AIR QUALITY AND GREENHOUSE GAS IMPACT ANALYSIS

Kia Dealership Calabasas Project
City of Calabasas

Envicom Project # 2023-105-01

Prepared for:

CITY OF CALABASAS
100 Civic Center Way
Calabasas, CA 91302

Prepared by:

ENVICOM CORPORATION
4165 E. Thousand Oaks Boulevard, Suite 290
Westlake Village, CA 91362

May 2024

SECTION

TABLES

FIGURE

APPENDIX

1.0 INTRODUCTION

The purpose of this Air Quality Impact Analysis is to identify, describe, and evaluate the significance of potential air quality impacts resulting from the construction and operation of the proposed Kia Dealership Calabasas Project ("project") located within the City of Calabasas.

2.0 EXISTING CONDITIONS

The proposed project would be located at 24460 Calabasas Road (project site) in the incorporated City of Calabasas in Los Angeles County and within the South Coast Air Basin (Air Basin), as shown in **Figure 1, Regional Location Map**. The Air Basin is bounded by the Pacific Ocean to the west, the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east, and San Diego County to the south.

In addition to being a metropolitan area with a high level of human activity, the topography and climate of Southern California combine to produce unhealthful air quality in the Air Basin. Low temperature inversions, light winds, shallow vertical mixing, and extensive sunlight, in combination with topographical features such as adjacent mountain ranges that hinder dispersion of air pollutants, can result in degraded air quality within the Air Basin.

The project site is approximately 10.94 acres and was historically used as a plant nursey with retail operations, which closed in 2015. The commercial structures associated with the business have already been demolished, but the project site still contains many remnants of the previously developed area, including paved areas, foundations, retaining walls, and graded pads. The project site is located on Calabasas Road which runs parallel to the U.S. 101 Freeway for a segment. An existing dealership is situated to the west of the project, and an existing parking lot to the east is for another existing dealership. The southerly portion of the site rises steeply to a mapped Significant Ridgeline; the Vista Pointe residential development is situated at the top of this slope. The single-family residences in this neighborhood are mostly two-story houses and are located well above (250-ft +/-) above the proposed dealership. Round Meadow Elementary School is located 0.4 miles northwest of the project site.

3.0 PROPOSED DEVELOPMENT

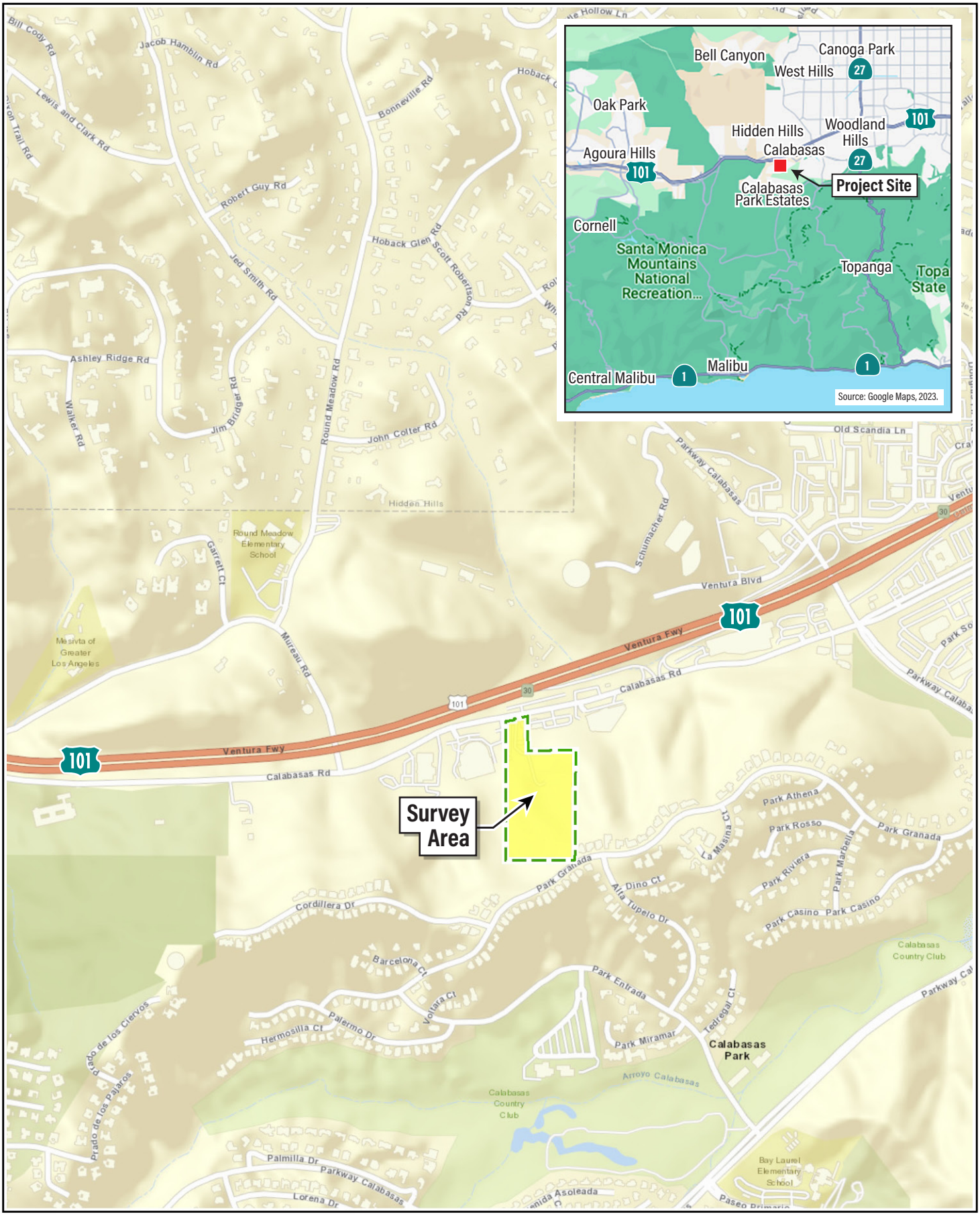
The proposed project would remove the paved areas, foundations, retaining walls, and graded pads, which totals approximately 3,500 square-feet of area to be demolished. The project would construct an approximately 50,061 gross square-foot two-story, 35-foot-tall structure for the Kia Dealership and associated parking in front of the structure and on the rooftop. The total demolition weight of the hardscape to be removed will be approximately 850 tons. Development of the project site will require the export of up to 27,500 cubic yards of soil and import of 900 cubic yards of soil.

4.0 AIR QUALITY SETTING

Ambient Air Quality Standards

National and State ambient air quality standards,[1] shown in **Table 1**, **Ambient Air Quality Standards,** are the air quality levels that are considered safe, with an adequate margin of safety, to protect the public health and welfare of "sensitive receptors," which include the elderly, young children, the acutely and chronically

[1] California Air Resources Board, California Ambient Air Quality Standards, May 4, 2016.



Source: ESRI World Street Maps, 2023.

envicom

Regional Location Map

FEET 0 500 1,000

FIGURE 1

Table 1
Ambient Air Quality Standards

Ambient Air Quality Standards						
Pollutant	**Averaging Time**	**California Standards [1]**		**National Standards [2]**		
		Concentration [3]	**Method [4]**	**Primary [3,5]**	**Secondary [3,6]**	**Method [7]**
Ozone (O_3)[8]	1 Hour	0.09 ppm (180 µg/m^3)	Ultraviolet Photometry	—	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.070 ppm (137 µg/m^3)		0.070 ppm (137 µg/m^3)		
Respirable Particulate Matter (PM10)[9]	24 Hour	50 µg/m^3	Gravimetric or Beta Attenuation	150 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m^3		—		
Fine Particulate Matter (PM2.5)[9]	24 Hour	—	—	35 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m^3	Gravimetric or Beta Attenuation	12.0 µg/m^3	15 µg/m^3	
Carbon Monoxide (CO)	1 Hour	20 ppm (23 mg/m^3)	Non-Dispersive Infrared Photometry (NDIR)	35 ppm (40 mg/m^3)	—	Non-Dispersive Infrared Photometry (NDIR)
	8 Hour	9.0 ppm (10 mg/m^3)		9 ppm (10 mg/m^3)	—	
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m^3)		—	—	
Nitrogen Dioxide (NO_2)[10]	1 Hour	0.18 ppm (339 µg/m^3)	Gas Phase Chemiluminescence	100 ppb (188 µg/m^3)	—	Gas Phase Chemiluminescence
	Annual Arithmetic Mean	0.030 ppm (57 µg/m^3)		0.053 ppm (100 µg/m^3)	Same as Primary Standard	
Sulfur Dioxide (SO_2)[11]	1 Hour	0.25 ppm (655 µg/m^3)	Ultraviolet Fluorescence	75 ppb (196 µg/m^3)	—	Ultraviolet Flourescence; Spectrophotometry (Pararosaniline Method)
	3 Hour	—		—	0.5 ppm (1300 µg/m^3)	
	24 Hour	0.04 ppm (105 µg/m^3)		0.14 ppm (for certain areas)[11]	—	
	Annual Arithmetic Mean	—		0.030 ppm (for certain areas)[11]	—	
Lead[12,13]	30 Day Average	1.5 µg/m^3	Atomic Absorption	—	—	High Volume Sampler and Atomic Absorption
	Calendar Quarter	—		1.5 µg/m^3 (for certain areas)[12]	Same as Primary Standard	
	Rolling 3-Month Average	—		0.15 µg/m^3		
Visibility Reducing Particles[14]	8 Hour	See footnote 14	Beta Attenuation and Transmittance through Filter Tape	**No National Standards**		
Sulfates	24 Hour	25 µg/m^3	Ion Chromatography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m^3)	Ultraviolet Fluorescence			
Vinyl Chloride[12]	24 Hour	0.01 ppm (26 µg/m^3)	Gas Chromatography			

See footnotes on next page

For more information please call ARB-PIO at (916) 322-2990 **California Air Resources Board (5/4/16)**

1. California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, and particulate matter (PM10, PM2.5, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

2. National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM10, the 24 hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 $\mu g/m^3$ is equal to or less than one. For PM2.5, the 24 hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S. EPA for further clarification and current national policies.

3. Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.

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

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

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

7. Reference method as described by the U.S. EPA. An “equivalent method” of measurement may be used but must have a “consistent relationship to the reference method” and must be approved by the U.S. EPA.

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

9. On December 14, 2012, the national annual PM2.5 primary standard was lowered from 15 $\mu g/m^3$ to 12.0 $\mu g/m^3$. The existing national 24-hour PM2.5 standards (primary and secondary) were retained at 35 $\mu g/m^3$, as was the annual secondary standard of 15 $\mu g/m^3$. The existing 24-hour PM10 standards (primary and secondary) of 150 $\mu g/m^3$ also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.

10. To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national 1-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national 1-hour standard to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.

11. On June 2, 2010, a new 1-hour SO_2 standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO_2 national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.

    Note that the 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.

12. The ARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

13. The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard (1.5 $\mu g/m^3$ as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.

14. In 1989, the ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

For more information please call ARB-PIO at (916) 322-2990 **California Air Resources Board (5/4/16)**

ill (e.g., those with cardio-respiratory disease, including asthma), and persons engaged in strenuous work or exercise. Healthy adults can tolerate occasional exposure to air pollutant concentrations considerably above these minimum standards before adverse effects are observed. Recent research has shown, however, that chronic exposure to ozone (O_3), the primary ingredient in photochemical smog, may lead to adverse respiratory health, even at concentrations close to the ambient standard. Sources and health effects of various pollutants are shown in **Table 2, Health Effects of Major Criteria Pollutants.**

Baseline Air Quality

Existing levels of ambient air quality and historical trends and projections in the proposed project area are documented from measurements made by the South Coast Air Quality Management District (SCAQMD), which is the agency that is responsible for regulating stationary sources of emissions in the air basin. The project site is nearest to the Reseda Monitoring Station (Station 074), therefore, monitoring data recorded at Station 074 for regional air pollutants, such as O_3, carbon monoxide (CO), nitrogen oxides (NOx), and 10-micron diameter or less particulate matter (PM-10 and PM-2.5) are used to represent the air quality in the proposed project area.[2] **Table 3, Project Area Air Quality Monitoring Summary 2018-2022** provides data from this monitoring station for the previous five years (2018-2022) for which this data is available from the SCAQMD website.[3] The air quality data and trends in the proposed project vicinity, as documented in Table 3, are summarized below:

1. From 2018-2022, O_3 levels exceeded the 1-hour State standard 40 days and exceeded the 8-hour State standard 161 days.
2. PM-10 levels exceeded the State 24-hour standard 0.3 percent of all days monitored from 2018-2022. The National 24-hour PM-10 standard was not exceeded in the same period.
3. PM-2.5 levels does exceed the current National 24-hour all days monitored from 2018-2022.
4. CO and NOx levels have not exceeded National or State standards in the previous five years of monitoring data (2018-2022).

Air Quality Planning

In the Air Basin, the agencies designated to develop the regional Air Quality Management Plan (AQMP) are the SCAQMD and the Southern California Association of Governments. The 2022 AQMP is a regional blueprint for achieving air quality standards and healthful air, and it represents a comprehensive analysis of emissions, meteorology, atmospheric chemistry, regional growth projections, and the impact of existing control measures. According to the AQMP, the principal contributors to air quality challenges in the Air Basin are mobile source emissions.

[2] California Air Resources Board, Air Monitoring Sites – Interactive Map, accessed on August 11, 2023 at: https://ww2.arb.ca.gov/applications/air-monitoring-sites-interactive-map

[3] South Coast Air Quality Management District, Historical Data by Year 2022, 2021, 2020, 2019, and 2018 Air Quality Data Tables.

Table 2
Health Effects of Major Criteria Pollutants

Pollutants	Examples of Sources	Health Effects
Particulate Matter (PM-2.5, PM-10)	• Cars and trucks (especially diesels) • Fireplaces, woodstoves • Windblown dust from roadways, agriculture and construction	• Hospitalizations for worsened heart diseases and respiratory diseases • Emergency room visits for asthma • Premature death • Reduced visibility and material soiling
Ozone (O_3)	• Precursor sources*: motor vehicles, industrial emissions, and consumer products	• Cough, chest tightness • Difficulty taking a deep breath • Worsened asthma symptoms • Lung inflammation
Carbon Monoxide (CO)	• Any source that burns fuel such as cars, trucks, construction and farming equipment, and residential heaters and stoves	• Chest pain in heart patients ** • Headaches, nausea ** • Reduced mental alertness ** • Death at very high levels **
Nitrogen Dioxide (NO_2)	• See CO sources	• Increased response to allergens

Source: California Air Resources Board, Common Air Pollutants, https://ww2.arb.ca.gov/resources/common-air-pollutants, and accompanying webpages for individual pollutants.

* Ozone is not generated directly by these sources. Rather, chemicals emitted by these precursor sources react with sunlight to form ozone in the atmosphere.

**Health effects from CO exposures occur at levels considerably higher than ambient.

Table 3
Project Area Air Quality Monitoring Summary 2018-2022

Pollutant/Standard	2018	2019	2020	2021	2022
Ozone (O_3)					
Number of Days Standards Exceeded					
1-Hour > 0.09 ppm (S)	14	1	14	4	7
8-Hour > 0.07 ppm (S)	49	6	49	33	24
Maximum Observed Concentration					
Max. 1-Hour Conc. (ppm)	0.120	0.101	0.142	0.110	0.110
Max. 8-Hour Conc. (ppm)	0.101	0.087	0.115	0.083	0.096
Carbon Monoxide (CO)					
Number of Days Standards Exceeded					
8-Hour > 9.0 ppm (S, F)	0	0	0	0	0
Maximum Observed Concentration					
Max 8-Hour Conc. (ppm)	2.1	2.2	1.7	1.9	1.8
Nitrogen Dioxide (NO_2)					
Number of Days Standards Exceeded					
1-Hour > 0.18 ppm (S)	0	0	0	0	0
Maximum Observed Concentration					
Max. 1-Hour Conc. (ppm)	0.057	0.064	0.057	0.054	0.054
Inhalable Particulates (PM-10)*					
Number of Days Standards Exceeded/Days Monitored					
24-Hour > 50 µg/m^3 (S)	0/54	1/60	0/36	0/60	0/61
24-Hour > 150 µg/m^3 (F)	0/54	0/60	0/36	0/60	0/61

Pollutant/Standard	2018	2019	2020	2021	2022
Maximum Observed Concentration					
Max. 24-Hr. Conc. (μg/m^3)	49	63	48	47	36
Ultra-Fine Particulates (PM-2.5)					
24-Hour > 35 μg/m^3 (F)	0/106	0/118	0/116	3/120	0/121
Max. 24-Hr. Conc. (μg/m^3)	31.0	30.0	27.6	55.5	20.5

Source: SCAQMD, Historical Data by Year, Air Quality Data Tables downloaded from: https://www.aqmd.gov/home/air-quality/historical-air-quality-data/historical-data-by-year.
* The Reseda monitoring station does not provide data for Inhalable Particulates (PM-10). These figures are from the Santa Clarita Valley monitoring station, No. 90.
Notes: S = State; F = Federal; μg/m^3 = micrograms per cubic meter of air

Primary Pollutants

Primary pollutants are those that are emitted in their existing unhealthful form. CO is an example of such a pollutant, which can have effects at a very localized level, near an individual source of emissions or a collection of sources, such as a crowded intersection or parking lot. Many particulates, especially fugitive dust emissions, are also primary pollutants. Because of the non-attainment status of the South Coast Air Basin for PM-10, SCAQMD Rule 403 requires construction projects to implement an aggressive dust control program.

