} (dB)	L_{max} (dB)
66.0	40.9	83.6

Equipment						
Category	Type	Vendor	Model	Serial No.	Cert. Date	Note
Sound	Sound Level Meter	Brüel & Kjær	2250	3011133	06/04/2023	
	Microphone	Brüel & Kjær	4189	3086765	06/04/2023	
	Preamp	Brüel & Kjær	ZC 0032	25380	06/04/2023	
	Calibrator	Brüel & Kjær	4231	2545667	06/04/2023	

Weather Data			
Est.	Duration: 10 minutes		Sky: Sunny
	Note: dBA Offset = 0.01		Sensor Height (ft): 5 ft
	Wind Ave Speed (mph / m/s)	Temperature (degrees Fahrenheit)	Barometer Pressure (inches)
	2	68	29.99

Photo of Measurement Location



2250

Instrument:		2250
Application:		BZ7225 Version 4.7.6
Start Time:		02/26/2025 11:53:14
End Time:		02/26/2025 12:03:14
Elapsed Time:		00:10:00
Bandwidth:		1/3-octave
Max Input Level:		142.17

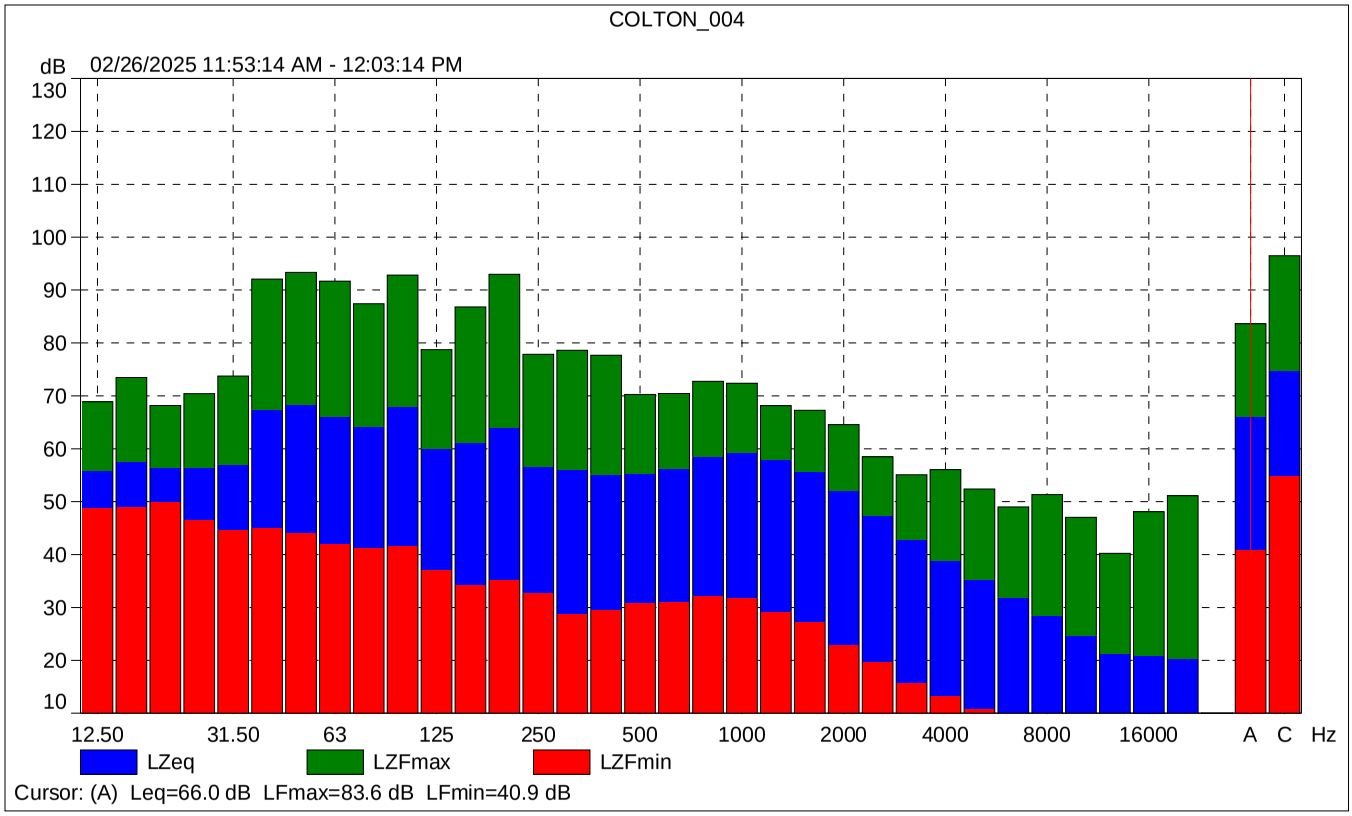
	Time	Frequency
Broadband (excl. Peak):	FSI	AC
Broadband Peak:		C
Spectrum:	FS	Z

