



Air Quality Analysis Technical Report
for the Nakano Project
Chula Vista, California

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A handwritten signature in black ink that reads "Jessica Fleming". The signature is written in a cursive, flowing style.

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Acronyms and Abbreviations

°F	degrees Fahrenheit
AB	Assembly Bill
ADD	Assistant Deputy Director
AERMOD	American Meteorological Society/Environmental Protection Agency Regulatory Model
ATCM	Airborne Toxic Control Measure
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
CALINE4	California LINE Source Dispersion Model
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CARB	California Air Resources Board
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
CO	carbon monoxide
County	San Diego County
DPM	diesel particulate matter
EPA	U.S. Environmental Protection Agency
GHG	greenhouse gas
HAP	hazardous air pollutant
HARP2	Hotspots Analysis and Reporting Program Version 2
HRA	health risk assessment
HVAC	heating, ventilation, and air conditioning
I-805	Interstate 805
LOS	level of service
LAFCO	Local Agency Formation Commission
MERV 13	Minimum Efficiency Reporting Value 13
NAAQS	National Ambient Air Quality Standards
NHAPS	National Human Activity Pattern Survey
NO	nitric oxide
NO ₂	nitrogen dioxide
NO _x	oxides of nitrogen
O ₃	ozone
OEHHA	Office of Environmental Health Hazard Assessment
OVRP	Otay Valley Regional Park
PDF	project design feature
PM ₁₀	particulate matter with an aerodynamic diameter less than or equal to 10 microns
PM _{2.5}	particulate matter with an aerodynamic diameter less than or equal to 2.5 microns
ppm	parts per million by volume
project	Nakano Project

RAQS	Regional Air Quality Strategy
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
SANDAG	San Diego Association of Government
SB	Senate Bill
SCAQMD	South Coast Air Quality Management District
SDAB	San Diego Air Basin
SDAPCD	San Diego Air Pollution Control District
SIP	State Implementation Plan
SO ₂	sulfur dioxide
SO _x	sulfur oxides
TAC	toxic air contaminant
VMT	vehicle miles traveled
VOC	volatile organic compound

Executive Summary

The purpose of this technical report is to assess the potential air quality impacts associated with implementation of the Nakano Project (project). For the No Annexation Scenario and Annexation Scenario 2b, this assessment uses the significance thresholds in Appendix G of the California Environmental Quality Act (CEQA) Guidelines. For the Annexation Scenario 2a, this assessment uses the City of San Diego's CEQA Significance Determination Thresholds (City of San Diego 2022).

Project Overview

The project proposes a residential development on a 23.8-acre site located north of the 450 block of Denney Road, in the City of Chula Vista, California. The project consists of development of 215 residential dwellings units comprising 61 detached condominiums, 84 duplexes and 70 townhome dwelling units with approximately 5 acres of hardscaped/paved roadway area. However, to represent a conservative analysis of potential unit mix and to account for the maximum units allowed in the Specific Plan, the environmental analysis assumes a maximum of 221 residential units. Recreational amenities would include two "mini" parks, an overlook park associated with the Otay Valley Regional Park, and a trail connection to the Otay Valley Regional Park. Primary site access would be provided via an off-site connection to Denney Road, and secondary emergency access would be provided via a connection to Golden Sky Way in the River Edge Terrace residential development. Off-site remedial grading and trail improvements would be required to the north of the site within the City of Chula Vista.

The project includes three scenarios. Under the No Annexation Scenario, the project would remain within the City of Chula Vista. Two Annexation Scenarios contemplate annexation into the City of San Diego. Each scenario is described below.

Scenario 1, the No Annexation Scenario, assumes the project would stay in Chula Vista and not be annexed into San Diego. Local Agency Formation Commission (LAFCO) approval of out of agency service agreements for services and utilities from San Diego would be required. Under this scenario, the City of Chula Vista would issue grading and development permits for the project site; however, the City of San Diego would require a site development permit and grading permit for the off-site improvements associated with primary site access and secondary emergency access.

Two potential annexation scenarios are described below. The key difference between the two annexation scenarios would be the agency responsibility for issuance of grading and development permits for the project site.

In Annexation Scenario 2a, grading and development of the project site would not proceed until the LAFCO reorganization process is complete. In this scenario, the City of San Diego would issue grading and development permits for the project site and all off-site improvement areas after approval of the LAFCO reorganization.

In Annexation Scenario 2b, grading and site development would proceed prior to LAFCO reorganization. In this scenario, the City of Chula Vista would issue grading and development permits

for the project site and the City of San Diego would issue a grading permit for the off-site portions. Grading permits, recordation of a final map, and Chula Vista issuance of all final certificates of occupancy would be completed prior to approval of the LAFCO reorganization. Annexation of the project site to San Diego would not occur until after site development in Chula Vista is complete.

Analysis Results

The air quality impact analysis evaluates the potential for adverse impacts to air quality due to construction and operational emissions resulting from the project. Impacts were evaluated for their significance based on the City of Chula Vista's and City of San Diego's mass daily criteria air pollutant thresholds of significance. Criteria air pollutants are defined as pollutants for which the federal and state governments have established ambient air quality standards, or criteria, for outdoor concentrations to protect public health. Criteria air pollutants include ozone (O₃), nitrogen dioxide (NO₂), carbon monoxide (CO), sulfur dioxide (SO₂), particulate matter with an aerodynamic diameter less than or equal to 10 microns (PM₁₀), particulate matter with an aerodynamic diameter less than or equal to 2.5 microns (PM_{2.5}), and lead. Pollutants that are evaluated include volatile organic compounds (VOCs) (also referred to as reactive organic gases), oxides of nitrogen (NO_x), CO, sulfur oxides (SO_x), PM₁₀, and PM_{2.5}. VOCs and NO_x are important because they are precursors to O₃.

Air Quality Plan Consistency

If a project proposes development that is greater than that anticipated in the local plan and the San Diego Association of Governments (SANDAG) growth projections, the project might be in conflict with the State Implementation Plan and Regional Air Quality Strategy (RAQS) and may contribute to a potentially significant cumulative impact on air quality.

No Annexation Scenario and Annexation Scenario 2b (City of Chula Vista)

Under these scenarios the project would be developed in Chula Vista; therefore, the land use plans of Chula Vista are considered in relation to air quality plan consistency. The project site's existing Chula Vista General Plan land use designation is Open Space (OS) and the site is zoned A-8 Agriculture; however, the project proposes development of up to 221 residential units. SANDAG Series 13 (the SANDAG model used to develop the latest air quality plan for the region) anticipates population and housing growth in the City of Chula Vista, including an increase in housing from 89,176 in 2020 to 101,188 in 2035. This would equate to an additional 800 units per year from 2020 to 2035. Implementation of the proposed project would result in an increase in 221 residential units in a location assumed to be open space in SANDAG's growth projections. The project's development of multi-family residential units would provide balanced and diverse housing to the City of Chula Vista and provide housing to accommodate the County of San Diego's future growth projections. Therefore, the proposed project would not stimulate population growth or a population concentration or housing above what is assumed in local and regional land use plans, or projections made by regional planning authorities. Additionally, the project would not exceed Chula Vista's emission-based thresholds discussed in detail in Section 6.2. Therefore, the proposed project would not conflict with the RAQs. Based on these considerations, impacts related to the project's potential

to conflict with or obstruct implementation of the applicable air quality plan would be **less than significant**.

Annexation Scenario 2a (City of San Diego)

Under this scenario, the proposed project would be annexed into and development permits would be issued the City of San Diego, therefore the analysis is based on City of San Diego land uses. SANDAG Series 13 (the SANDAG model used to develop the latest air quality plan for the region) estimates the population in the City of San Diego would grow from 1,453,267 in 2020 to 1,665,609 in 2035. This would equate to an additional 14,147 people per year from 2020 to 2035. Additionally, SANDAG Series 13 estimates that the City of San Diego would have 559,143 residential units in 2020 and 640,668 residential units in 2035 (SANDAG 2013). This would equate to an additional 5,435 units per year from 2020 to 2035. Implementation of the proposed project would result in an increase in 221 residential units in a location assumed to be open space in SANDAG's growth projections. The project is expected to add these units to market in 2026. While the project would include residential in an area previously planned for open space, the City of San Diego is in need of residential units to meet anticipated growth. Therefore, the proposed project would not result in unplanned growth that would conflict with SANDAG's regional growth forecast for the City.