Secondary Pollutants

Secondary pollutants are those that transform or combine with other pollutants over time from more benign components directly emitted from a source(s) to a more unhealthful contaminant. O_3 is an example of a secondary pollutant, which is created through chemical reactions involving primary precursors reactive organic gases (ROG), nitrogen oxide (NOx), and sunlight.

Emissions Forecasts

The SCAQMD emissions forecast[4] for O_3 precursors (ROG and NOx) and for CO and PM are shown in **Table 4, South Coast Air Basin Emissions Forecasts** (emissions in tons/day). Substantial reductions in emissions of ROG, NOx and CO are forecast to continue throughout the next several decades. Emissions of PM-10 and PM-2.5 are forecast to slightly increase unless new particulate control programs are implemented.

Table 4
South Coast Air Basin Emissions Forecasts

Pollutant	(tons/day)		
	2025	2030	2035
Nitrogen Oxide (NOx)	289	266	257
Volatile Organic Compounds (VOCs)*	393	393	391
PM-10	165	170	172
PM-2.5	68	70	71

Source: California Air Resources Board, Almanac 2013, Chapter 4: Regional Trends and Forecasts, Table 4-1
* For purposes of this analysis, VOC and ROG (Reactive Organic Gas) are used interchangeably since ROG represents approximately 99.9 percent of VOC.

[4] California Air Resources Board, Almanac 2013, Chapter 4: Regional Trends and Forecasts, Table 4-1.

5.0 AIR QUALITY IMPACTS

Significance Criteria

State CEQA Guidelines

Air quality impacts of a project are considered significant if they cause clean air standards to be violated where they are currently met, or if they substantially contribute to an existing violation of standards. Substantial emissions of air contaminants for which there is no safe exposure, or nuisance emissions such as dust or odors, that are generated by a project, would also be considered significant impacts.

As set forth in Appendix G, Environmental Checklist, of the State CEQA Guidelines, a project could have a potentially significant impact if it would:

a. Conflict with or obstruct implementation of the applicable air quality plan;
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;
c. Expose sensitive receptors to substantial pollutant concentrations; and/or
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

SCAQMD Emissions Thresholds

While conformity with adopted plans, forecasts and programs relative to population, housing, employment and land use designations could indicate conformance with the current AQMP, this evaluation provides a project-specific analysis of the proposed project to determine significance based on consistency with SCAQMD Air Quality Significance thresholds. As the amount of a secondary pollutant that may result from a project cannot be quantified by direct measurement of its emissions from a source, the SCAQMD has designated significant emissions levels of precursor components as surrogates for evaluating whether a project's emissions could result in significant regional air quality impacts associated with secondary pollutants. Projects with daily emissions that exceed any of the following emission thresholds shown in **Table 5, SCAQMD CEQA Daily Emissions Thresholds**, (in pounds/day) are recommended by the SCAQMD to be considered significant impacts under CEQA.

Table 5
SCAQMD CEQA Daily Emissions Thresholds

Pollutant	Construction	Operations
ROG	75	55
NO_X	100	55
CO	550	550
PM-10	150	150
PM-2.5	55	55
SO_X	150	150
Source: SCAQMD CEQA Air Quality Significance Thresholds, Revision March 2023.		

Existing Land Use Emissions

The project site is approximately 10.94 acres and contains remnants of the previous development that require removal. Although the site was previously a nursery, it has been vacant for years and does not produce emissions through operational use.

Sensitive Receptors

Air quality impacts are analyzed relative to those persons with the greatest sensitivity to air pollution exposure. Such persons are called "sensitive receptors." Sensitive receptors include the elderly, young children, the acutely and chronically ill (e.g., those with cardio-respiratory disease, including asthma), and persons engaged in strenuous work or exercise. As such, examples of sensitive land uses would be residential uses, schools, senior homes and long-term medical care facilities. For the project, the nearest sensitive uses for air quality effects would be a residence north of U.S. 101 Freeway.

Construction Activity Impacts

Dust emissions are typically the primary concern during the construction of projects that would involve land clearing and grading. Because such emissions are not amenable to collection and discharge through a controlled source, they are called "fugitive emissions." Emission rates vary as a function of many parameters (including soil silt, soil moisture, wind speed, area disturbed, number of vehicles, and depth of disturbance or excavation).

The California Emissions Estimator Model (CalEEMod) is a Statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant emissions associated with both construction and operations from a variety of land use projects. The model quantifies direct emissions from construction and operation activities (including vehicle use), as well as indirect emissions, such as from energy use, solid waste disposal, vegetation planting and/or removal, and water use. The model was developed for the California Air Pollution Officers Association in collaboration with the California Air Districts.

The proposed project's estimated construction emissions were modeled using CalEEMod Version 2022.1.1.23 to identify maximum daily emissions for each pollutant during project construction. The output reports from CalEEMod are included as **Appendix A** to this report. Construction emissions were modeled based on lot acreage, weight of debris to be removed during demolition, volume of soil imported and exported, construction vendor, hauling and worker trips, the proposed building's square footage, and number of parking spaces. The CalEEMod model provides a construction timeline of approximately 13 months, which is a conservative timeline compared to the anticipated construction timeline of 18 months[5] (i.e., if emissions are modelled to happen over a shorter period of time, the results will show higher daily emissions). A conceptual construction equipment fleet list and approximate duration of each construction phase on which this analysis was conducted is shown in **Table 6, Conceptual Construction Equipment Fleet**.

All construction grading projects in the City of Los Angeles must comply with the requirements of SCAQMD Rule 403, Fugitive Dust, which requires the implementation of Best Available Control Measures for all fugitive dust sources. SCAQMD Rule 403, Control Measure 08-2 states that during earth moving activities, projects are required to "Re-apply water as necessary to maintain soils in a damp condition and

[5] Rackerby, Jaclyn, City of Calabasas Planner, Email Correspondence with Envicom Corporation on April, 30, 2024.

to ensure that visible emissions do not exceed 100 feet in any direction." Therefore, pursuant to SCAQMD Rule 403, the project would be required to implement adequate watering of exposed surfaces during grading.

Table 6
Conceptual Construction Equipment Fleet

Phase Name and Duration	Equipment
Demolition (20 days)	1 Concrete/Industrial Saw
	2 Tractors/Loaders/Backhoes
	1 Rubber Tired Dozers
Site Preparation (2 day)	1 Grader
	1 Tractor/Loader/Backhoe
Grading (40 days)	1 Rubber Tired Dozer
	1 Graders
	1 Tractors/Loaders/Backhoes
Construction (200 days)	1 Crane
	2 Forklifts
	2 Tractor/Loader/Backhoe
Paving (10 days)	1 Pavers
	1 Rollers
	4 Cement and Mortar Mixers
	1 Tractors/Loaders/Backhoes
Architectural Coating (10 days)	1 Air Compressor

The project's maximum daily construction emissions as calculated by CalEEMod are listed and compared to SCAQMD thresholds in **Table 7, Maximum Daily Construction Emissions**, in pounds (lbs) per day.

Table 7
Maximum Daily Construction Emissions

	Construction Emissions [(a)] (lbs/day)					
	ROG	**NO_X**	**CO**	**SO_2**	**PM-10**	**PM-2.5**
Maximum Daily Emissions	32.1	12.9	11.9	<0.1	2.9	1.6
SCAQMD Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Significant Impact? Yes/No	No	No	No	No	No	No

Source: CalEEMod Output, May 21, 2024, Appendix A.
Maximum emissions reported for summer or winter season, whichever is greater.
[(a)] Construction emissions reflect required compliance with SCAQMD Rule 403 for applying water during grading to reduce dust.

As shown in Table 7, peak daily construction activity emissions of criteria air pollutants are estimated to be far below the SCAQMD thresholds of significance. Therefore, construction period air quality impacts of the project would be less than significant.

Localized Significance Thresholds Analysis

The SCAQMD has developed analysis parameters to evaluate ambient air quality on a local level in addition to the more regional emissions-based thresholds of significance. These analysis elements are called Localized Significance Thresholds (LSTs). LSTs were developed in response to the SCAQMD Governing

Board's Environmental Justice Enhancement Initiative I-4, and the LST methodology was provisionally adopted in October 2003 and formally approved by SCAQMD's Mobile Source Committee in February 2005. LSTs are only applicable to the following criteria pollutants: NO_X, CO, PM-10, and PM-2.5. LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable Federal or State ambient air quality standard, and they are developed based on the ambient concentrations of that pollutant for each source receptor area and distance to the nearest sensitive receptor.

Based on SCAQMD guidance, use of an LST analysis for the project is optional. For the proposed project, the primary source of possible LST impact would be construction activity, based on the maximum onsite daily emissions estimated by CalEEMod. LST s are applicable for assessing impacts to a sensitive receptor, where it is possible that an individual could remain for 24 hours, such as a residence, hospital, or convalescent facility.