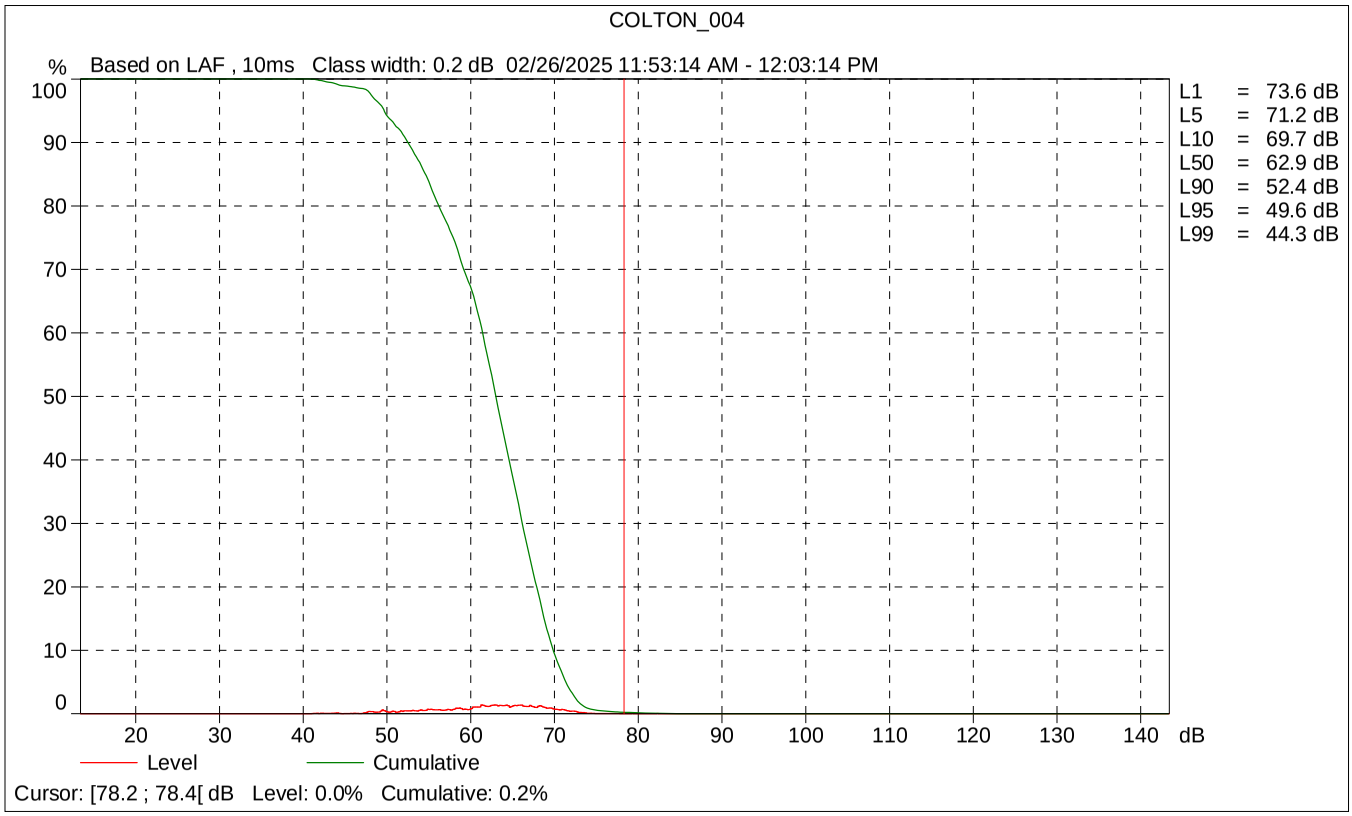
Instrument Serial Number:		3011133
Microphone Serial Number:		3086765
Input:		Top Socket
Windscreen Correction:		UA-1650
Sound Field Correction:		Free-field

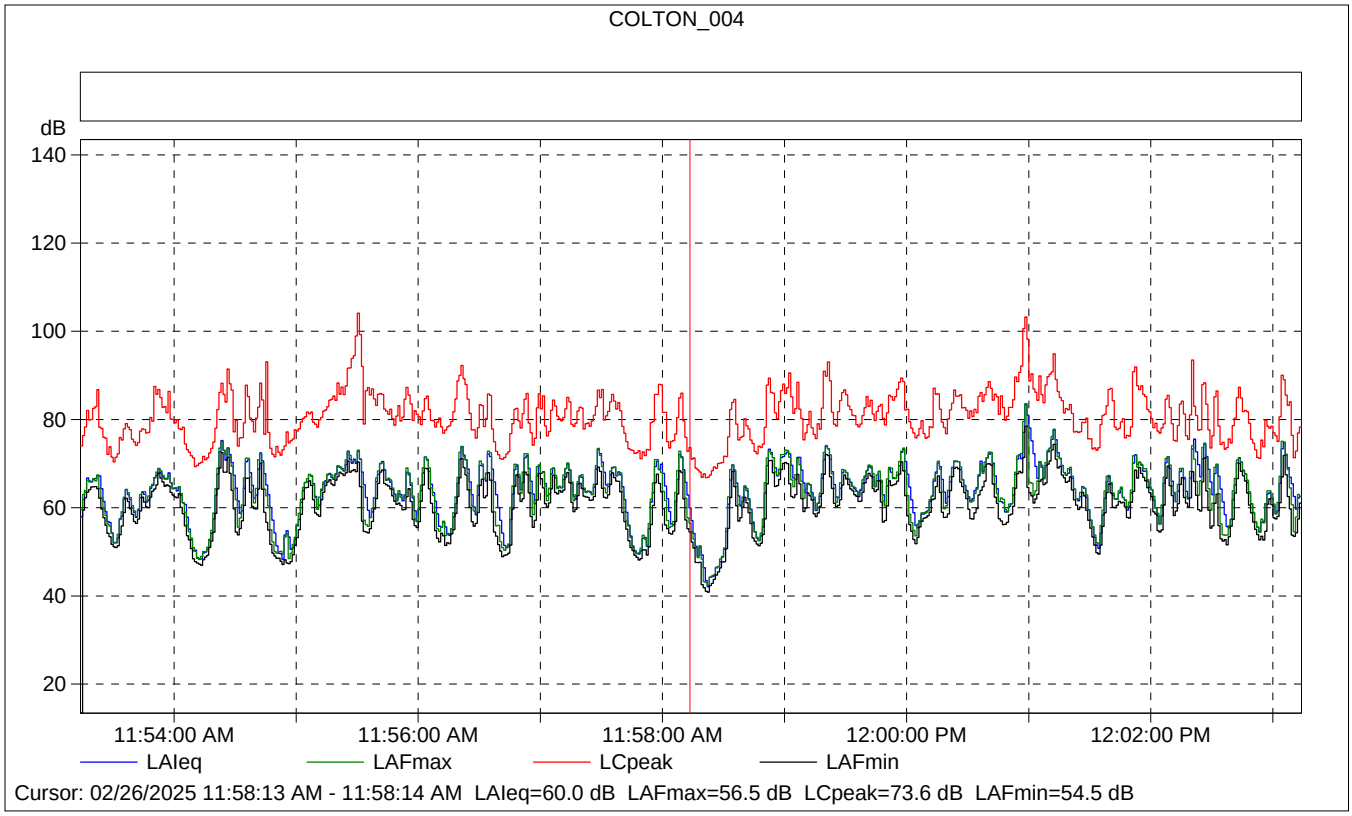
Calibration Time:		02/26/2025 09:12:29
Calibration Type:		External reference
Sensitivity:		43.3920323848724 mV/Pa