While the San Diego Air Pollution Control District and City of San Diego do not provide guidance regarding the analysis of impacts associated with air quality plan conformance, the County's Guidelines for Determining Significance and Report and Format and Content Requirements – Air Quality does discuss conformance with the RAQS (County of San Diego 2007). The guidance indicates that if a project, in conjunction with other projects, contributes to growth projections that would not exceed SANDAG's growth projections for the San Diego Air Basin, the project would not be in conflict with the RAQS (County of San Diego 2007). As previously discussed, the project would not contribute to growth in the region that is not already accounted for. Additionally, the project would not exceed City of San Diego's emission-based thresholds discussed in detail in Section 6.2. Thus, impacts would be considered **less than significant**.

Construction Criteria Air Pollutant Emissions

Construction of the project would result in the temporary addition of pollutants to the local airshed caused by on-site sources (e.g., off-road construction equipment, soil disturbance, and VOC off-gassing) and off-site sources (e.g., on-road haul trucks, vendor trucks, and worker vehicle trips). Maximum daily construction emissions would not exceed either the City of San Diego or the City of Chula Vista's significance thresholds for VOCs, NO_x, CO, SO_x, PM₁₀, or PM_{2.5} during construction in all construction years (2024 through 2025). Thus, impacts would be considered **less than significant**.

Operational Criteria Air Pollutant Emissions

Operational year 2026 was assumed following completion of project construction. Operation of the project would generate operational criteria air pollutants from mobile sources (vehicles), area sources (consumer product use and architectural coatings), and energy (natural gas). As noted in PDF-AQ-2

and PDF-GHG-3, the project would not include fireplaces and would include all electric appliances and heating systems and would not be served by natural gas. Additionally, as noted in PDF-GHG-6, the project would include all electric landscaping equipment. Maximum operational emissions would not exceed either the City of San Diego or the City of Chula Vista's operational significance thresholds for VOCs, NO_x, CO, SO_x, PM₁₀, or PM_{2.5}.

The potential for the project to result in a cumulatively considerable impact is based on the project's potential to exceed the project-specific daily thresholds. As discussed previously, maximum construction and operational emissions would not exceed either City's significance thresholds for VOCs, NO_x, CO, SO_x, PM₁₀, or PM_{2.5}. Therefore, the project would not result in a cumulatively considerable increase in criteria air pollutants. Thus, impacts would be considered **less than significant**.

Exposure of Sensitive Receptors

Construction activities would not generate emissions in excess of the site-specific mass daily thresholds; therefore, site-specific construction impacts during construction of the project would be less than significant. In addition, diesel equipment would also be subject to the California Air Resources Board's Airborne Toxic Control Measures for in-use off-road diesel fleets, which would minimize diesel particulate matter emissions.

As required by Policy E 6.10 in the City of Chula Vista's General Plan Environmental Element, the siting of new sensitive receivers within 500 feet of highways resulting from development or redevelopment projects shall require the preparation of a health risk assessment (HRA). Additionally, San Diego General Plan Policy LU-I.14 requires the evaluation of public health risks associated with toxic air emissions for community plan updates and amendments that involve land use or intensity changes. The project is located adjacent to Interstate 805 (I-805); therefore, the project is subject to this requirement.

An HRA was prepared to disclose the potential health risks to future residents on the project site associated with air contaminants generated by vehicle emissions from I-805 located just west of the project site. The HRA finds that the roadway-generated toxic air contaminant emissions would result in a potential excess cancer risk at the maximally exposed residential receptor of 25.60 in a million. This value exceeds the 10 in a million threshold, which is the level at which SDAPCD generally requires public notification for stationary sources of emissions. The Residential Chronic Hazard Index of 0.007 would be below the level of 1.0 at which adverse non-cancer health risks would be anticipated. The analysis factors in the typical amount of time spent indoors as well as the provision of Minimum Efficiency Reporting Value 13 (MERV 13) filters as required by Title 24. However, the project would not exacerbate toxic air contaminant emissions from vehicle emissions associated with I-805 freeway traffic due to the small volume of project trips that would be added to the roadway. As the focus of CEQA is on the project's impact on the environment and not the environment's impacts on a project, the HRA was prepared in accordance with Chula Vista General Plan Policy E 6.10 and San Diego General Plan Policy LU-I.14 to address land use compatibility and land use planning and does not have a corresponding CEQA significance determination.

The project would not negatively affect the level of service of intersections on or in proximity to the project site and therefore, would not significantly contribute to a CO hotspot. As such, potential project-generated impacts associated with CO hotspots would be **less than significant**.

Other Emissions

Potential odors produced during construction would be attributable to concentrations of unburned hydrocarbons from tailpipes of construction equipment, architectural coatings, and asphalt pavement application, which would disperse rapidly from the project site and generally occur at magnitudes that would not affect substantial numbers of people. Impacts associated with odors during construction would be less than significant. The project is a residential development that would not include land uses with sources that have the potential to generate substantial odors, and impacts associated with odors during operation would be **less than significant**.

1.0 Introduction

1.1 Report Purpose and Scope

The purpose of this technical report is to assess the potential air quality impacts associated with implementation of the proposed Nakano Project (project). This assessment uses the significance thresholds in Appendix G of the California Environmental Quality Act (CEQA) Guidelines (14 California Code of Regulations [CCR] 15000 et seq.) and is based on the emissions-based significance thresholds recommended by the City of Chula Vista, the City of San Diego and other applicable thresholds of significance.

This introductory chapter provides a description of the project and the project location. This report describes the air-quality-related environmental setting, regulatory setting, existing air quality conditions, and thresholds of significance and analysis methodology and presents an air quality impact analysis per Appendix G of the CEQA Guidelines for the No Annexation Scenario and Annexation Scenario 2b because the City of Chula Vista would be responsible for project implementation in these scenarios. The report is evaluated per the City of San Diego CEQA Significance Thresholds for Annexation Scenario 2a as the City of San Diego would be responsible for project implementation in this scenario. Chapter 7, References Cited, includes a list of the references cited in this technical report.

1.2 Project Description

The project consists of development of 215 residential dwellings units consisting of 61 detached condominiums, 84 duplexes and 70 townhome dwelling units on 23.8 acres with approximately 5 acres of hardscaped/paved roadway area. However, to represent a conservative analysis of potential unit mix, the environmental analysis assumes a maximum of 221 residential units consistent with the maximum units allowed under the Specific Plan. The project site is located on the 450 block of Dennery Road, in the City of Chula Vista, California. Figure 1 shows the project location and Figure 2 shows an aerial photograph of the project site and vicinity. Figure 3 shows the site plan.

The project is evaluated under three scenarios, detailed below.

Scenario 1, the No Annexation Scenario, assumes the project would stay in Chula Vista and not be annexed into San Diego. Local Agency Formation Commission (LAFCO) approval of out of agency service agreements for services and utilities from San Diego would be required. Under this scenario, the City of Chula Vista would issue grading and development permits for the project site; however, the City of San Diego would require a site development permit and grading permit for the off-site improvements associated with primary site access and secondary emergency access.