SCAQMD's LST screening tables provide thresholds for 25, 50, 100, 200 and 500-meter source-receptor distances. The nearest sensitive receptors to the project site is a single-family residences to the north, located approximately 140 meters from the project grading area. As the project grading boundary is located approximately 140 meters to the nearest sensitive receptor, per SCAQMD guidance,[6] the LST screening levels for receptors located at 100 meters are used for the evaluation. Additionally, per SCAQMD guidance for applying CalEEMod to LSTs,[7] the maximum number of acres disturbed during an 8-hour day based on the equipment list shown in Table 6 would be 2-acres,[8] which would occur during grading. Thus the LST screening levels and thresholds for a 2-acre site was used, consistent with SCAQMD guidance.

Table 8, Local Significance Thresholds and Peak Daily Onsite Emissions (pounds/day) shows the relevant thresholds and the estimated peak daily onsite emissions during the construction phases that would generate the highest level of onsite emissions for each pollutant evaluated for LST impacts.[9] As previously described, the project would be required to implement adequate watering of exposed surfaces during grading to reduce dust emissions to comply with SCAQMD Rule 403, Fugitive Dust.

Table 8
Local Significance Thresholds and Peak Daily Onsite Emissions

LST 2.0 acre/100 meters West San Fernando Valley	**Emissions (lbs/day)**			
	NO_X	**CO**	**PM-10**	**PM-2.5**
Peak Onsite Daily Emissions[(a)]	11.4	10.7	2.6	1.5
LST Threshold	**156**	**1,497**	**33**	**9**
Significant Impact? Yes/No	No	No	No	No

Source: CalEEMod Output, May 21, 2024, Appendix A.
Maximum emissions reported for any construction phase in summer or winter season, whichever is greater.
[(a)] Construction emissions reflect required compliance with SCAQMD Rule 403 for applying water during grading to reduce dust.

[6] South Coast Air Quality Management District, Final Localized Significance Threshold Methodology, Revised July 2008.
[7] South Coast Air Quality Management District, Fact Sheet for Applying CalEEMod to Localized Significance Thresholds, accessed on August 31, 2023 at: https://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/caleemod-guidance.pdf
[8] (1 rubber tired dozer x 0.5 ac) + (1 grader x 0.5 ac) + (2 tractors/backhoes/loaders x 0.5 ac) = 2 ac
[9] Offsite construction emissions, such as export hauling, are not evaluated for local significance at receptors adjacent to the site.

As shown in Table 8, the peak onsite emissions during construction would not exceed the applicable SCAQMD LSTs, and as such, potential LST impacts would be less than significant.

Operational Impacts

During operations, the proposed land uses would result in air quality emissions of criteria pollutants from area sources, energy sources, and mobile sources. The SCAQMD thresholds for air quality impacts from operations are shown above in Table 5. Operations of the proposed development would not exceed SCAQMD significance thresholds for criteria pollutants as shown in **Table 9, Maximum Daily Operations Emissions**.

Table 9
Maximum Daily Operations Emissions

Emissions Sources	Emissions (lbs/day)					
	ROG	NO_X	CO	SO_2	PM-10	PM-2.5
Winter						
Area	0.81	-	-	-	-	-
Energy	0.02	0.34	0.28	<0.01	0.03	0.03
Mobile	4.23	4.31	42.26	0.11	11.00	2.84
Total	**5.07**	**4.65**	**42.54**	**0.11**	**11.03**	**2.87**
Summer						
Area	1.28	0.02	2.81	<0.01	<0.01	<0.01
Energy	0.02	0.34	0.28	<0.01	0.03	0.03
Mobile	4.29	3.94	46.87	0.12	11.00	2.84
Total	**5.58**	**4.30**	**50.00**	**0.12**	**11.03**	**2.87**
SCAQMD Thresholds	55	55	550	150	150	55
Significant Impact? Y/N	No	No	No	No	No	No
Source: CalEEMod Output, May 21, 2024 , Appendix A. Totals may not add due to rounding.						

As shown in Table 9, the proposed project's total operational daily emissions would be far below SCAQMD thresholds. Therefore, operational impacts of the project would be less than significant. Further, the net change in operational emissions resulting from the project would be even less than shown in Table 9 due to the removal of the existing land uses from the site.

Toxic Air Contaminants

Toxic air contaminants (TACs) are airborne pollutants identified by CARB which may cause or contribute to an increase in deaths or in serious illness, or which may pose a present or potential hazard to human health. TACs are not criteria pollutants and are regulated separately. The USEPA regulates TACs through technology-based requirements which are implemented by state & local agencies. California regulates TACs through the air toxics program (H&SC Section 39660 et seq.) and the Air Toxics "Hot Spots" Information and Assessment Act (H&SC Section 44300 et seq.). Sources of TACs include some industrial and commercial activities, and mobile emissions from cars and trucks, particularly diesel particulate matter. The "Hot Spots" Act applies to stationary sources and requires operators of specified facilities (those that produce TACs) to submit emission inventories to the AQMD. Those deemed as high priority must prepare a health risk assessment which may result in notification to the surrounding population and development of a risk reduction plan. There are also "industry-wide" inventories and assessed risks of small business

facilities with emissions that are easily characterized, such as gas stations, small auto body shops, small dry cleaners, plating shops, and fiberglass product manufacturers.[10] This information can be used when considering siting such a facility near a sensitive receptor, or vice versa. To examine potential TACs produced by the project, California Air Pollution Control Officers Association (CAPCOA) Air Toxic "Hot Spots" program was examined. Car dealerships are not considered as TAC sources but, according to CAPCOA,[11] auto body shops are subject to reporting under the Air Toxics "Hot Spots" Information and Assessment Act of 1987. The car dealership would include a service center, but it would not be an auto body shop since it does not perform repairs on the car body or applies coatings or paints to cars. Therefore, TAC emissions would not be of concern for the service center within the development. The project would not generate a substantial quantity of diesel truck trips during operations and measurable diesel TAC emissions from the proposed project would occur for only a brief period during construction activities that would require the onsite use of heavy-duty equipment. The toxicity of diesel exhaust is evaluated relative to a 24-hour per day, 365-day per year, 70-year lifetime exposure. The SCAQMD does not generally require the analysis of construction-related diesel emissions relative to health risk, due to the short period for which the majority of diesel exhaust would occur. Health risk analyses are typically assessed over a nine-, 30-, or 70-year timeframe, rather than for a relatively brief construction period, due to the lack of health risk associated with such a brief exposure. As such, potential impacts of the proposed project due to TAC emissions would be less than significant.

Odor Impacts

As stated above, a significant impact may occur if a project would create objectionable odors affecting a substantial number of people. However, objectionable odors are typically associated with manufacturing, industrial, or sewage treatment processes, while the proposed project involves development of a car dealership. Nevertheless, the SCAQMD's rules for odor compliance are mandated under the California Health and Safety Code, Section 41700, and they are also addressed in SCAQMD Rule 402. This rule on Public Nuisance states:

> "A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. The provisions of this rule shall not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals."

During construction, trash receptacles would be provided and covered and properly maintained in order to control odors, as required by law. The project would be connected to municipal waste treatment utility infrastructure, and does not propose any onsite wastewater treatment facilities. During operations, separate trash and recycling bins would be required and provided, which would be emptied regularly for disposal. Therefore, the potential for the project to generate odors adversely affecting a substantial number of people during construction and operation would be less than significant.

[10] South Coast Air Quality Management District, Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning, May 6, 2005.

[11] California Air Pollution Control Officers Association, Air Toxics "Hot Spots" Program: Auto Bodyshop Industrywide Risk Assessment Guidelines, September 1996.

6.0 GREENHOUSE GAS EMISSIONS IMPACT

Greenhouse gases (GHGs) emitted by human activity are implicated in global climate change. These GHGs contribute to an increase in the temperature of the earth's atmosphere by preventing long wavelength heat radiation in some parts of the infrared spectrum from leaving the atmosphere. For purposes of planning and regulation, Section 15364.5 of the California Code of Regulations defines GHGs as including CO_2, CO, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. Carbon dioxide is the primary GHG emitted in California, accounting for 83 percent of total GHG emissions in 2019.[12] Because the warming potential of the identified GHGs differ, GHG emissions are typically expressed in terms of CO_2 equivalents (CO_2e), providing a common expression for the combined volume and warming potential of the GHGs generated by a particular emitter. The total GHG emissions from individual sources are generally reported in metric tons (MT) and are expressed as MT of CO_2 ($MTCO_2e$).

Fossil fuel combustion in the transportation sector (on-road motor vehicles, off-highway mobile sources, and aircraft) is the single largest source of GHG emissions, accounting for approximately half of GHG emissions globally. The transportation sector, primarily on-road travel, is the single largest source of CO_2 emissions in California. Additionally, about 50 percent of the industrial source emissions of CO_2 are from the refinery and oil and gas sectors. When the industrial source emissions from the oil and gas sectors are attributed to the transportation sector, the emissions associated with transportation amount to approximately half of Statewide GHG emissions.[13]

Executive order S-3-05 issued by Governor Arnold Schwarzenegger in 2005 created GHG emissions target for the state and required the California EPA to report progress every two years. Executive Order B-30-15 signed by Governor Jerry Brown in 2015 replaced the 2005 targets with a new target of GHG emissions 40 percent below 1990 levels by 2030. Governor Brown followed this in 2018 with Executive Order B-55-18 which established a state goal to achieve carbon neutrality no later than 2045.