COLTON_004

	Start time	End time	Elapsed time	Overload [%]	LAeq [dB]	LAFmax [dB]	LAFmin [dB]
Value				0.00	66.0	83.6	40.9
Time	11:53:14 AM	12:03:14 PM	0:10:00				
Date	02/26/2025	02/26/2025					

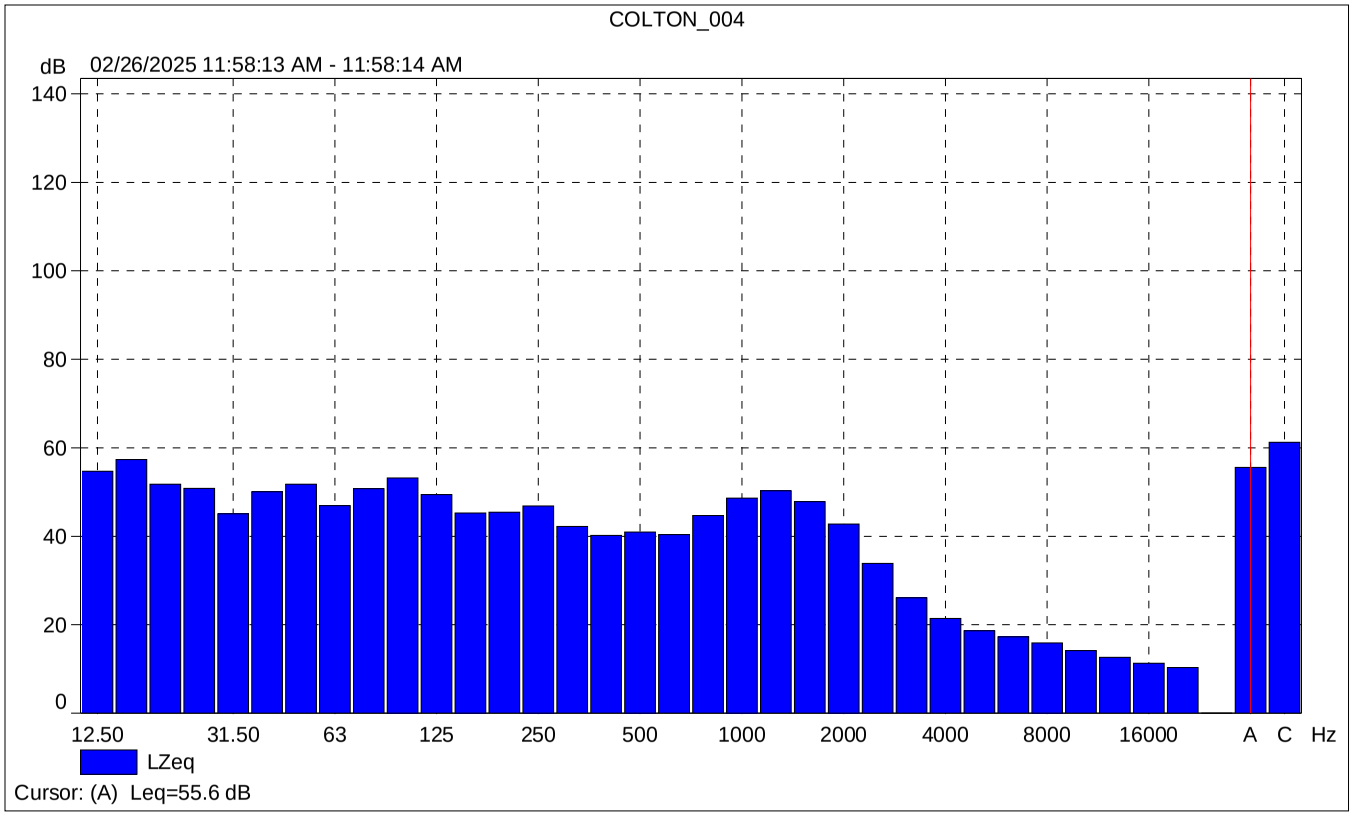

COLTON_004
dB
02/26/2025 11:53:14 AM - 12:03:14 PM
130
120
110
100
90
80
70
60
50
40
30
20
10
12.50
31.50
63
125
250
500
1000
2000
4000
8000
16000
A
C
Hz
LZeq
LZFmax
LZFmin
Cursor: (A) Leq=66.0 dB LFmax=83.6 dB LFmin=40.9 dB