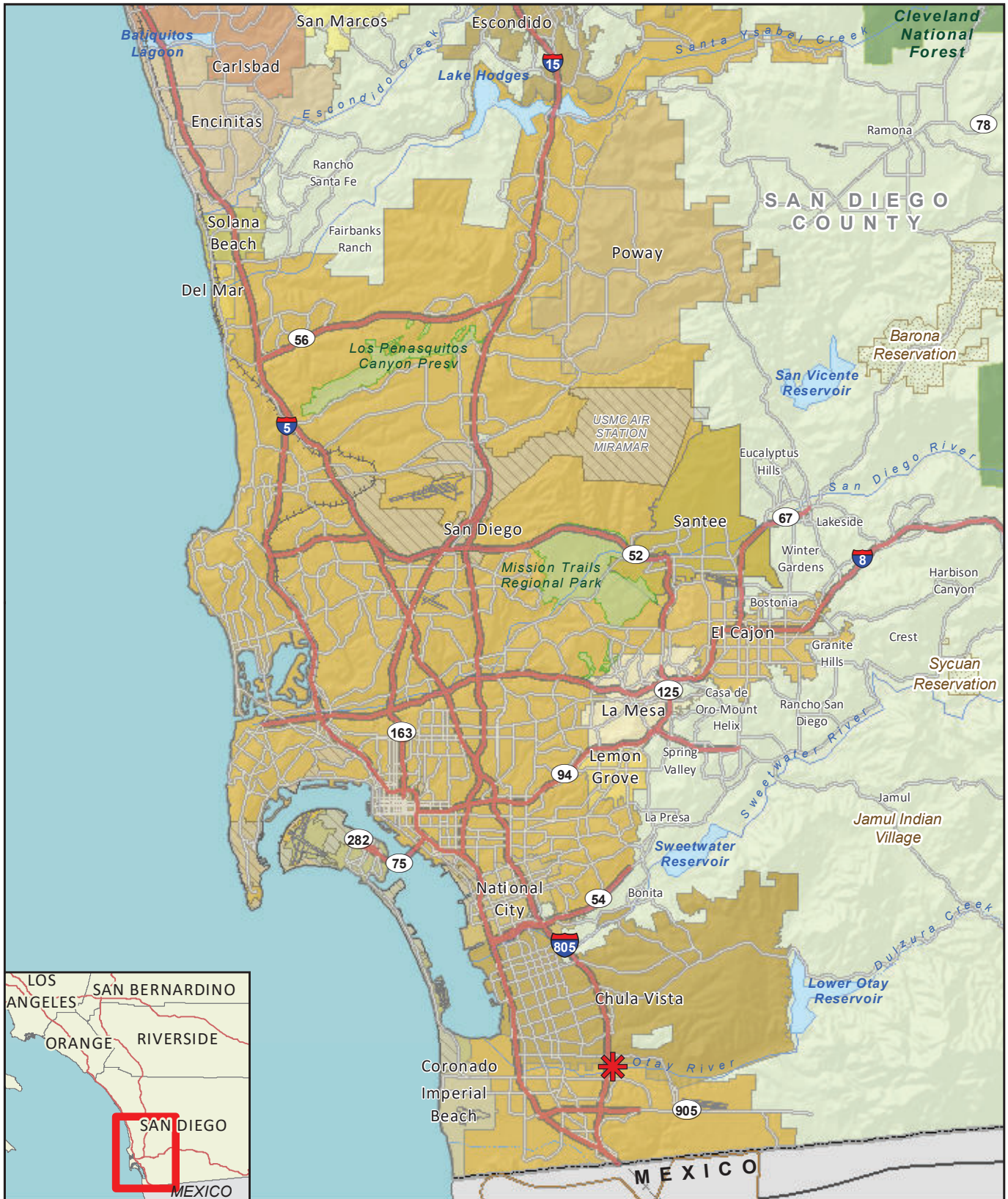
Two potential annexation scenarios are described below. The key difference between the two annexation scenarios would be the agency responsibility for issuance of grading and development permits for the project site.

In Annexation Scenario 2a, grading and development of the project site would not proceed until the LAFCO reorganization process is complete. In this scenario, the City of San Diego would issue grading and development permits for the project site and all off-site improvement areas after approval of the LAFCO reorganization.

In Annexation Scenario 2b, grading and site development would proceed prior to LAFCO reorganization. In this scenario, the City of Chula Vista would issue grading and development permits for the project site and City of San Diego would issue a grading permit for the off-site portions. Grading permits and recordation of a final map in the City of Chula Vista would be completed prior to approval of the LAFCO reorganization. Annexation of the project site to the City of San Diego is anticipated to be complete prior to issuance of the first certificate of occupancy; however, the City of Chula Vista would finalize all building permits and issue certificates of occupancy for the site regardless of the timing of annexation.

While the physical improvements proposed would be the same under all project scenarios, the discretionary actions would differ. The No Annexation Scenario would include a City of Chula Vista General Plan Amendment, Tentative Map, Specific Plan, out of service agreements for services and utilities, and certification of the Environmental Impact Report. More specifically, the General Plan Amendment would change the land use designation to Specific Plan–Residential Medium and the Specific Plan would implement the R-3 zone in the City of Chula Vista.



The Annexation Scenarios would include the annexation of the site from the City of Chula Vista and Otay Water District to the City of San Diego, an annexation agreement, City of San Diego and City of Chula Vista Sphere of Influence revision, City of San Diego and City of Chula Vista General Plan Amendment, Otay Mesa Community Plan Amendment, prezone in the City of San Diego, City of San Diego Resolution of Initiation and City of Chula Vista Resolution Support, a Tentative Map, and certification of the Environmental Impact Report. Under the Annexation Scenarios, the site would be designated by the City of San Diego as Residential – Low Medium and zoned as RM-1-1 (Residential-Multiple Unit). The LAFCO would provide oversight of the annexation process.



***** Project Location

FIGURE 1
Regional Location



-  Parcel Boundary
-  Impact Limits

0 Feet 300



FIGURE 2
Project Location on Aerial Photograph

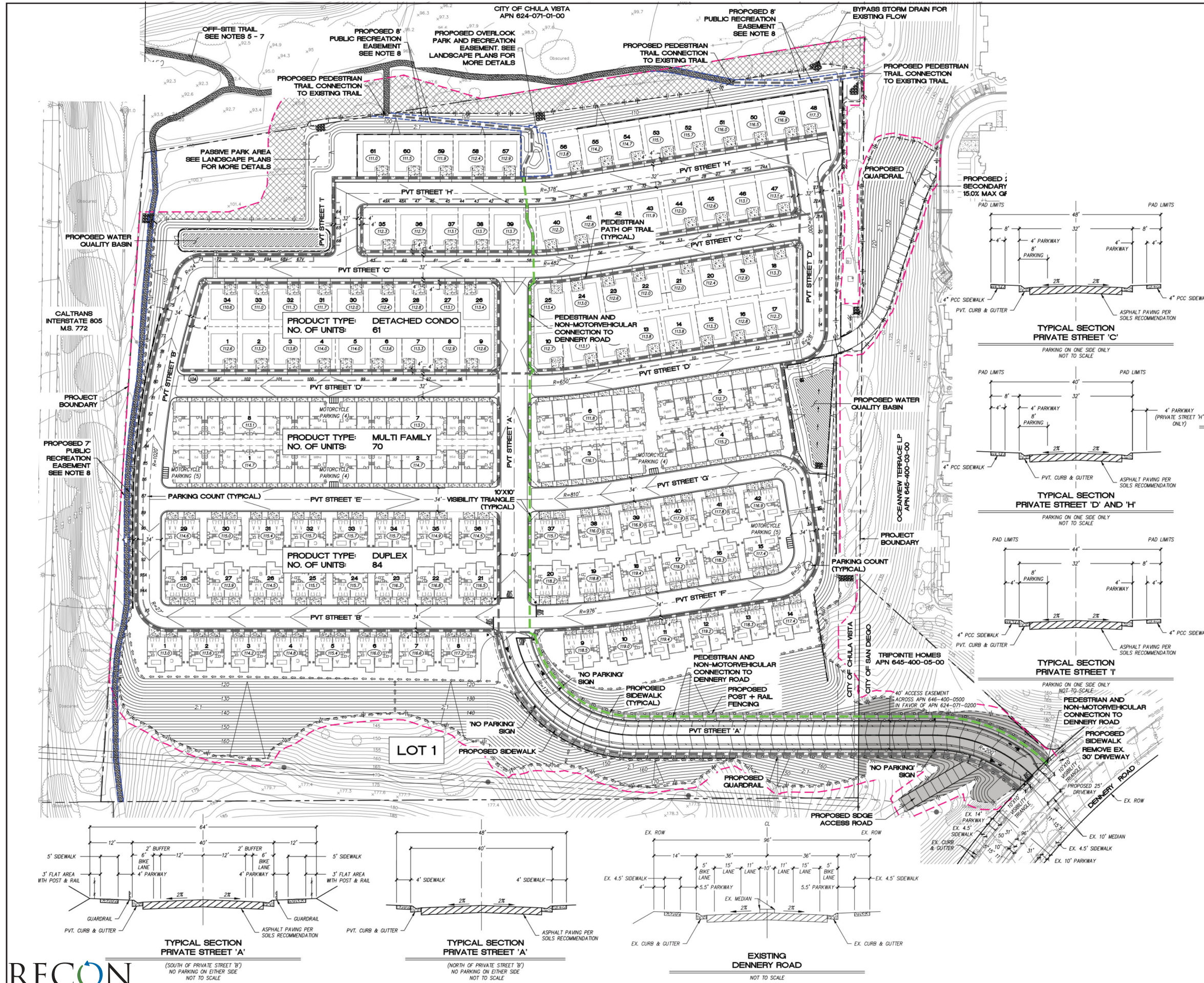


FIGURE 3
Site Plan

1.3 Project Design Features

To reduce construction and operational emissions to the extent feasible, the applicant (Tri Pointe Homes) would incorporate the following project design features (PDFs) into the residential development and would be included as conditions of approval and included on building design plans:

PDF-AQ-1 Fugitive Dust Control. Prior to the issuance of grading permits, the grading plan notes shall be verified by the City's Assistant Deputy Director (ADD) environmental designee to state that the Owner/Permittee shall implement the following measures to minimize fugitive dust (PM₁₀ and PM_{2.5}):

- A non-toxic dust control agent shall be used on the grading areas or watering shall be applied at least three times daily.
- Grading areas shall be stabilized as quickly as possible.
- Chemical stabilizer shall be applied, a gravel pad shall be installed, or the last 100 feet of internal travel path within the construction site shall be paved prior to public road entry and for all haul roads.
- Visible track-out into traveled public streets shall be removed with the use of sweepers, water trucks, or similar method at the end of the workday.
- All soil disturbance and travel on unpaved surfaces shall be suspended if winds exceed 25 miles per hour.
- On-site stockpiles of excavated material shall be covered.
- A 15 mile per hour speed limit on unpaved surfaces shall be enforced.