California Assembly Bill 32 (AB 32), the California Global Warming Solutions Act of 2006, provided authorization to CARB to develop regulations and market mechanisms to reach the GHG emissions goals established in 2005. Subsequently the first Climate Change Scoping Plan produced by CARB was adopted in December 2008. Senate Bill (SB 32), the California Global Warming Solutions Act of 2006: emissions limit, was passed in 2016 as a follow-up to AB 32 authorizing CARB to create regulations in pursuit of the GHG emissions target set in the 2015 executive order. The most recent update is the 2022 Scoping Plan to keep California on track to meet Senate Bill 32 (SB 32) GHG reduction goal of at least 40 percent below 1990 emissions by 2030. The 2022 Scoping Plan was finalized in December 2022 and is focused on the goal of obtaining carbon neutrality by 2045 or earlier. This is the first updated Scoping Plan that has added carbon neutrality as a science-based guide where it identifies technologically feasible, cost effective and equity-focused path to carbon net zero. The 2022 Scoping Plan specifically:[14]

- Identifies a path to reduce GHG emissions by 85 percent below 1990 emissions no later than 2045.
- Identifies technologically feasible, cost-effective means to achieve carbon neutrality by 2045.
- Focuses on strategies for reducing California's dependency on petroleum to provide consumers with clean energy options that address climate change, improve air quality, and support economic growth and clean sector jobs.

[12] California Air Resources Board, California's 2022 Climate Change Scoping Plan, December 2022.
[13] California Air Resources Board, California's 2022 Climate Change Scoping Plan, December 2022.
[14] California Air Resources Board, 2022 Scoping Plan for Achieving Carbon Neutrality, November 16, 2022.

- Integrates equity and protecting California's most impacted communities as a driving principle throughout the document.
- Incorporates the contribution of natural and working lands to the state's GHG emissions, as well as its role in achieving carbon neutrality.

  Relies on the most up to date science, including the need to deploy all viable tools to address the existential threat that climate change presents, including carbon capture and sequestration as well a direct air capture.

GHG emission targets set in the Scoping Plan are attained in part through regional sustainable communities strategies developed by metropolitan planning organizations.

Assembly Bill 1279, known as the California Climate Crisis Act, was enacted September 16, 2022. It codifies previous executive orders by requiring California to achieve net zero greenhouse gas emissions as soon as possible, but no later than 2045, and to achieve and maintain net negative GHG emissions thereafter. It also requires that statewide anthropogenic GHG emissions be reduced to at least 85% below 1990 levels by 2045.

Senate Bill 375, the Sustainable Communities and Climate Protection Act, passed in 2008, requires CARB to develop and set regional targets for greenhouse gas (GHG) emission reductions from passenger vehicles. Metropolitan planning organizations (MPOs) must prepare a sustainable communities strategy (SCS) that will reduce GHG emissions to achieve these regional targets, if feasible to do so. The Southern California Association of Governments (SCAG) is the MPO for the County of Los Angeles (along with the Counties of Imperial, San Bernardino, Ventura, Orange, and Riverside). The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS [or Connect SoCal]) is the most recent RTP/SC adopted by SCAG. The 2020-2045 RTP/SCS is a long-range visioning plan that examines existing land use and transportation conditions throughout the SCAG region and forecasts how the plan will meet the region's transportation needs between 2020 and 2045, as well as achieve CARB's GHG emissions reduction targets. On September 3, 2020, SCAG's Regional Council adopted the 2020-2045 RTP/SCS. On October 30, 2020, CARB officially determined that the 2020-2045 RTP/SCS would achieve CARB's 2035 GHG emission reduction target of 19 percent below 2005 per capita emissions levels.[15]

Thresholds of Significance

Because individual projects do not generate sufficient GHG emissions that would substantially affect climate change; the issue of climate change typically involves an analysis of whether a project's contribution toward an impact is cumulatively considerable. As defined by the California Environmental Quality Act (CEQA Guidelines) Section 15355, "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects.

The CEQA Guidelines Section 15064.4(a) states that a lead agency shall have discretion to determine, in the context of a particular project, whether to:

1) Quantify greenhouse gas emissions resulting from a project; and/or
2) Rely on qualitative analysis or performance based standards.

[15] California Air Resources Board, Regional Plan Targets, accessed on October 27, 2023 at: https://ww2.arb.ca.gov/our-work/programs/sustainable-communities-program/regional-plan-targets

Additionally, the Section 15064.4(b) states that "In determining the significance of a project's greenhouse gas emissions, the lead agency should focus its analysis on the reasonably foreseeable incremental contribution of the project's emissions to the effects of climate change," and that the following factors should be considered:

1) The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting.
2) Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.
3) The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions (see, e.g., section 15183.5(b)).

CEQA Guidelines Section 15064.4 does not establish a threshold of significance for GHG emissions. Lead agencies have the discretion to establish significance thresholds for their respective jurisdictions, and in establishing those thresholds, a lead agency may appropriately look to thresholds developed by other public agencies or suggested by other experts (see CEQA Guidelines Section 15064.7(c)). Pursuant to CEQA Guidelines Section 15064.7(b), "Thresholds of significance to be adopted for general use as part of the lead agency's environmental review process must be adopted by ordinance, resolution, rule, or regulation, and developed through a public review process and be supported by substantial evidence." To date the only proposed quantitative threshold of significance that could be applied to the project is 3,000 MT CO2e/year, proposed by the SCAQMD in 2008.[16] This threshold is reported for reference purposes but should not be considered as a bright-line threshold as it is over a decade old and has not been adopted. As such, for this analysis, the potential significance of the project's GHG emissions will be qualitatively evaluated based on the "extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions". The City, as lead agency, has not established a quantitative threshold for evaluating the significance of GHG emissions for general use as part of the City's environmental review process.

The project would be required by the City to comply with applicable regulations or requirements adopted to implement statewide, regional, or local plans for the reduction or mitigation of greenhouse gas emissions. The project's consistency with such plans is discussed in the Plan Consistency evaluation provided below.

Project GHG Emissions

Pursuant to CEQA Guidelines Section 15064.4(a), which states that "A lead agency shall make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate the amount of GHG emissions resulting from a project," the project's estimated annual GHG emissions were calculated using CalEEMod 2022.1.1.23, which are presented for discussion purposes. The CalEEMod output data for the proposed project, which also reports input data of project details that were used in the model, is provided in Appendix A. Project-specific details and design features used in CalEEMod to calculate GHG emissions are the same as those used in the analysis of air quality criteria pollutants discussed above.

[16] SCAQMD, Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold, October 2008

Construction Activity GHG Emissions

As shown in the CalEEMod output for the proposed project in Appendix A, during project construction, the CalEEMod computer model estimates that the construction activities would generate a total of 182.85 MTCO2e emissions. The SCAQMD's GHG emissions evaluation guidance is to amortize construction emissions over a 30-year lifetime, which results in a project amortized annual emissions of approximately 6.1 MTCO2e emissions.

Operational GHG Emissions

Based on the CalEEMod output files provided in Appendix A of this report, the project's annual operational GHG emissions from a combination of area sources, energy use, mobile, water use, and waste disposal would be 2,363 MTCO2e, as shown in **Table 10, Annual Greenhouse Gas Emissions**. With the addition of the amortized construction GHG emissions discussed above, the project would result in annual emissions of approximately 2,369.1 MTCO2e. Table 10 shows project would be under reference suggested threshold, but since there is no established threshold to compare GHG emissions with, the project's consistency with such plans is discussed in the Plan Consistency evaluation provided below.

Table 10
Annual Greenhouse Gas Emissions

Generation Source	$MTCO_2e$/year
Project Emissions	
Area Sources	1.3
Energy Utilization	149.4
Mobile Source	1,378.3
Solid Waste Generation	30.8
Refrigerants	792.9
Water Supply	10.3
Construction (Amortized)	6.1
Total Project Operational Emissions [a]	**2,369.1**
Reference Suggested Threshold	3,000.0

Source: CalEEMod Version 2022.1.1.23 output, May 21, 2024. (Appendix A)

[a] Total varies slightly from CalEEMod due to rounding

Plan Consistency

As discussed above, SCAG is the applicable Metropolitan Planning Organization for Los Angeles County, and the SCAG 2024-2050 RTP/SCS is the document that outlines the land use and transportation strategies necessary for the SCAG region to meet the GHG emission reduction targets set by CARB in the Scoping Plan. As discussed above, the 2024-2050 RTP/SCS has yet to be certified by CARB, but CARB determined that the 2020-2045 RTP/SCS would achieve CARB's 2035 GHG emission reduction target of 19 percent below 2005 per capita emissions levels, consistency with the RTP/SCS demonstrates consistency with the Scoping Plan.