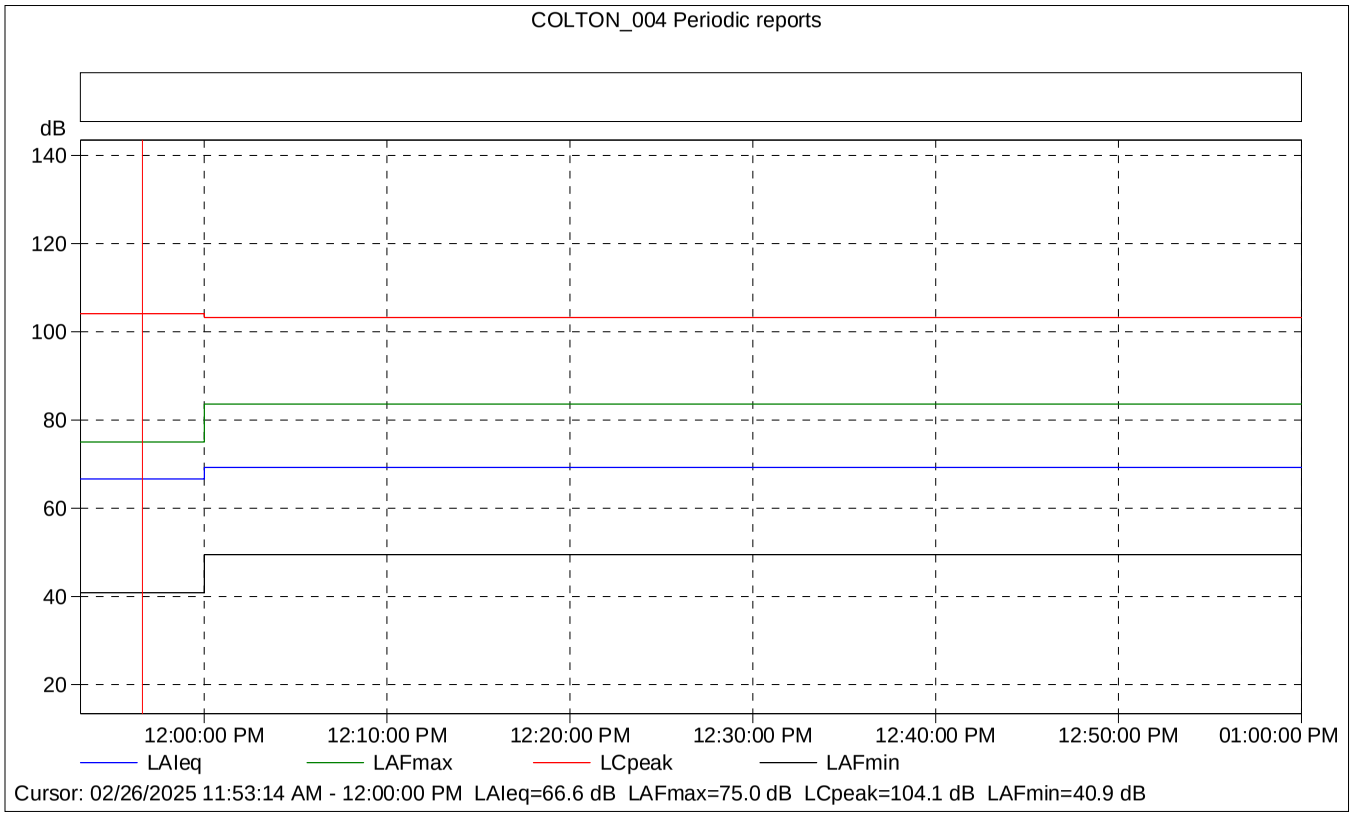

COLTON_004
%
Based on LAF , 10ms Class width: 0.2 dB 02/26/2025 11:53:14 AM - 12:03:14 PM
100
90
80
70
60
50
40
30
20
10
0
20
30
40
50
60
70
80
90
100
110
120
130
140
dB
L1 = 73.6 dB
L5 = 71.2 dB
L10 = 69.7 dB
L50 = 62.9 dB
L90 = 52.4 dB
L95 = 49.6 dB
L99 = 44.3 dB
Level
Cumulative
Cursor: [78.2 ; 78.4[dB Level: 0.0% Cumulative: 0.2%