PDF-AQ-2 No Fireplaces. Prior to issuance of building permits, the building plan shall be verified by the City's ADD environmental designee to not include any wood stoves or wood-burning or natural gas fireplaces within the residential units.

In addition to the above PDFs, the following PDFs were identified as part of the greenhouse gas analysis and would be required as a condition of approval on building design plans:

PDF-GHG-1 Increased Density. The project shall allow up to 221 residential units in an area with access to transit.

PDF-GHG-2 Affordable Housing. The project shall provide 22 units (10 percent), including 11 low-income units and 11 moderate-income units, that are affordable to low- and moderate-income households.

PDF-GHG-3 Electric Appliances. Prior to issuance of building permits, the City's ADD environmental designee shall verify the building plans include all electric appliances

and heating systems. Woodburning and natural gas/propane shall be prohibited on-site.

PDF-GHG-4 Pedestrian Network Improvements. Prior to issuance of building permits, City's ADD environmental designee shall verify the following pedestrian and trail amenities are shown on the building plans:

- A 7- to 8-foot-wide decomposed granite public trail connection along the western edge of the project site. To ensure public accessibility to the Otay Valley Regional Park (OVRP) trail system, a public trail easement would be granted along this alignment.
- 8-foot-wide decomposed granite public trail improvement with split rail fencing from the proposed mini-park located at the north central portion of the project site, connecting north to off-site portions of the OVRP trail system.
- Off-site within the City of Chula Vista parcel to the north, the project includes improvements to the OVRP trail system including formalizing existing trail alignments with placement of decomposed granite within an 8-foot-wide alignment and installation of split-rail fencing on one side of the trail.
- Wayfinding signage to the OVRP trail system along Dennerly Road within private property, as detailed on the project landscape plans).
- Sidewalks are proposed on both sides of Private Street A. All other internal streets would provide sidewalks on one side of the street. Sidewalks provide a connection to the OVRP trail connection on the north end of the site.

PDF-GHG-5 Bicycle Network Improvements. Prior to issuance of building permits, the City's ADD environmental designee shall verify the building plans include buffered Class II bike lanes. The bike lanes shall be provided along Private Street A, the main private street running through the site, connecting to the existing Class II bike lane along Dennerly Road. The private streets leading east and west from the primary roadway would include bicycle sharrows.

PDF-GHG-6 Outdoor Electrical Outlets to Allow for Electric Landscape Equipment. Prior to issuance of building permits, the City's ADD environmental designee shall verify the landscaping plans identify the locations of the exterior electrical outlets necessary for sufficient powering of electric lawnmowers and other landscaping equipment.

PDF-GHG-7 Prohibit Turf. Prior to issuance of building permits, the City's ADD environmental designee shall verify the landscape plans do not include turf lawns in any residential portion of the project.

PDF-GHG-8 Community Gardens. Prior to issuance of construction permits, the City's ADD environmental designee shall verify the building plans include a minimum of 26,726 square feet of common open space that would allow for community gardens.

PDF-GHG-9 Electric Vehicle Charging Capacity. Prior to the issuance of building permits, the Owner/Permittee shall submit building plans illustrating all units comply with Title 24 Green Building Standards Code, Residential Mandatory Measures which requires each dwelling unit to install a listed raceway to accommodate a dedicated 208/240-volt branch circuit. The raceway shall originate at the main service or subpanel and shall terminate in the garage to allow for electric vehicle charging.

2.0 Environmental Setting

The project area is located within the San Diego Air Basin (SDAB) and is subject to the San Diego Air Pollution Control District (SDAPCD) guidelines and regulations. The SDAB is one of 15 air basins that geographically divide the State of California. The weather of the San Diego region, as in most of southern California, is influenced by the Pacific Ocean and its semi-permanent high-pressure systems that result in dry, warm summers and mild, occasionally wet winters.

The topography in the San Diego region varies greatly, from beaches on the west to mountains and desert on the east. Along with local meteorology, the topography influences the dispersal and movement of pollutants in the SDAB. The mountains to the east prohibit dispersal of pollutants in that direction and help trap them in inversion layers, as described in the next section.

The interaction of ocean, land, and the Pacific High Pressure Zone maintains clear skies for much of the year and influences the direction of prevailing winds (westerly to northwesterly). Local terrain is often the dominant factor inland, and winds in inland mountainous areas tend to blow through the valleys during the day and down the hills and valleys at night.

2.1 Meteorological and Topographical Conditions

The SDAB lies in the southwest corner of California, comprises the entire San Diego region, covers approximately 4,260 square miles, and is an area of high air pollution potential. The SDAB experiences warm summers, mild winters, infrequent rainfalls, light winds, and moderate humidity. This usually mild climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms, or Santa Ana winds.

The SDAB experiences frequent temperature inversions. Subsidence inversions occur during the warmer months as descending air associated with the Pacific High Pressure Zone meets cool marine air. The boundary between the two layers of air creates a temperature inversion that traps pollutants. Another type of inversion, a radiation inversion, develops on winter nights when air near the ground cools by heat radiation and air aloft remains warm. The shallow inversion layer formed between these two air masses also can trap pollutants. As the pollutants become more concentrated in the atmosphere, photochemical reactions occur that produce ozone (O₃), commonly known as smog.

Light daytime winds, predominantly from the west, further aggravate the condition by driving air pollutants inland, toward the mountains. During the fall and winter, air quality problems are created due to carbon monoxide (CO) and oxides of nitrogen (NO_x) emissions. CO concentrations are generally higher in the morning and late evening. In the morning, CO levels are elevated due to cold

temperatures and the large number of motor vehicles traveling. Higher CO levels during the late evenings are a result of stagnant atmospheric conditions trapping CO in the area. Since CO is produced almost entirely from automobiles, the highest CO concentrations in the basin are associated with heavy traffic. Nitrogen dioxide (NO₂) levels are also generally higher during fall and winter days when O₃ concentrations are lower.

Under certain conditions, atmospheric oscillation results in the offshore transport of air from the Los Angeles region to San Diego County (the County). This often produces high O₃ concentrations, as measured at air pollutant monitoring stations within the County. The transport of air pollutants from the Los Angeles region to San Diego County has also occurred within the stable layer of the elevated subsidence inversion, where high levels of O₃ are transported.

The local climate in the southern part of the County is characterized as semi-arid with consistently mild, warmer temperatures throughout the year. The average summertime high temperature in the region is approximately 81 degrees Fahrenheit (°F), with highs approaching 80°F in August on average, and record highs approaching 104°F in August. The average wintertime low temperature is approximately 43.8°F, although record lows have approached 32°F in January. Average precipitation in the local area is approximately 9.7 inches per year, with the bulk of precipitation falling between December and March (Western Regional Climate Center 2017).

2.2 Pollutants and Effects

2.2.1 Criteria Air Pollutants

Criteria air pollutants are defined as pollutants for which the federal and state governments have established ambient air quality standards, or criteria, for outdoor concentrations to protect public health. The federal and state standards have been set, with an adequate margin of safety, at levels above which concentrations could be harmful to human health and welfare. These standards are designed to protect the most sensitive persons from illness or discomfort. Pollutants of concern include O₃, NO₂, CO, sulfur dioxide (SO₂), particulate matter with an aerodynamic diameter less than or equal to 10 microns (coarse particulate matter, or PM₁₀), particulate matter with an aerodynamic diameter less than or equal to 2.5 microns (fine particulate matter, or PM_{2.5}), and lead. These pollutants, as well as toxic air contaminants (TACs), are discussed in the following paragraphs.¹ In California, sulfates, vinyl chloride, hydrogen sulfide, and visibility-reducing particles are also regulated as criteria air pollutants.