The proposed project would construct the Kia Dealership creating more business and employment opportunities within the City of Calabasas. The project would align with the employment growth estimates of the 2024-2050 RTP/SCS. In addition, the 2024-2050 RTP/SCS list several supporting strategies that represent best practices and identify how the SCAG region can implement the plan and achieve related GHG reductions. These strategies are directed at responsible agencies and not applicable to private

development, so they are not detailed here. However, the project would comply with the latest California Green Building Standards Code (known as CALGreen) in efforts to meet the goals of AB 32. The project would be designed to CALGreen standards and would not conflict with the 2024-2050 RTP/SCS or 2022 Scoping Plan. The City of Calabasas General Plan uses the SQAMD AQMP policies to implement the regional plan at local levels. The City's General Plan aims to achieve and maintain air quality levels that meet or exceed Federal and State standards and maintain consistency with the previously mentioned SCAG RPT/SCS, which the project is consistent with, as discussed above.

As there are no applicable local plans adopted to reduce GHG emissions, the project is demonstrated to result in less than significant impacts regarding any potential conflict with applicable plans, policies, or regulations adopted to reduce GHG emissions.

APPENDIX A

CalEEMod Version 2022.1.1.23
Computer Model Output

Kia Dealership Detailed Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Kia Dealership
Construction Start Date	10/1/2024
Operational Year	2026
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.50
Precipitation (days)	18.6
Location	24460 Calabasas Rd, Calabasas, CA 91302, USA
County	Los Angeles-South Coast
City	Calabasas
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	3814
EDFZ	7
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas
App Version	2022.1.1.23

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

Automobile Care Center	23.1	1000sqft	0.55	23,100	30,320	—	—	—
Parking Lot	75.0	Space	0.28	0.00	0.00	—	—	—
Unenclosed Parking with Elevator	60.0	Space	0.00	19,965	0.00	—	—	—
Enclosed Parking with Elevator	30.0	Space	0.00	10,824	0.00	—	—	—
General Office Building	10.8	1000sqft	0.00	10,787	0.00	—	—	—
Other Asphalt Surfaces	5.86	1000sqft	0.14	0.00	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

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

Un/Mit.	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Unmit.	0.63	5.63	8.78	0.01	0.62	0.30	1,995
Daily, Winter (Max)	—	—	—	—	—	—	—
Unmit.	32.1	12.9	11.9	0.02	2.93	1.58	2,703
Average Daily (Max)	—	—	—	—	—	—	—
Unmit.	1.24	3.21	4.86	0.01	0.38	0.19	1,104
Annual (Max)	—	—	—	—	—	—	—
Unmit.	0.23	0.59	0.89	< 0.005	0.07	0.04	183
Exceeds (Daily Max)	—	—	—	—	—	—	—
Threshold	75.0	100	550	150	150	55.0	—

Unmit.	No	No	No	No	No	No	—
Exceeds (Average Daily)	—	—	—	—	—	—	—
Threshold	75.0	100	550	150	150	55.0	—
Unmit.	No	No	No	No	No	No	—

2.2. Construction Emissions by Year, Unmitigated

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

Year	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—
2025	0.63	5.63	8.78	0.01	0.62	0.30	1,995
Daily - Winter (Max)	—	—	—	—	—	—	—
2024	1.25	12.9	11.9	0.02	2.93	1.58	2,703
2025	32.1	5.65	8.53	0.01	0.62	0.30	1,976
Average Daily	—	—	—	—	—	—	—
2024	0.18	1.77	1.77	< 0.005	0.38	0.19	383
2025	1.24	3.21	4.86	0.01	0.35	0.17	1,104
Annual	—	—	—	—	—	—	—
2024	0.03	0.32	0.32	< 0.005	0.07	0.04	63.4
2025	0.23	0.59	0.89	< 0.005	0.06	0.03	183

2.4. Operations Emissions Compared Against Thresholds

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

Un/Mit.	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Unmit.	5.58	4.30	50.0	0.12	11.0	2.87	18,168
Daily, Winter (Max)	—	—	—	—	—	—	—

Unmit.	5.07	4.65	42.5	0.11	11.0	2.87	17,616
Average Daily (Max)	—	—	—	—	—	—	—
Unmit.	5.03	3.67	34.9	0.08	7.58	1.98	14,272
Annual (Max)	—	—	—	—	—	—	—
Unmit.	0.92	0.67	6.37	0.02	1.38	0.36	2,363
Exceeds (Daily Max)	—	—	—	—	—	—	—
Threshold	55.0	55.0	550	150	150	55.0	—
Unmit.	No	No	No	No	No	No	—
Exceeds (Average Daily)	—	—	—	—	—	—	—
Threshold	55.0	55.0	550	150	150	55.0	—
Unmit.	No	No	No	No	No	No	—

2.5. Operations Emissions by Sector, Unmitigated

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

Sector	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Mobile	4.29	3.94	46.9	0.12	11.0	2.84	12,218
Area	1.28	0.02	2.81	< 0.005	< 0.005	< 0.005	11.6
Energy	0.02	0.34	0.28	< 0.005	0.03	0.03	902
Water	—	—	—	—	—	—	62.3
Waste	—	—	—	—	—	—	185
Refrig.	—	—	—	—	—	—	4,789
Total	5.58	4.30	50.0	0.12	11.0	2.87	18,168
Daily, Winter (Max)	—	—	—	—	—	—	—
Mobile	4.23	4.32	42.3	0.11	11.0	2.84	11,677
Area	0.81	—	—	—	—	—	—

Energy	0.02	0.34	0.28	< 0.005	0.03	0.03	902
Water	—	—	—	—	—	—	62.3
Waste	—	—	—	—	—	—	185
Refrig.	—	—	—	—	—	—	4,789
Total	5.07	4.65	42.5	0.11	11.0	2.87	17,616
Average Daily	—	—	—	—	—	—	—
Mobile	3.88	3.31	32.7	0.08	7.55	1.95	8,325
Area	1.13	0.02	1.93	< 0.005	< 0.005	< 0.005	7.95
Energy	0.02	0.34	0.28	< 0.005	0.03	0.03	902
Water	—	—	—	—	—	—	62.3
Waste	—	—	—	—	—	—	185
Refrig.	—	—	—	—	—	—	4,789
Total	5.03	3.67	34.9	0.08	7.58	1.98	14,272
Annual	—	—	—	—	—	—	—
Mobile	0.71	0.60	5.97	0.01	1.38	0.36	1,378
Area	0.21	< 0.005	0.35	< 0.005	< 0.005	< 0.005	1.32
Energy	< 0.005	0.06	0.05	< 0.005	< 0.005	< 0.005	149
Water	—	—	—	—	—	—	10.3
Waste	—	—	—	—	—	—	30.7
Refrig.	—	—	—	—	—	—	793
Total	0.92	0.67	6.37	0.02	1.38	0.36	2,363

3. Construction Emissions Details

3.1. Demolition (2024) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e

Onsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Off-Road Equipment	0.51	4.69	5.79	0.01	0.19	0.17	855
Demolition	—	—	—	—	0.59	0.09	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.26	0.32	< 0.005	0.01	0.01	46.9
Demolition	—	—	—	—	0.03	< 0.005	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.05	0.06	< 0.005	< 0.005	< 0.005	7.76
Demolition	—	—	—	—	0.01	< 0.005	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Worker	0.04	0.06	0.64	0.00	0.13	0.03	135
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	0.36	0.18	< 0.005	0.05	0.02	212
Average Daily	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.04	0.00	0.01	< 0.005	7.54
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	11.6
Annual	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	< 0.005	< 0.005	1.25
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	1.92

3.3. Site Preparation (2024) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Off-Road Equipment	0.50	4.60	5.56	0.01	0.24	0.22	861
Dust From Material Movement	—	—	—	—	0.21	0.02	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.03	0.03	< 0.005	< 0.005	< 0.005	4.72
Dust From Material Movement	—	—	—	—	< 0.005	< 0.005	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	0.78
Dust From Material Movement	—	—	—	—	< 0.005	< 0.005	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Worker	0.02	0.03	0.32	0.00	0.07	0.02	67.7
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Average Daily	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.38
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.06
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.5. Grading (2024) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Off-Road Equipment	1.19	11.4	10.7	0.02	0.53	0.49	1,719
Dust From Material Movement	—	—	—	—	2.09	1.00	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—
Off-Road Equipment	0.13	1.25	1.18	< 0.005	0.06	0.05	188
Dust From Material Movement	—	—	—	—	0.23	0.11	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.23	0.21	< 0.005	0.01	0.01	31.2
Dust From Material Movement	—	—	—	—	0.04	0.02	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Worker	0.03	0.04	0.48	0.00	0.10	0.02	102
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.04	1.51	0.74	0.01	0.22	0.07	883
Average Daily	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.06	0.00	0.01	< 0.005	11.3
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.17	0.08	< 0.005	0.02	0.01	96.7
Annual	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	< 0.005	< 0.005	1.87
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.03	0.01	< 0.005	< 0.005	< 0.005	16.0