COLTON_004

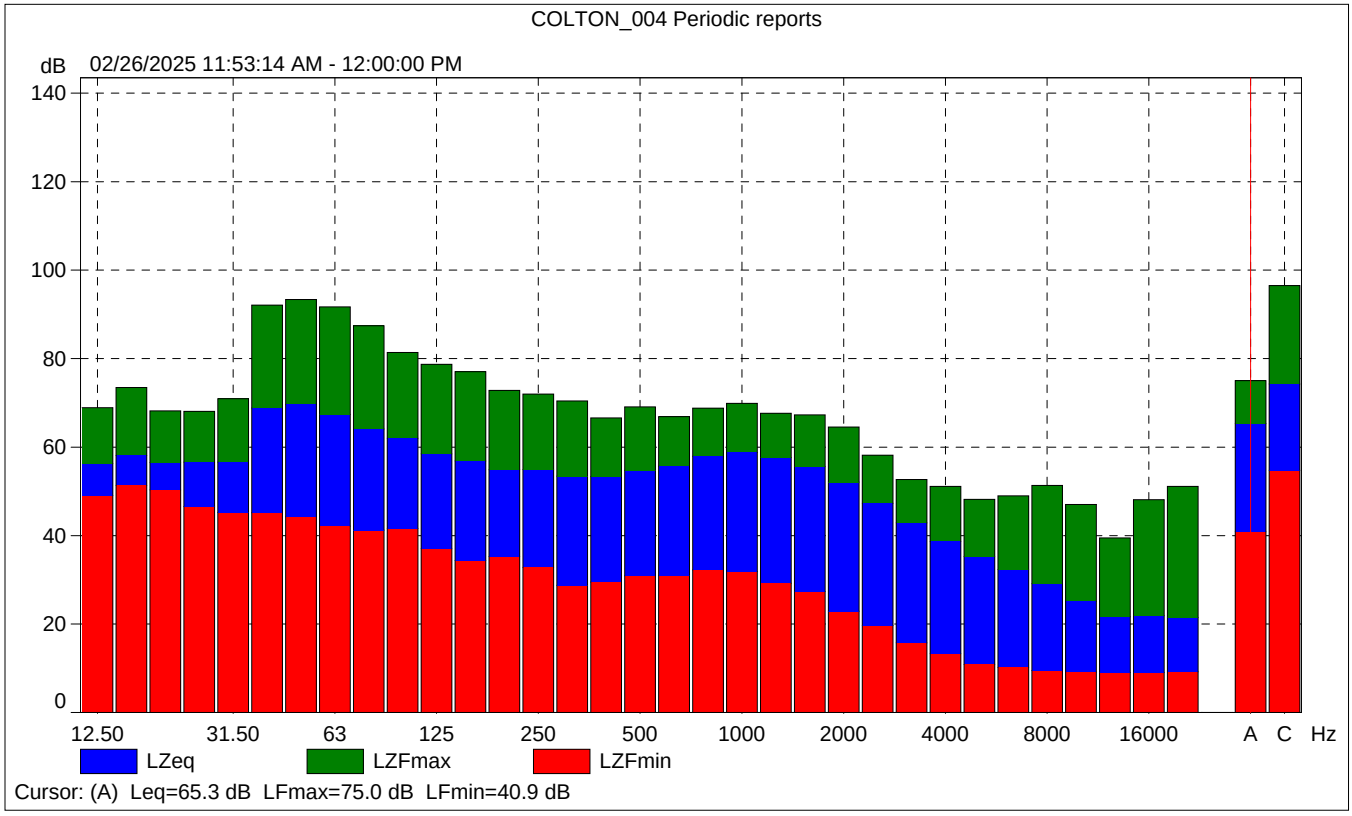
	Start time	Elapsed time	Overload [%]	LAIeq [dB]	LAFmax [dB]	LAFmin [dB]
Value			0.00	60.0	56.5	54.5
Time	11:58:13 AM	0:00:01				
Date	02/26/2025					

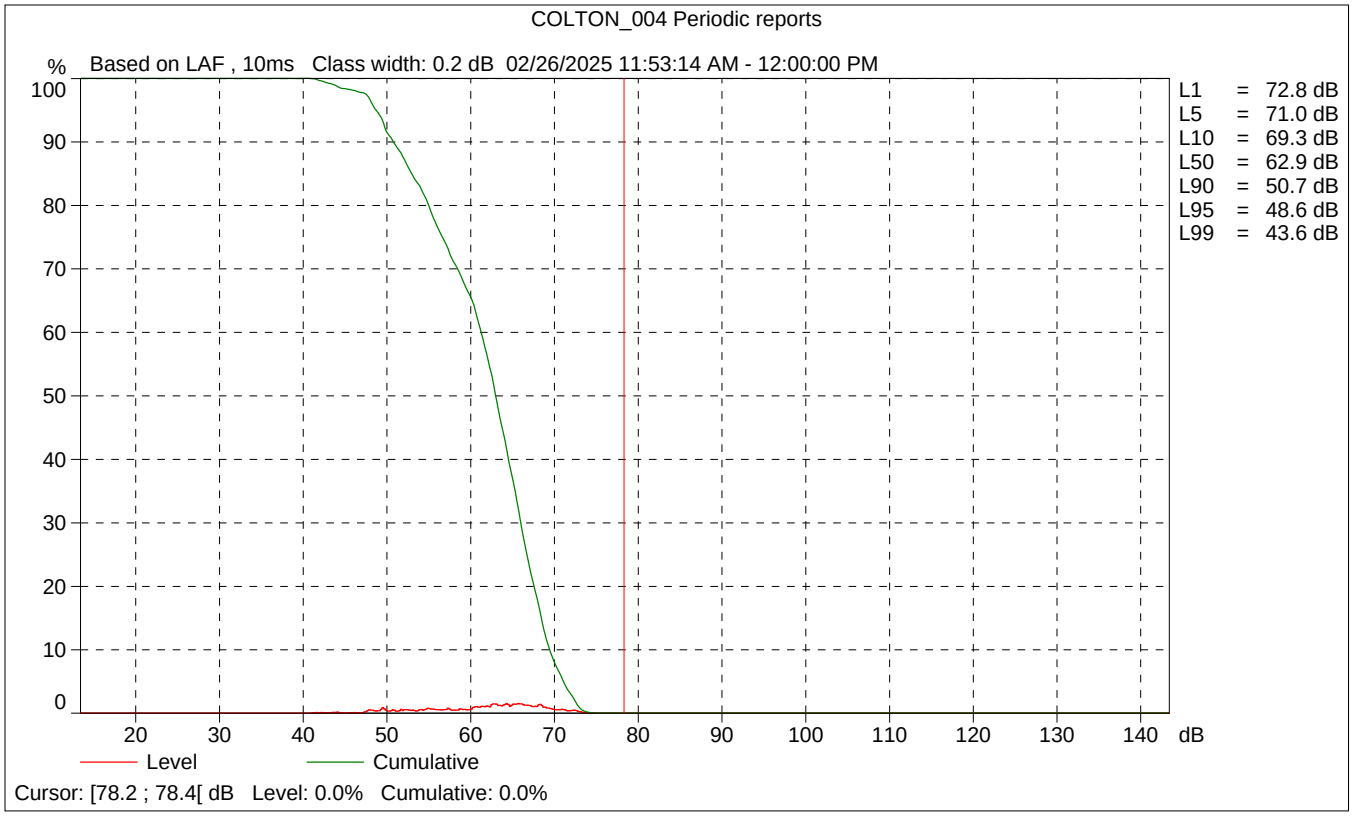

COLTON_004
dB
02/26/2025 11:58:13 AM - 11:58:14 AM
140
120
100
80
60
40
20
0
12.50
31.50
63
125
250
500
1000
2000
4000
8000
16000
A
C
Hz
LZeq
Cursor: (A) Leq=55.6 dB