Ozone. O₃ is a strong-smelling, pale blue, reactive, toxic chemical gas consisting of three oxygen atoms. It is a secondary pollutant formed in the atmosphere by a photochemical process involving the sun's energy and O₃ precursors. These precursors are mainly NO_x and volatile organic compounds (VOCs). The maximum effects of precursor emissions on O₃ concentrations usually occur several hours after they are emitted and many miles from the source. Meteorology and terrain play major roles in O₃ formation, and ideal conditions occur during summer and early autumn on days

¹The descriptions of each of the criteria air pollutants and associated health effects are based on the EPA's Criteria Air Pollutants (2016a) and the CARB Glossary of Air Pollutant Terms (2016a).

with low wind speeds or stagnant air, warm temperatures, and cloudless skies. O₃ exists in the upper atmosphere O₃ layer (stratospheric ozone) and at the Earth's surface in the troposphere (ozone).¹ The O₃ that the U.S. Environmental Protection Agency (EPA) and the California Air Resources Board (CARB) regulate as a criteria air pollutant is produced close to the ground level, where people live, exercise, and breathe. Ground-level O₃ is a harmful air pollutant that causes numerous adverse health effects and is thus considered "bad" O₃. Stratospheric, or "good," O₃ occurs naturally in the upper atmosphere, where it reduces the amount of ultraviolet light (i.e., solar radiation) entering the Earth's atmosphere. Without the protection of the beneficial stratospheric O₃ layer, plant and animal life would be seriously harmed.

O₃ in the troposphere causes numerous adverse health effects; short-term exposures (lasting for a few hours) to O₃ at levels typically observed in Southern California can result in breathing pattern changes, reduction of breathing capacity, increased susceptibility to infections, inflammation of the lung tissue, and some immunological changes (EPA 2013). These health problems are particularly acute in sensitive receptors such as sick people, elderly people, and young children.

Nitrogen Dioxide. NO₂ is a brownish, highly reactive gas that is present in all urban atmospheres. The major mechanism for the formation of NO₂ in the atmosphere is the oxidation of the primary air pollutant nitric oxide (NO), which is a colorless, odorless gas. NO_x plays a major role, together with VOCs, in the atmospheric reactions that produce O₃. NO_x is formed from fuel combustion under high temperature or pressure. In addition, NO_x is an important precursor to acid rain and may affect both terrestrial and aquatic ecosystems. The two major emissions sources are transportation and stationary fuel combustion sources, such as electric utility and industrial boilers.

NO₂ can irritate the lungs, cause bronchitis and pneumonia, and lower resistance to respiratory infections (EPA 2016a).

Carbon Monoxide. CO is a colorless, odorless gas formed by the incomplete combustion of hydrocarbon or fossil fuels. CO is emitted almost exclusively from motor vehicles, power plants, refineries, industrial boilers, ships, aircraft, and trains. In urban areas, such as the project location, automobile exhaust accounts for the majority of CO emissions. CO is a nonreactive air pollutant that dissipates relatively quickly; therefore, ambient CO concentrations generally follow the spatial and temporal distributions of vehicular traffic. CO concentrations are influenced by local meteorological conditions—primarily wind speed, topography, and atmospheric stability. CO from motor vehicle exhaust can become locally concentrated when surface-based temperature inversions are combined with calm atmospheric conditions, which is a typical situation at dusk in urban areas from November to February. The highest levels of CO typically occur during the colder months of the year, when inversion conditions are more frequent.

In terms of adverse health effects, CO competes with oxygen, often replacing it in the blood, reducing the blood's ability to transport oxygen to vital organs. The results of excess CO exposure can include dizziness, fatigue, and impairment of central nervous system functions.

¹The troposphere is the layer of the Earth's atmosphere nearest to the surface of the Earth. The troposphere extends outward about 5 miles at the poles and about 10 miles at the equator.

Sulfur Dioxide. SO₂ is a colorless, pungent gas formed primarily from incomplete combustion of sulfur-containing fossil fuels. The main sources of SO₂ are coal and oil used in power plants and industries; as such, the highest levels of SO₂ are generally found near large industrial complexes. In recent years, SO₂ concentrations have been reduced by the increasingly stringent controls placed on stationary source emissions of SO₂ and limits on the sulfur content of fuels.

SO₂ is an irritant gas that attacks the throat and lungs and can cause acute respiratory symptoms and diminished ventilator function in children. When combined with particulate matter, SO₂ can injure lung tissue, as well as reducing visibility and the level of sunlight. SO₂ can also yellow plant leaves and erode iron and steel.

Particulate Matter. Particulate matter pollution consists of very small liquid and solid particles floating in the air, which can include smoke, soot, dust, salts, acids, and metals. Particulate matter can form when gases emitted from industries and motor vehicles undergo chemical reactions in the atmosphere. PM_{2.5} and PM₁₀ represent fractions of particulate matter. PM₁₀ consists of particulate matter that is 10 microns or less in diameter and is about 1/7 the thickness of a human hair. Major sources of PM₁₀ include crushing or grinding operations; dust stirred up by vehicles traveling on roads; wood-burning stoves and fireplaces; dust from construction, landfills, and agriculture; wildfires and brush/waste burning; industrial sources; windblown dust from open lands; and atmospheric chemical and photochemical reactions. PM_{2.5} consists of particulate matter that is 2.5 microns or less in diameter and is roughly 1/28 the thickness of a human hair. PM_{2.5} results from fuel combustion (e.g., from motor vehicles and power generation and industrial facilities), residential fireplaces, and woodstoves. In addition, PM_{2.5} can be formed in the atmosphere from gases such as SO_x, NO_x, and VOCs.

PM_{2.5} and PM₁₀ pose a greater health risk than larger-size particles. When inhaled, these tiny particles can penetrate the human respiratory system's natural defenses and damage the respiratory tract. PM_{2.5} and PM₁₀ can increase the number and severity of asthma attacks, cause or aggravate bronchitis and other lung diseases, and reduce the body's ability to fight infections. Very small particles of substances such as lead, sulfates, and nitrates can cause lung damage directly or be absorbed into the bloodstream, causing damage elsewhere in the body. Additionally, these substances can transport adsorbed gases such as chlorides or ammonium into the lungs, also causing injury. Whereas PM₁₀ tends to collect in the upper portion of the respiratory system, PM_{2.5} is so tiny that it can penetrate deeper into the lungs and damage lung tissue. Suspended particulates also damage and discolor surfaces on which they settle and produce haze and reduce regional visibility.

People with influenza, people with chronic respiratory and cardiovascular diseases, and elderly people may suffer worsening illness and premature death as a result of breathing particulate matter. People with bronchitis can expect aggravated symptoms from breathing in particulate matter. Children may experience a decline in lung function due to breathing in PM₁₀ and PM_{2.5} (EPA 2009).

Lead. Lead in the atmosphere occurs as particulate matter. Sources of lead include leaded gasoline; the manufacturing of batteries, paints, ink, ceramics, and ammunition; and secondary lead smelters. Prior to 1978, mobile emissions were the primary source of atmospheric lead. Between 1978 and 1987, the phaseout of leaded gasoline reduced the overall inventory of airborne lead by nearly 95%. With the phaseout of leaded gasoline, secondary lead smelters, battery recycling, and manufacturing facilities are becoming lead-emissions sources of greater concern.

Prolonged exposure to atmospheric lead poses a serious threat to human health. Health effects associated with exposure to lead include gastrointestinal disturbances, anemia, kidney disease, and in severe cases, neuromuscular and neurological dysfunction. Of particular concern are low-level lead exposures during infancy and childhood. Such exposures are associated with decrements in neurobehavioral performance, including intelligence quotient performance, psychomotor performance, reaction time, and growth. Children are highly susceptible to the effects of lead.

Volatile Organic Compounds. Hydrocarbons are organic gases that are formed from hydrogen and carbon and sometimes other elements. Hydrocarbons that contribute to formation of O₃ are referred to and regulated as VOCs (also referred to as reactive organic gases). Combustion engine exhaust, oil refineries, and fossil-fuel power plants are major sources of hydrocarbons. Other sources of hydrocarbons include evaporation from petroleum fuels, solvents, dry-cleaning solutions, and paint.

The primary health effects of VOCs result from the formation of O₃ and its related health effects. High levels of VOCs in the atmosphere can interfere with oxygen intake by reducing the amount of available oxygen through displacement. Carcinogenic forms of hydrocarbons, such as benzene, are considered TACs. There are no separate health standards for VOCs as a group.