3.7. Building Construction (2024) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Off-Road Equipment	0.56	5.60	6.98	0.01	0.26	0.23	1,309
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.04	0.05	< 0.005	< 0.005	< 0.005	10.2
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Annual	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	1.70
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Worker	0.11	0.13	1.52	0.00	0.31	0.07	322
Vendor	0.01	0.42	0.20	< 0.005	0.10	0.03	357
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	< 0.005	< 0.005	2.56
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	2.79
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.42
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.46
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Building Construction (2025) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Off-Road Equipment	0.52	5.14	6.94	0.01	0.22	0.20	1,309
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—
Off-Road Equipment	0.52	5.14	6.94	0.01	0.22	0.20	1,309

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—
Off-Road Equipment	0.28	2.78	3.75	0.01	0.12	0.11	707
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.51	0.68	< 0.005	0.02	0.02	117
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Worker	0.10	0.10	1.65	0.00	0.31	0.07	334
Vendor	0.01	0.38	0.19	< 0.005	0.10	0.03	352
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—
Worker	0.10	0.11	1.40	0.00	0.31	0.07	315
Vendor	0.01	0.40	0.19	< 0.005	0.10	0.03	351
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—
Worker	0.05	0.07	0.80	0.00	0.17	0.04	173
Vendor	0.01	0.22	0.10	< 0.005	0.05	0.01	190
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—
Worker	0.01	0.01	0.15	0.00	0.03	0.01	28.7
Vendor	< 0.005	0.04	0.02	< 0.005	0.01	< 0.005	31.4
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.11. Paving (2025) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Off-Road Equipment	0.51	4.37	5.31	0.01	0.19	0.18	826
Paving	0.11	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.12	0.15	< 0.005	0.01	< 0.005	22.6
Paving	< 0.005	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.02	0.03	< 0.005	< 0.005	< 0.005	3.75
Paving	< 0.005	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Worker	0.07	0.08	1.03	0.00	0.23	0.05	232
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.03	0.00	0.01	< 0.005	6.46
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	< 0.005	< 0.005	1.07

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.13. Architectural Coating (2025) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Off-Road Equipment	0.13	0.88	1.14	< 0.005	0.03	0.03	134
Architectural Coatings	31.9	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.02	0.03	< 0.005	< 0.005	< 0.005	3.67
Architectural Coatings	0.87	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	0.61
Architectural Coatings	0.16	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Worker	0.02	0.02	0.28	0.00	0.06	0.01	63.1
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—

Worker	< 0.005	< 0.005	0.01	0.00	< 0.005	< 0.005	1.76
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.29
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Automobile Care Center	4.29	3.94	46.9	0.12	11.0	2.84	12,218
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Unenclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00
General Office Building	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	4.29	3.94	46.9	0.12	11.0	2.84	12,218
Daily, Winter (Max)	—	—	—	—	—	—	—
Automobile Care Center	4.23	4.32	42.3	0.11	11.0	2.84	11,677
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Unenclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00
General Office Building	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	4.23	4.32	42.3	0.11	11.0	2.84	11,677
Annual	—	—	—	—	—	—	—
Automobile Care Center	0.71	0.60	5.97	0.01	1.38	0.36	1,378
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Unenclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00
General Office Building	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.71	0.60	5.97	0.01	1.38	0.36	1,378

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Automobile Care Center	—	—	—	—	—	—	211
Parking Lot	—	—	—	—	—	—	10.1
Unenclosed Parking with Elevator	—	—	—	—	—	—	53.7
Enclosed Parking with Elevator	—	—	—	—	—	—	38.1

General Office Building	—	—	—	—	—	—	183
Other Asphalt Surfaces	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	497
Daily, Winter (Max)	—	—	—	—	—	—	—
Automobile Care Center	—	—	—	—	—	—	211
Parking Lot	—	—	—	—	—	—	10.1
Unenclosed Parking with Elevator	—	—	—	—	—	—	53.7
Enclosed Parking with Elevator	—	—	—	—	—	—	38.1
General Office Building	—	—	—	—	—	—	183
Other Asphalt Surfaces	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	497
Annual	—	—	—	—	—	—	—
Automobile Care Center	—	—	—	—	—	—	35.0
Parking Lot	—	—	—	—	—	—	1.68
Unenclosed Parking with Elevator	—	—	—	—	—	—	8.89
Enclosed Parking with Elevator	—	—	—	—	—	—	6.31
General Office Building	—	—	—	—	—	—	30.4
Other Asphalt Surfaces	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	82.2

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Automobile Care Center	0.01	0.27	0.22	< 0.005	0.02	0.02	318

Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Unenclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00
General Office Building	< 0.005	0.07	0.06	< 0.005	0.01	0.01	87.9
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.02	0.34	0.28	< 0.005	0.03	0.03	406
Daily, Winter (Max)	—	—	—	—	—	—	—
Automobile Care Center	0.01	0.27	0.22	< 0.005	0.02	0.02	318
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Unenclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00
General Office Building	< 0.005	0.07	0.06	< 0.005	0.01	0.01	87.9
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.02	0.34	0.28	< 0.005	0.03	0.03	406
Annual	—	—	—	—	—	—	—
Automobile Care Center	< 0.005	0.05	0.04	< 0.005	< 0.005	< 0.005	52.6
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Unenclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00
General Office Building	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	14.5
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	< 0.005	0.06	0.05	< 0.005	< 0.005	< 0.005	67.2

4.3. Area Emissions by Source

4.3.1. Unmitigated

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

Source	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Consumer Products	0.73	—	—	—	—	—	—
Architectural Coatings	0.09	—	—	—	—	—	—
Landscape Equipment	0.46	0.02	2.81	< 0.005	< 0.005	< 0.005	11.6
Total	1.28	0.02	2.81	< 0.005	< 0.005	< 0.005	11.6
Daily, Winter (Max)	—	—	—	—	—	—	—
Consumer Products	0.73	—	—	—	—	—	—
Architectural Coatings	0.09	—	—	—	—	—	—
Total	0.81	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—
Consumer Products	0.13	—	—	—	—	—	—
Architectural Coatings	0.02	—	—	—	—	—	—
Landscape Equipment	0.06	< 0.005	0.35	< 0.005	< 0.005	< 0.005	1.32
Total	0.21	< 0.005	0.35	< 0.005	< 0.005	< 0.005	1.32

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Automobile Care Center	—	—	—	—	—	—	34.1

Parking Lot	—	—	—	—	—	—	0.00
Unenclosed Parking with Elevator	—	—	—	—	—	—	0.00
Enclosed Parking with Elevator	—	—	—	—	—	—	0.00
General Office Building	—	—	—	—	—	—	28.2
Other Asphalt Surfaces	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	62.3
Daily, Winter (Max)	—	—	—	—	—	—	—
Automobile Care Center	—	—	—	—	—	—	34.1
Parking Lot	—	—	—	—	—	—	0.00
Unenclosed Parking with Elevator	—	—	—	—	—	—	0.00
Enclosed Parking with Elevator	—	—	—	—	—	—	0.00
General Office Building	—	—	—	—	—	—	28.2
Other Asphalt Surfaces	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	62.3
Annual	—	—	—	—	—	—	—
Automobile Care Center	—	—	—	—	—	—	5.65
Parking Lot	—	—	—	—	—	—	0.00
Unenclosed Parking with Elevator	—	—	—	—	—	—	0.00
Enclosed Parking with Elevator	—	—	—	—	—	—	0.00
General Office Building	—	—	—	—	—	—	4.67
Other Asphalt Surfaces	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	10.3

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Automobile Care Center	—	—	—	—	—	—	166
Parking Lot	—	—	—	—	—	—	0.00
Unenclosed Parking with Elevator	—	—	—	—	—	—	0.00
Enclosed Parking with Elevator	—	—	—	—	—	—	0.00
General Office Building	—	—	—	—	—	—	18.9
Other Asphalt Surfaces	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	185
Daily, Winter (Max)	—	—	—	—	—	—	—
Automobile Care Center	—	—	—	—	—	—	166
Parking Lot	—	—	—	—	—	—	0.00
Unenclosed Parking with Elevator	—	—	—	—	—	—	0.00
Enclosed Parking with Elevator	—	—	—	—	—	—	0.00
General Office Building	—	—	—	—	—	—	18.9
Other Asphalt Surfaces	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	185
Annual	—	—	—	—	—	—	—
Automobile Care Center	—	—	—	—	—	—	27.5
Parking Lot	—	—	—	—	—	—	0.00

Unenclosed Parking with Elevator	—	—	—	—	—	—	0.00
Enclosed Parking with Elevator	—	—	—	—	—	—	0.00
General Office Building	—	—	—	—	—	—	3.13
Other Asphalt Surfaces	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	30.7