COLTON_004 Periodic reports
dB
140
120
100
80
60
40
20
12:00:00 PM
12:10:00 PM
12:20:00 PM
12:30:00 PM
12:40:00 PM
12:50:00 PM
01:00:00 PM
LAIeq
LAFmax
LCpeak
LAFmin
Cursor: 02/26/2025 11:53:14 AM - 12:00:00 PM LAIeq=66.6 dB LAFmax=75.0 dB LCpeak=104.1 dB LAFmin=40.9 dB

COLTON_004 Periodic reports

	Start time	Elapsed time	Overload [%]	LAIeq [dB]	LAFmax [dB]	LAFmin [dB]
Value			0.00	66.6	75.0	40.9
Time	11:53:14 AM	0:06:46				
Date	02/26/2025					




COLTON_004 Periodic reports
% Based on LAF , 10ms Class width: 0.2 dB 02/26/2025 11:53:14 AM - 12:00:00 PM
100
90
80
70
60
50
40
30
20
10
0
20 30 40 50 60 70 80 90 100 110 120 130 140 dB
L1 = 72.8 dB
L5 = 71.0 dB
L10 = 69.3 dB
L50 = 62.9 dB
L90 = 50.7 dB
L95 = 48.6 dB
L99 = 43.6 dB
Level
Cumulative
Cursor: [78.2 ; 78.4[dB Level: 0.0% Cumulative: 0.0%

Appendix E

Trip Generation Assessment

Michael Baker INTERNATIONAL

We Make a Difference

TECHNICAL MEMORANDUM

To: Mario Suarez, City of Colton

From: Alejandro Tapia PE, Michael Baker International

CC: Alicia Gonzalez, Michael Baker International

Date: May 8, 2025

Subject: Colton Hub City Centre Specific Plan Amendment - Trip Generation Assessment

Introduction

The purpose of this memorandum is to document an evaluation of the proposed land use rezoning and the associated project trips for the proposed Colton Hub City Centre Specific Plan Amendment (project) located in the City of Colton, California. The original Environmental Impact Report for the specific plan was documented in the *Colton Hub City Centre Specific Plan Final Environmental Impact Report,* dated August 2014 (2014 EIR). This memorandum will assess the change in land use assumptions associated with rezoning revisions and how that affects the trip generation assumptions in the EIR.

Project Description

The proposed project would implement Program 10 from the adopted 6th Cycle Housing Element, resulting in the rezoning of at least 34 acres across 17 retail parcels via the upzoning to allow for a density of up to 40 units per acre. The rezone would ensure the City has the appropriate zoning in place to achieve its RHNA requirement and a 20% buffer as outlined in the Housing Element.

Exhibit 1 shows the location of the project. **Exhibit 2** shows the currently proposed land use plan and **Exhibit 3** shows the originally approved 2014 EIR land use plan.

Exhibit 1: Project Location

Methodology

This trip generation evaluation will focus on the zoning revisions of planning areas: 9, 12, 14, 15, 16A, and 19A into Residential Mixed Use (RES-MU) land use. As shown in **Exhibit 2**, the proposed project will revise the planning area boundaries and add new planning areas compared to the approved 2014 EIR. To directly assess the change in trips forecast to be generated by the project, the trip generation comparison boundary will encompass an identical area. For the purposes of this assessment, this includes the following planning areas: 7, 8, 9, 12, 14, 15, 16A, 16B, 19A, and 19B.

In accordance with the CEQA Guidelines, this trip generation assessment will utilize the same procedure as the transportation analysis in the 2014 EIR. Therefore, the Institute of Transportation Engineers' *Trip Generation Manual 9th Edition* will be used to estimate the project trips.

Michael Baker INTERNATIONAL

Exhibit 2: Proposed Land Use Plan (Specific Plan Amendment)