Sulfates. Sulfates are the fully oxidized forms of sulfur, which typically occur in combination with metals or hydrogen ions. Sulfates are produced from reactions of SO₂ in the atmosphere. Sulfates can result in respiratory impairment and reduced visibility.

Vinyl Chloride. Vinyl chloride is a colorless gas with a mild, sweet odor, which has been detected near landfills, sewage plants, and hazardous waste sites, due to the microbial breakdown of chlorinated solvents. Short-term exposure to high levels of vinyl chloride in the air can cause nervous system effects such as dizziness, drowsiness, and headaches. Long-term exposure through inhalation can cause liver damage, including liver cancer.

Hydrogen Sulfide. Hydrogen sulfide is a colorless and flammable gas that has a characteristic odor of rotten eggs. Sources of hydrogen sulfide include geothermal power plants, petroleum refineries, sewers, and sewage treatment plants. Exposure to hydrogen sulfide can result in nuisance odors, as well as headaches and breathing difficulties at higher concentrations.

Visibility-Reducing Particles. Visibility-reducing particles are any particles in the air that obstruct the range of visibility. Effects of reduced visibility can include obscuring the viewshed of natural scenery, reducing airport safety, and discouraging tourism. Sources of visibility-reducing particles are the same as for PM_{2.5}.

2.2.2 Non-Criteria Air Pollutants

Toxic Air Contaminants. A substance is considered toxic if it has the potential to cause adverse health effects in humans, including increasing the risk of cancer upon exposure, or acute and/or chronic non-cancer health effects. A toxic substance released into the air is considered a TAC. TACs are identified by federal and state agencies based on a review of available scientific evidence. In the State of California, TACs are identified through a two-step process that was established in 1983 under the Toxic Air Contaminant Identification and Control Act. This two-step process of risk identification and

risk management and reduction was designed to protect residents from the health effects of toxic substances in the air. In addition, the California Air Toxics "Hot Spots" Information and Assessment Act, Assembly Bill (AB) 2588, was enacted by the legislature in 1987 to address public concern over the release of TACs into the atmosphere. The law requires facilities emitting toxic substances to provide local air pollution control districts with information that will allow an assessment of the air toxics problem, identification of air toxics emissions sources, location of resulting hotspots, notification of the public exposed to significant risk, and development of effective strategies to reduce potential risks to the public over 5 years.

Examples include certain aromatic and chlorinated hydrocarbons, certain metals, and asbestos. TACs are generated by a number of sources, including stationary sources, such as dry cleaners, gas stations, combustion sources, and laboratories; mobile sources, such as automobiles; and area sources, such as landfills. Adverse health effects associated with exposure to TACs may include carcinogenic (i.e., cancer-causing) and non-carcinogenic effects. Non-carcinogenic effects typically affect one or more target organ systems and may be experienced on either short-term (acute) or long-term (chronic) exposure to a given TAC.

Diesel Particulate Matter. Diesel particulate matter (DPM) is part of a complex mixture that makes up diesel exhaust. Diesel exhaust is composed of two phases, gas and particle, both of which contribute to health risks. More than 90% of DPM is less than 1 micrometer in diameter (about 1/70th the diameter of a human hair) and, thus, is a subset of PM_{2.5} (CARB 2016a). DPM is typically composed of carbon particles ("soot," also called black carbon) and numerous organic compounds, including more than 40 known cancer-causing organic substances. Examples of these chemicals include polycyclic aromatic hydrocarbons, benzene, formaldehyde, acetaldehyde, acrolein, and 1,3-butadiene (CARB 2016a). The CARB classified "particulate emissions from diesel-fueled engines" (i.e., DPM; 17 CCR 93000) as a TAC in August 1998. DPM is emitted from a broad range of diesel engines, including on-road diesel engines (trucks, buses, and cars) and off-road diesel engines (locomotives, marine vessels, and heavy-duty construction equipment, among others). Approximately 70% of all airborne cancer risk in California is associated with DPM (CARB 2000). To reduce the cancer risk associated with DPM, CARB adopted a diesel risk reduction plan in 2000 (CARB 2000). Because it is part of PM_{2.5}, DPM also contributes to the same non-cancer health effects as PM_{2.5} exposure. These effects include premature death; hospitalizations and emergency department visits for exacerbated chronic heart and lung disease, including asthma; increased respiratory symptoms; and decreased lung function in children. Several studies suggest that exposure to DPM may also facilitate development of new allergies (CARB 2016b). Those most vulnerable to non-cancer health effects are children, whose lungs are still developing, and elderly people, who often have chronic health problems.

Odorous Compounds. Odors are generally regarded as an annoyance rather than a health hazard. Manifestations of a person's reaction to odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache). The ability to detect odors varies considerably among the population and overall is subjective. People may have different reactions to the same odor. An odor that is offensive to one person may be perfectly acceptable to another (e.g., a coffee roaster). An unfamiliar odor is more easily detected and is more likely to cause complaints than a familiar one. In a phenomenon known as odor fatigue, a person can become desensitized to almost any odor, and recognition may only occur with an

alteration in the intensity. The occurrence and severity of odor impacts depend on the nature, frequency, and intensity of the source; wind speed and direction; and the sensitivity of receptors.

Valley Fever. Coccidioidomycosis, more commonly known as “valley fever,” is an infection caused by inhalation of the spores of the *Coccidioides immitis* fungus, which grows in the soils of the southwestern United States. When fungal spores are present, any activity that disturbs the soil, such as digging, grading, or other earthmoving operations, can cause the spores to become airborne and thereby increase the risk of exposure. The ecologic factors that appear to be most conducive to survival and replication of the spores are high summer temperatures, mild winters, sparse rainfall, and alkaline sandy soils.

Valley fever is not considered highly endemic to San Diego. Per the County Health and Human Services Agency, the 10-year average (2009–2018) for coccidioidomycosis cases in the County of San Diego is 5.5 cases per 100,000 people per year. The project area is wholly contained within the 92154zip code. For the 92154-zip code, there were 113 cases of coccidioidomycosis between 2009 and 2018, which is equivalent to a rate of 13.5 cases per 100,000 people (Nelson 2019). Statewide incidences in 2018 were 18.8 per 100,000 people (California Department of Public Health 2019).

Even if *Coccidioides immitis* is present at a site, earthmoving activities may not result in increased incidence of valley fever. Propagation of *Coccidioides immitis* is dependent on climatic conditions, with the potential for growth and surface exposure highest following early seasonal rains and long dry spells. *Coccidioides immitis* spores can be released when filaments are disturbed by earthmoving activities, although receptors must be exposed to and inhale the spores to be at increased risk of developing valley fever. Moreover, exposure to *Coccidioides immitis* does not guarantee that an individual will become ill—approximately 60% of people exposed to the fungal spores are asymptomatic and show no signs of an infection (U.S. Geological Survey 2000).

2.3 Sensitive Receptors

Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. People most likely to be affected by air pollution include children, elderly people, athletes, and people with cardiovascular and chronic respiratory diseases. Facilities and structures where these air pollution-sensitive people live or spend considerable amounts of time are known as “sensitive receptors.” Land uses where air-pollution-sensitive individuals are most likely to spend time include schools and schoolyards, parks and playgrounds, daycare centers, nursing homes, hospitals, and residential communities (sensitive sites or sensitive land uses) (CARB 2005). SDAPCD identifies sensitive receptors as those who are especially susceptible to adverse health effects from exposure to TACs, such as children, elderly people, and ill people. Sensitive receptors include schools (grades Kindergarten through 12), daycare centers, nursing homes, retirement homes, health clinics, and hospitals within 2 kilometers (1.2 miles) of the facility (SDAPCD 2019). The closest sensitive receptors to the project are residences located approximately 115 feet east of the project site. The project would also introduce new on-site sensitive receptors (i.e., residences) to the area.

3.0 Regulatory Setting

3.1 Federal Regulations

3.1.1 Criteria Air Pollutants

The federal Clean Air Act (CAA), passed in 1970 and last amended in 1990, forms the basis for the national air pollution control effort. EPA is responsible for implementing most aspects of the CAA, including the setting of the National Ambient Air Quality Standards (NAAQS) for major air pollutants, hazardous air pollutants (HAP) standards, approval of state attainment plans, motor vehicle emission standards, stationary source emission standards and permits, acid rain control measures, stratospheric O₃ protection, and enforcement provisions.