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Automobile Care Center	—	—	—	—	—	—	4,789
General Office Building	—	—	—	—	—	—	0.03
Total	—	—	—	—	—	—	4,789
Daily, Winter (Max)	—	—	—	—	—	—	—
Automobile Care Center	—	—	—	—	—	—	4,789
General Office Building	—	—	—	—	—	—	0.03
Total	—	—	—	—	—	—	4,789
Annual	—	—	—	—	—	—	—
Automobile Care Center	—	—	—	—	—	—	793
General Office Building	—	—	—	—	—	—	< 0.005
Total	—	—	—	—	—	—	793

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

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

Equipment Type	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

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

Equipment Type	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

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

Equipment Type	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e

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

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

Vegetation	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—

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

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

Land Use	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

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

Species	ROG	NOx	CO	SO2	PM10T	PM2.5T	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	10/1/2024	10/29/2024	5.00	20.0	—
Site Preparation	Site Preparation	10/30/2024	11/1/2024	5.00	2.00	—
Grading	Grading	11/2/2024	12/27/2024	5.00	40.0	—
Building Construction	Building Construction	12/28/2024	10/3/2025	5.00	200	—
Paving	Paving	10/4/2025	10/17/2025	5.00	10.0	—
Architectural Coating	Architectural Coating	10/18/2025	10/31/2025	5.00	10.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Demolition	Rubber Tired Dozers	Diesel	Average	1.00	1.00	367	0.40
Demolition	Tractors/Loaders/Backhoes	Diesel	Average	2.00	6.00	84.0	0.37
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.00	84.0	0.37
Site Preparation	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Graders	Diesel	Average	1.00	6.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	6.00	367	0.40

Grading	Tractors/Loaders/Backh	Diesel	Average	1.00	7.00	84.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	4.00	367	0.29
Building Construction	Forklifts	Diesel	Average	2.00	6.00	82.0	0.20
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Paving	Pavers	Diesel	Average	1.00	7.00	81.0	0.42
Paving	Rollers	Diesel	Average	1.00	7.00	36.0	0.38
Paving	Cement and Mortar Mixers	Diesel	Average	4.00	6.00	10.0	0.56
Paving	Tractors/Loaders/Backhoes	Diesel	Average	1.00	7.00	84.0	0.37
Architectural Coating	Air Compressors	Diesel	Average	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	10.0	18.5	LDA,LDT1,LDT2
Demolition	Vendor	—	10.2	HHDT,MHDT
Demolition	Hauling	10.7	5.00	HHDT
Demolition	Onsite truck	—	—	HHDT
Site Preparation	—	—	—	—
Site Preparation	Worker	5.00	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10.2	HHDT,MHDT
Site Preparation	Hauling	0.00	5.00	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—

Grading	Worker	7.50	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	44.4	5.00	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	23.8	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	10.6	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	5.00	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	17.5	18.5	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT
Paving	Hauling	0.00	5.00	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	4.76	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	4.00	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	0.00	0.00	50,831	16,944	1,079

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (Ton of Debris)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	850	—
Site Preparation	0.00	0.00	4.69	0.00	—
Grading	900	27,500	90.0	0.00	—
Paving	0.00	0.00	0.00	0.00	0.41

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
Automobile Care Center	0.00	0%
Parking Lot	0.28	100%
Unenclosed Parking with Elevator	0.00	100%
Enclosed Parking with Elevator	0.00	100%
General Office Building	0.00	0%
Other Asphalt Surfaces	0.14	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2024	0.00	349	0.03	< 0.005
2025	0.00	349	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
Automobile Care Center	1,182	1,182	1,182	431,448	8,521	15,412	15,412	3,828,887
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Unenclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
General Office Building	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0	0.00	50,831	16,944	1,079

5.10.3. Landscape Equipment

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)
Automobile Care Center	221,592	346	0.0330	0.0040	988,725
Parking Lot	10,608	346	0.0330	0.0040	0.00
Unenclosed Parking with Elevator	56,261	346	0.0330	0.0040	0.00
Enclosed Parking with Elevator	39,956	346	0.0330	0.0040	0.00
General Office Building	192,227	346	0.0330	0.0040	273,412
Other Asphalt Surfaces	0.00	346	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)
Automobile Care Center	2,173,274	425,225
Parking Lot	0.00	0.00

Unenclosed Parking with Elevator	0.00	0.00
Enclosed Parking with Elevator	0.00	0.00
General Office Building	1,917,214	0.00
Other Asphalt Surfaces	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Automobile Care Center	88.2	—
Parking Lot	0.00	—
Unenclosed Parking with Elevator	0.00	—
Enclosed Parking with Elevator	0.00	—
General Office Building	10.0	—
Other Asphalt Surfaces	0.00	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Automobile Care Center	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Automobile Care Center	Supermarket refrigeration and condensing units	R-404A	3,922	26.5	16.5	16.5	18.0
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

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

5.16. 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. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

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

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

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

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	19.1	annual days of extreme heat
Extreme Precipitation	7.05	annual days with precipitation above 20 mm
Sea Level Rise	0.00	meters of inundation depth
Wildfire	12.5	annual hectares burned

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

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score

Temperature and Extreme Heat	2	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	0	0	N/A
Wildfire	1	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

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

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	2	1	1	3
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	1	1	2
Wildfire	1	1	1	2
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

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

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

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

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	72.8
AQ-PM	52.6
AQ-DPM	55.7
Drinking Water	68.9
Lead Risk Housing	18.9
Pesticides	19.0
Toxic Releases	53.1
Traffic	97.3
Effect Indicators	—
CleanUp Sites	0.00
Groundwater	83.7
Haz Waste Facilities/Generators	53.5
Impaired Water Bodies	94.6
Solid Waste	43.9
Sensitive Population	—
Asthma	14.0
Cardio-vascular	21.0
Low Birth Weights	80.5
Socioeconomic Factor Indicators	—

Education	9.73
Housing	74.8
Linguistic	32.6
Poverty	3.33
Unemployment	44.4

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	71.41023996
Employed	16.72013345
Median HI	91.76183755
Education	—
Bachelor's or higher	87.95072501
High school enrollment	100
Preschool enrollment	95.7141024
Transportation	—
Auto Access	60.64416784
Active commuting	25.70255357
Social	—
2-parent households	74.16912614
Voting	76.37623508
Neighborhood	—
Alcohol availability	80.82894906
Park access	81.35506224
Retail density	84.87103811

Supermarket access	36.55844989
Tree canopy	78.87848069
Housing	—
Homeownership	76.02977031
Housing habitability	47.9019633
Low-inc homeowner severe housing cost burden	16.19402027
Low-inc renter severe housing cost burden	11.24085718
Uncrowded housing	83.16437829
Health Outcomes	—
Insured adults	93.18619274
Arthritis	6.3
Asthma ER Admissions	87.8
High Blood Pressure	8.4
Cancer (excluding skin)	2.2
Asthma	76.7
Coronary Heart Disease	5.6
Chronic Obstructive Pulmonary Disease	35.3
Diagnosed Diabetes	51.3
Life Expectancy at Birth	97.8
Cognitively Disabled	76.7
Physically Disabled	18.7
Heart Attack ER Admissions	72.8
Mental Health Not Good	85.8
Chronic Kidney Disease	27.1
Obesity	72.3
Pedestrian Injuries	61.7
Physical Health Not Good	62.9

Stroke	22.5
Health Risk Behaviors	—
Binge Drinking	75.2
Current Smoker	88.4
No Leisure Time for Physical Activity	84.4
Climate Change Exposures	—
Wildfire Risk	66.8
SLR Inundation Area	0.0
Children	95.8
Elderly	12.0
English Speaking	49.6
Foreign-born	71.2
Outdoor Workers	87.5
Climate Change Adaptive Capacity	—
Impervious Surface Cover	88.3
Traffic Density	98.1
Traffic Access	58.8
Other Indices	—
Hardship	14.7
Other Decision Support	—
2016 Voting	57.4

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	48.0
Healthy Places Index Score for Project Location (b)	81.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No

Project Located in a Low-Income Community (Assembly Bill 1550)	No
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

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

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Land Use	The civil plans indicate 2.43 acres disturbed, which should be the “lot acreage” Ground floor 20,983 sf + car wash 2,117 sf = 23,100 sf for Auto mobile center. Second Story office: 10,787 sf Surface Parking (display + main + rear/inventory parking): 12,109 sf = 0.278 ac Second Floor parking (enclosed parking structure): 10,824 sf Roof Parking (unenclosed parking structure): 19,965 sf Driveway and Fire Lane (Other Asphalt Surfaces): 5,859 sf
Construction: Dust From Material Movement	Data provided by applicant
Construction: Construction Phases	Applicant expects construction timeline for 16-18 months.
Operations: Vehicle Data	Traffic Report determined ADT of 1,335 trips. So a rate of 51.1709916 was used so the CalEEMod model is consistent with the traffic study.

Construction: Trips and VMT	Haul amount for import&export divided by haul truck size divided by grading phase days (40 days) = hauling trips per day (28,400 cy / 16 cy / 40 days = 44.375 haul/day) Disturbed lot acreage is 2.43 per site plans, so vendor trips would be based on >2 in Table 9 of CalEEMod, Construction Default Updates, June 2023.