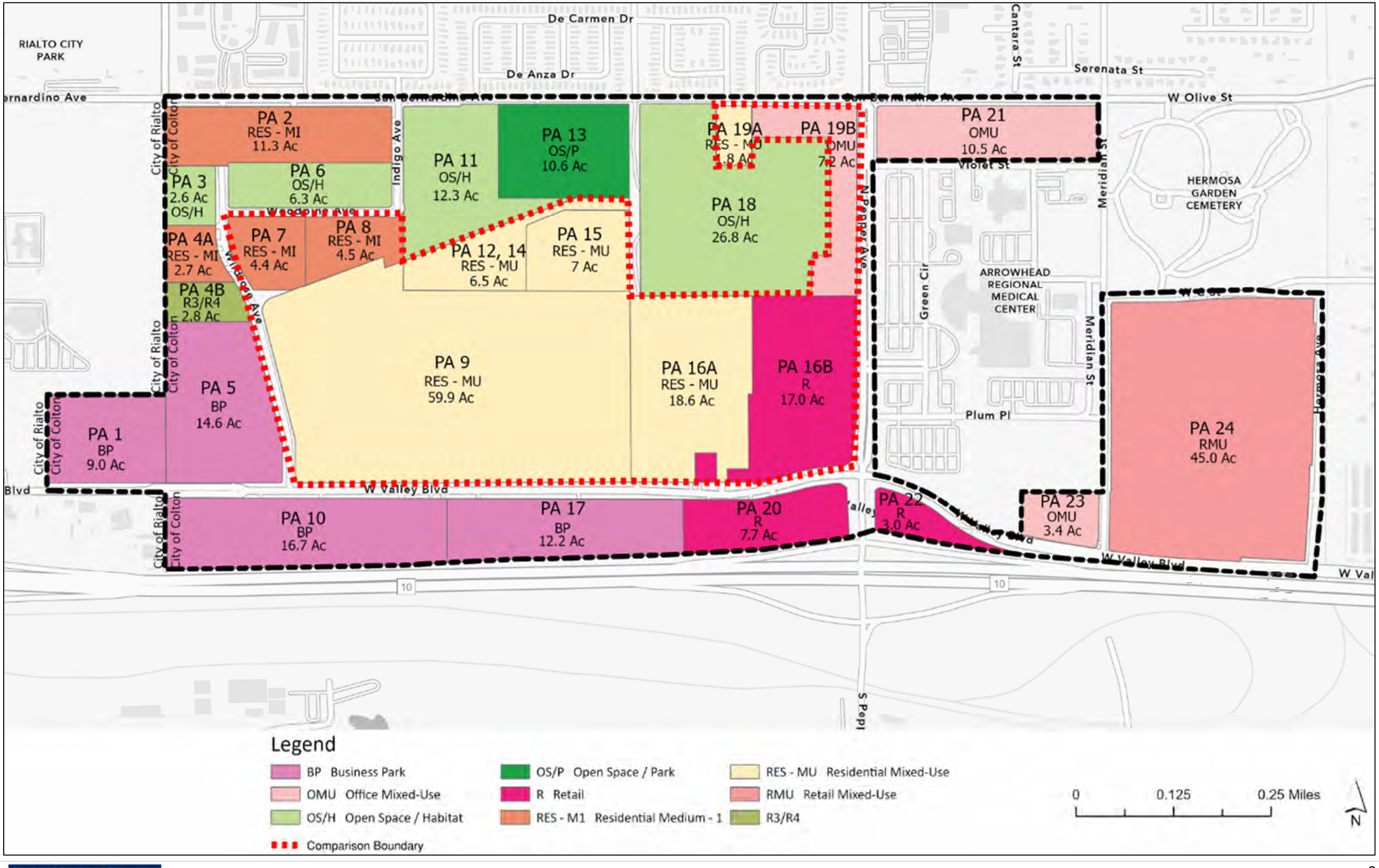
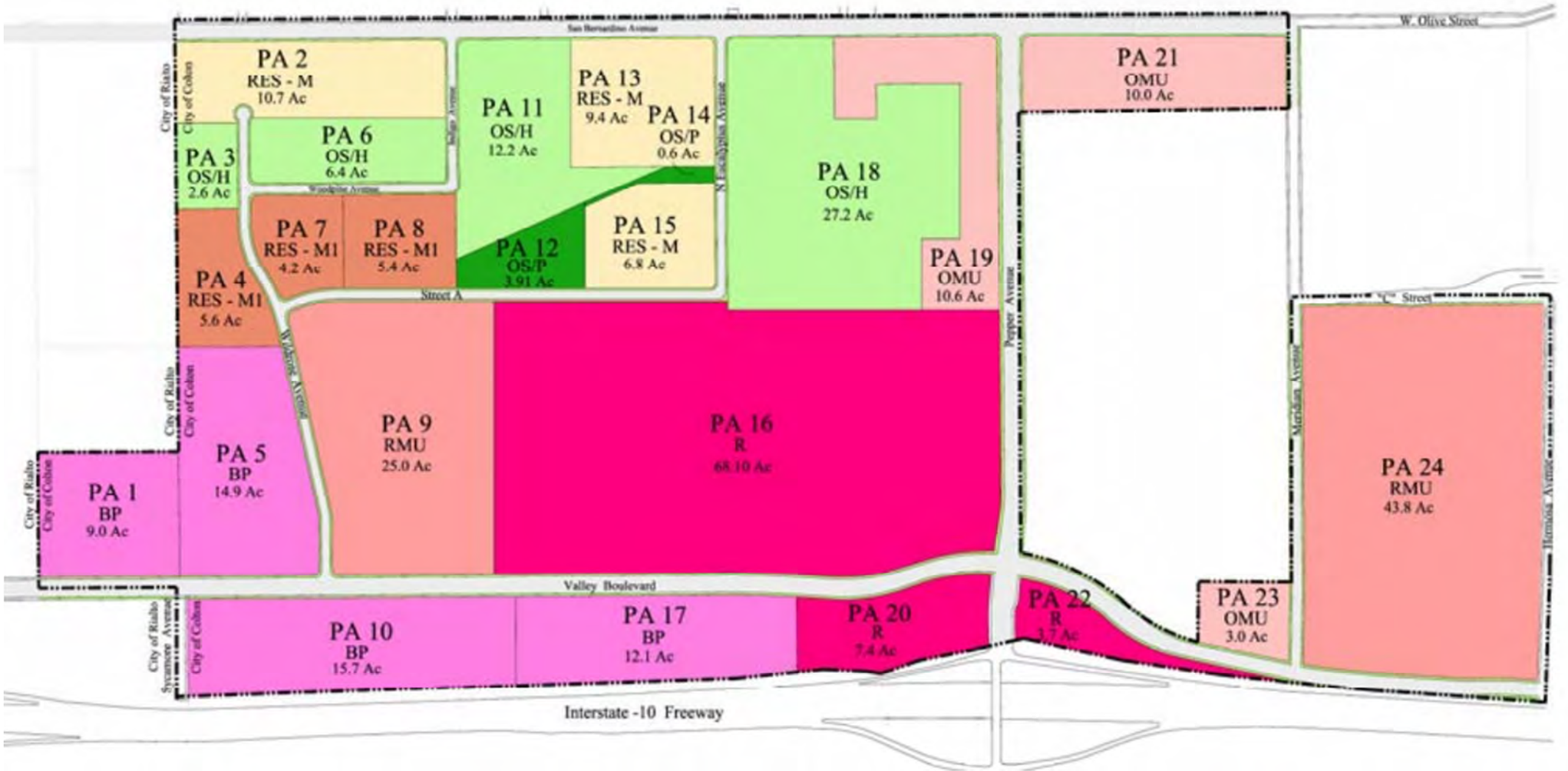


Exhibit 3: Approved 2014 EIR Land Use Plan



Source: *Colton Hub City Center Specific Plan Traffic Impact Analysis (Kunzman Associates Inc., 2014)*

Trip Generation Assessment

2014 EIR

The *Colton Hub City Center Specific Plan Traffic Impact Analysis (Kunzman Associates Inc., 2014)* [2014 TIA], documented in the 2014 EIR, analyzed the estimated project trips for each planning area based on the land use assumptions that were available at that time.