Under the CAA, NAAQS are established for the following criteria pollutants: O₃, CO, NO₂, SO₂, PM₁₀, PM_{2.5}, and lead. The NAAQS describe acceptable air quality conditions designed to protect the health and welfare of the citizens of the nation. The CAA requires EPA to reassess the NAAQS at least every 5 years to determine whether adopted standards are adequate to protect public health based on current scientific evidence. States with areas that exceed the NAAQS must prepare a State Implementation Plan (SIP) that demonstrates how those areas will attain the standards within mandated time frames.

3.1.2 Hazardous Air Pollutants

The 1977, federal CAA amendments required EPA to identify national emission standards for HAPs to protect public health and welfare. HAPs include certain volatile organic chemicals, pesticides, herbicides, and radionuclides that present a tangible hazard, based on scientific studies of exposure to humans and other mammals. Under the 1990 CAA amendments, which expanded the control program for HAPs, 189 substances and chemical families were identified as HAPs.

3.2 State Regulations

3.2.1 Criteria Air Pollutants

The federal CAA delegates the regulation of air pollution control and the enforcement of the NAAQS to the states. In California, the task of air quality management and regulation has been legislatively granted to CARB, with subsidiary responsibilities assigned to air quality management districts and air pollution control districts at the regional and county levels. CARB, which became part of the California Environmental Protection Agency in 1991, is responsible for ensuring implementation of the California CAA of 1988, responding to the CAA and regulating emissions from motor vehicles and consumer products.

CARB has established California Ambient Air Quality Standards (CAAQS), which are generally more restrictive than the NAAQS. The CAAQS describe adverse conditions; that is, pollution levels must be

below these standards before a basin can attain the standard. Air quality is considered “in attainment” if pollutant levels are continuously below the CAAQS and violate the standards no more than once each year. The CAAQS for O₃, CO, SO₂ (1-hour and 24-hour), NO₂, PM₁₀, PM_{2.5}, and visibility-reducing particles are values that are not to be exceeded. All others are not to be equaled or exceeded.

The NAAQS and CAAQS are presented in Table 1.

Table 1 Ambient Air Quality Standards				
Pollutant	Averaging Time	California Standards ^a	National Standards ^b	
		Concentration ^c	Primary ^{c,d}	Secondary ^{c,e}
O ₃	1 hour	0.09 ppm (180 µg/m ³)	—	Same as Primary Standard ^f
	8 hours	0.070 ppm (137 µg/m ³)	0.070 ppm (137 µg/m ³) ^f	
NO ₂ ^g	1 hour	0.18 ppm (339 µg/m ³)	0.100 ppm (188 µg/m ³)	Same as Primary Standard
	Annual arithmetic mean	0.030 ppm (57 µg/m ³)	0.053 ppm (100 µg/m ³)	
CO	1 hour	20 ppm (23 mg/m ³)	35 ppm (40 mg/m ³)	None
	8 hours	9.0 ppm (10 mg/m ³)	9 ppm (10 mg/m ³)	
SO ₂ ^h	1 hour	0.25 ppm (655 µg/m ³)	0.075 ppm (196 µg/m ³)	—
	3 hours	—	—	0.5 ppm (1,300 µg/m ³)
	24 hours	0.04 ppm (105 µg/m ³)	0.14 ppm (for certain areas) ^g	—
	Annual	—	0.030 ppm (for certain areas) ^g	—
PM ₁₀ ⁱ	24 hours	50 µg/m ³	150 µg/m ³	Same as Primary Standard
	Annual arithmetic mean	20 µg/m ³	—	
PM _{2.5} ⁱ	24 hours	—	35 µg/m ³	Same as Primary Standard
	Annual arithmetic mean	12 µg/m ³	12.0 µg/m ³	15.0 µg/m ³
Lead ^{j,k}	30-day average	1.5 µg/m ³	—	—
	Calendar quarter	—	1.5 µg/m ³ (for certain areas) ^k	Same as Primary Standard
	Rolling 3-month average	—	0.15 µg/m ³	
Hydrogen sulfide	1 hour	0.03 ppm (42 µg/m ³)	—	—
Vinyl chloride ^j	24 hours	0.01 ppm (26 µg/m ³)	—	—
Sulfates	24 hours	25 µg/m ³	—	—
Visibility reducing particles	8 hour (10:00 a.m. to 6:00 p.m. PST)	Insufficient amount to produce an extinction coefficient of 0.23 per kilometer due to the number of particles when the relative humidity is less than 70%	—	—

Table 1
Ambient Air Quality Standards

Source: CARB 2016b.

Notes: O₃ = ozone; ppm = parts per million by volume; µg/m³ = micrograms per cubic meter; — = no data available; NO₂ = nitrogen dioxide; CO = carbon monoxide; mg/m³ = milligrams per cubic meter; SO₂ = sulfur dioxide; PM₁₀ = particulate matter with an aerodynamic diameter less than or equal to 10 microns; PM_{2.5} = particulate matter with an aerodynamic diameter less than or equal to 2.5 microns; PST = Pacific Standard Time.

^aCalifornia standards for O₃, CO, SO₂ (1-hour and 24-hour), NO₂, suspended particulate matter (PM₁₀, PM_{2.5}), and visibility-reducing particles are values that are not to be exceeded. All others are not to be equaled or exceeded. CAAQS are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

^bNational standards (other than O₃, NO₂, SO₂, particulate matter, and those based on annual averages or annual arithmetic mean) are not to be exceeded more than once per year. The O₃ standard is attained when the fourth-highest 8-hour concentration measured at each site in a year, averaged over 3 years, is equal to or less than the standard. For PM₁₀, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m³ is equal to or less than 1. For PM_{2.5}, the 24-hour standard is attained when 98% of the daily concentrations, averaged over 3 years, are equal to or less than the standard.

^cConcentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based on 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.

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

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

^fOn October 1, 2015, the national 8-hour O₃ primary and secondary standards were lowered from 0.075 to 0.070 ppm.

^gTo attain the national 1-hour standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 parts per billion (ppb). Note that the national 1-hour standard is in units of ppb. California standards are in units of 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.

^hOn June 2, 2010, a new 1-hour SO₂ standard was established, and the existing 24-hour and annual primary standards were revoked. To attain the national 1-hour 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 SO₂ national standards (24-hour and annual) remain in effect until 1 year after an area is designated for the 2010 standard, except that in areas designated nonattainment of the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.

ⁱOn December 14, 2012, the national annual PM_{2.5} primary standard was lowered from 15 µg/m³ to 12.0 µg/m³. The existing national 24-hour PM_{2.5} standards (primary and secondary) were retained at 35 µg/m³, as was the annual secondary standard of 15 µg/m³. The existing 24-hour PM₁₀ standards (primary and secondary) of 150 µg/m³ were also retained. The form of the annual primary and secondary standards is the annual mean averaged over 3 years.

^jCalifornia Air Resources Board 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.

^kThe national standard for lead was revised on October 15, 2008, to a rolling 3-month average. The 1978 lead standard (1.5 µg/m³ as a quarterly average) remains in effect until 1 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.

3.2.2 Toxic Air Contaminants

A TAC is defined by California law as an air pollutant that may cause or contribute to an increase in mortality or an increase in serious illness, or which may pose a present or potential hazard to human health. Federal laws use the HAPs to refer to the same types of compounds that are referred to as TACs under state law. California regulates TACs primarily through the Tanner Air Toxics Act (AB 1807) and the Air Toxics Hot Spots Information and Assessment Act of 1987 (AB 2588).

AB 1807 sets forth a formal procedure for CARB to designate substances as TACs. This includes research, public participation, and scientific peer review before CARB can designate a substance as a TAC. Pursuant to AB 2588, existing facilities that emit air pollutants above specified level were required to (1) prepare a TAC emission inventory plan and report, (2) prepare a risk assessment if TAC emissions were significant, (3) notify the public of significant risk levels, and (4) if health impacts were above specified levels, prepare and implement risk reduction measures.

The following regulatory measures pertain to the reduction of DPM and criteria pollutant emissions from off-road equipment and diesel-fueled vehicles:

3.2.2.1 Idling of Commercial Heavy-Duty Trucks (13 CCR 2485)

In July 2004, CARB adopted an Airborne Toxic Control Measure (ATCM) to control emissions from idling trucks. The ATCM prohibits idling for more than 5 minutes for all commercial trucks with a gross vehicle weight rating over 10,000 pounds. The ATCM contains an exception that allows trucks to idle while queuing or involved in operational activities.