Table 1 provides the previously documented trip generation calculations for planning areas within the comparison boundary. As shown, within the comparison boundary, a total of 36,820 daily trips, 1,466 AM Peak Hour trips, and 3,570 PM Peak Hour trips were anticipated during an average weekday.

Table 1: Approved 2014 EIR Project Trip Generation

Land Use	ITE Land Use Code	Intensity		Daily Trips	AM Peak Hour Trips		PM Peak Hour Trips	
					Total	In : Out	Total	In : Out
2014 EIR Land Use Map								
Single Family Detached Housing	210	132	DU	1,257	99	25 : 74	132	83 : 49
Shopping Center	820	809.672	TSF	30,265	649	402 : 247	2,755	1,320 : 1,435
Office	710	204.558	TSF	2,652	386	341 : 45	386	65 : 321
Business Park	770	17.61	AC	2,638	332	282 : 50	297	59 : 238
Open Space/Park	412	4.51	AC	8	0	0 : 0	0	0 : 0
TOTAL				**36,820**	**1,466**	**1,050 : 416**	**3,570**	**1,527 : 2,043**

Source: *Colton Hub City Center Specific Plan Traffic Impact Analysis (Kunzman Associates Inc., 2014)*
Trip Rate Source: Institute of Transportation Engineer's (ITE) Trip Generation Manual, 9th Edition.

Proposed Specific Plan Amendment

The currently proposed Specific Plan Amendment includes rezoning across 17 retail parcels via the upzoning to allow for a density of up to 40 units per acre. **Table 2** shows the assumed land use types and intensities, within the comparison boundary, of the proposed project compared to the 2014 EIR. The proposed land uses within the comparison boundary were coordinated with City staff.

Table 2: Land Use Comparison

Land Use	Intensity	
	2014 EIR	SP Amendment
Single Family Detached Housing	132 DU	N/A
Multifamily Housing (Low-Rise)	N/A	1,863 DU
Multifamily Housing (Mid-Rise)	N/A	1,242 DU
Shopping Center	809.672 TSF	348.567 TSF
Office	204.558 TSF	N/A
Business Park	17.61 AC	119.267 TSF
Open Space/Park	4.51 AC	N/A

Table 3 shows the trip generation calculations for the proposed project within the comparison boundary. As shown, the project is now forecast to generate approximately 33,946 daily trips, 1,481 AM Peak Hour trips, and 2,926 PM Peak Hour trips during an average weekday.

Table 4 compares the approved 2014 EIR project site trips to the Specific Plan Amendment trips. As shown, within the comparison boundary, the Specific Plan Amendment is expected to generate fewer daily and PM Peak Hour trips compared to the approved 2014 EIR (2,874 daily trips and 644 PM Peak Hour trips). Additionally, within the comparison boundary, the Specific Plan Amendment is expected to generate an additional 15 AM Peak Hour trips compared to the Approved EIR.

While there is only a net increase of 15 trips in the AM Peak Hour, there is a change in the inbound and outbound distribution of trips during the AM Peak Hour. This is likely a result of the increase in residential dwelling units under the proposed project. The residential land uses experience higher rate of outbound trips during the AM Peak Hour compared to the other proposed land uses. The precise location of the residential developments would influence the distribution of trips onto the roadway network and any operational changes at the study intersections.

Table 3: Revised Project Trip Generation

Land Use	ITE Land Use Code	Intensity		Daily Trips	AM Peak Hour Trips		PM Peak Hour Trips	
					Total	In : Out	Total	In : Out
Specific Plan Amendment Land Use Map								
Multifamily Housing (Low-Rise)	221	1,863	DU	9,926	605	127 : 478	886	576 : 310
Multifamily Housing (Mid-Rise)	223	1,242	DU	6,747	373	116 : 257	484	281 : 203
Shopping Center	820	348.567	TSF	15,291	334	207 : 127	1,383	664 : 719
Business Park	770	119.267	TSF	1,982	169	144 : 25	173	45 : 128
TOTAL				**33,946**	**1,481**	**594 : 887**	**2,926**	**1,566 : 1,360**

Note: Values may vary slightly due to rounding
Trip Rate Source: Institute of Transportation Engineer's (ITE) Trip Generation Manual, 9th Edition.

Table 4: Project Trip Comparison

Scenario	Daily Trips	AM Peak Hour Trips		PM Peak Hour Trips	
		Total	In : Out	Total	In : Out
2014 EIR	36,820	1,466	1,050 : 416	3,570	1,527 : 2,043
Specific Plan Amendment	33,946	1,481	594 : 887	2,926	1,566 : 1,360
TOTAL	**-2,874**	**15**	**-456 : 471**	**-644**	**39 : -683**

Findings

As shown in this assessment, the revised land use and zoning associated with proposed Colton Hub City Centre Specific Plan Amendment modifications results in a net decrease of 2,874 daily trips, net increase of 15 AM Peak Hour trips, and a net decrease of 644 PM Peak Hour trips. Additionally, the revised land use and zoning result in a change in the inbound and outbound distribution of trips during the peak hours.