3.2.2.2 In-Use Off-Road Diesel-Fueled Fleets (13 CCR 2449 et seq.)

In July 2007, CARB adopted an ATCM for in-use off-road diesel vehicles. This regulation requires that specific fleet average requirements be met for NO_x emissions and for particulate matter emissions. Where average requirements cannot be met, Best Available Control Technology requirements apply. The regulation also includes several recordkeeping and reporting requirements.

In response to AB 8 2X, the regulations were revised in July 2009 (effective December 3, 2009) to allow a partial postponement of the compliance schedule in 2011 and 2012 for existing fleets. On December 17, 2010, CARB adopted additional revisions to further delay the deadlines, reflecting reductions in diesel emissions due to the poor economy and overestimates of diesel emissions in California. The revisions delayed the first compliance date until no earlier than January 1, 2014, for large fleets, with final compliance by January 1, 2023. The compliance dates for medium fleets were delayed until an initial date of January 1, 2017, and a final compliance date of January 1, 2023. The compliance dates for small fleets were delayed until an initial date of January 1, 2019, and a final compliance date of January 1, 2028. Correspondingly, the fleet average targets were made more stringent in future compliance years. The revisions also accelerated the phaseout of equipment with older equipment added to existing large and medium fleets over time, requiring the addition of Tier 2 or higher engines starting on March 1, 2011, with some exceptions: Tier 2 or higher engines on January 1, 2013, without exception; and Tier 3 or higher engines on January 1, 2018 (January 1, 2023, for small fleets).

On October 28, 2011 (effective December 14, 2011), the Executive Officer approved amendments to the regulation. The amendments included revisions to the applicability section and additions and revisions to the definitions. The initial date for requiring the addition of Tier 2 or higher engines for large and medium fleets, with some exceptions, was revised to January 1, 2012. New provisions also allow for the removal of emission control devices for safety or visibility purposes. The regulation also was amended to combine the particulate matter and NO_x fleet average targets under one, instead of two, sections. The amended fleet average targets are based on the fleet's NO_x average, and the previous section regarding particulate matter performance requirements was deleted completely. The Best Available Control Technology requirements, if a fleet cannot comply with the fleet average requirements, were restructured and clarified. Other amendments to the regulations included minor administrative changes to the regulatory text.

3.2.2.3 In-Use On-Road Diesel-Fueled Vehicles (13 CCR 2025)

On December 12, 2008, CARB adopted an ATCM to reduce NO_x and particulate matter emissions from most in-use on-road diesel trucks and buses with a gross vehicle weight rating greater than 14,000 pounds. The original ATCM regulation required fleets of on-road trucks to limit their NO_x and particulate matter emissions through a combination of exhaust retrofit equipment and new vehicles. The regulation limited particulate matter emissions for most fleets by 2011, and limited NO_x emissions for most fleets by 2013. The regulation did not require any vehicle to be replaced before 2012 and never required that all vehicles in a fleet be replaced.

In December 2009, the CARB Governing Board directed staff to evaluate amendments that would provide additional flexibility for fleets adversely affected by the poor California economy. On December 17, 2010, CARB revised this ATCM to delay its implementation along with limited relaxation of its requirements. Starting on January 1, 2015, lighter trucks with a gross vehicle weight rating of 14,001 to 26,000 pounds with 20-year-old or older engines need to be replaced with newer trucks (2010 model year emissions equivalent, as defined in the regulation). Trucks with a gross vehicle weight rating greater than 26,000 pounds with 1995 model year or older engines needed to be replaced as of January 1, 2015. Trucks with 1996–2006 model year engines must install a Level 3 (85% control) diesel particulate filter starting on January 1, 2012, to January 1, 2014, depending on the model year, and then must be replaced after 8 years. Trucks with 2007–2009 model year engines have no requirements until 2023, at which time they must be replaced with 2010 model year emissions equivalent engines, as defined in the regulation. Trucks with 2010 model year engines would meet the final compliance requirements. The ATCM provides a phase-in option under which a fleet operator would equip a percentage of trucks in the fleet with diesel particulate filters, starting at 30% as of January 1, 2012, with 100% by January 1, 2016. Under each option, delayed compliance is granted to fleet operators who have complied or will comply with requirements before the required deadlines.

On September 19, 2011 (effective December 14, 2011), the Executive Officer approved amendments to the regulations, including revisions to the compliance schedule for vehicles with a gross vehicle weight rating of 26,000 pounds or less to clarify that *all* vehicles must be equipped with 2010 model year emissions equivalent engines by 2023. The amendments included revised and additional credits for fleets that have downsized; implemented early particulate matter retrofits; incorporated hybrid vehicles, alternative-fueled vehicles, and vehicles with heavy-duty pilot ignition engines; and

implemented early addition of newer vehicles. The amendments included provisions for additional flexibility, such as for low-usage construction trucks, and revisions to previous exemptions, delays, and extensions. Other amendments to the regulations included minor administrative changes to the regulatory text, including recordkeeping and reporting requirements related to other revisions.

3.2.2.4 California Health and Safety Code Section 41700

Section 41700 of the California Health and Safety Code states that a person shall not discharge from any source whatsoever quantities of air contaminants or other material that cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or that endanger the comfort, repose, health, or safety of any of those persons or the public, or that cause, or have a natural tendency to cause, injury or damage to business or property. This section also applies to sources of objectionable odors.

3.2.2.5 Building Energy Efficiency Standards (Title 24, Part 6; Title 24, Part 11)

As required by the 2022 Standards of Part 6 and Part 11 of the Title 24 of the CCR, multi-family residential units are required to install high-efficiency return air filters on all heating, ventilation, and air conditioning (HVAC) systems. The air filtration system shall reduce at least 90% of particulate matter emissions, such as can be achieved with a Minimum Efficiency Reporting Value 13 (MERV 13) air filtration system installed on return vents in residential units.

3.3 Local Regulations

3.3.1 San Diego Air Pollution Control District

While CARB is responsible for the regulation of mobile emission sources within the state, local air quality management districts and air pollution control districts are responsible for enforcing standards and regulating stationary sources. The project area is located within the SDAB and is subject to the guidelines and regulations of SDAPCD.

In the County, O₃ and particulate matter are the pollutants of main concern since exceedances of the CAAQS for those pollutants are experienced here in most years. For this reason, the SDAB has been designated as a nonattainment area for the state PM₁₀, PM_{2.5}, and O₃ standards. The SDAB is also a federal O₃ attainment (maintenance) area for the 1997 8-hour O₃ standard, an O₃ nonattainment area for the 2008 8-hour O₃ standard, and a CO maintenance area (western and central part of the SDAB only, including the project area).

3.3.1.1 Federal Attainment Plans

In December 2016, SDAPCD adopted an update to the Eight-Hour Ozone Attainment Plan for San Diego County (2008 O₃ NAAQS). The Final 2008 Eight-Hour Ozone Attainment Plan for San Diego County (2016 8-Hour O₃ Attainment Plan; SDAPCD 2016) indicates that local controls and state programs would allow the region to reach attainment of the federal 8-hour O₃ standard (1997 O₃ NAAQS) by 2018. In this plan, SDAPCD relies on the Regional Air Quality Strategy (RAQS) to

demonstrate how the region will comply with the federal O₃ standard. The RAQS details how the region will manage and reduce O₃ precursors (NO_x and VOCs) by identifying measures and regulations intended to reduce these pollutants. The control measures identified in the RAQS generally focus on stationary sources; however, the emissions inventories and projections in the RAQS address all potential sources, including those under the authority of CARB and EPA. Incentive programs for reduction of emissions from heavy-duty diesel vehicles, off-road equipment, and school buses are also established in the RAQS.

Currently, the County is designated as moderate nonattainment for the 2008 NAAQS and maintenance for the 1997 NAAQS. As documented in the 2016 8-Hour O₃ Attainment Plan, the County has a likely chance of obtaining attainment due to the transition to low-emission cars, stricter new source review rules, and continuing the requirement of general conformity for military growth and the San Diego International Airport. The County will also continue emission control measures, including ongoing implementation of existing regulations in O₃ precursor reduction to stationary and area-wide sources, subsequent inspections of facilities and sources, and the adoption of laws requiring Best Available Retrofit Control Technology for control of emissions (SDAPCD 2016).

3.3.1.2 State Attainment Plans

SDAPCD and the San Diego Association of Governments (SANDAG) are responsible for developing and implementing the clean air plans for attainment and maintenance of the ambient air quality standards in the SDAB. The RAQS for the SDAB was initially adopted in 1992 and is updated on a triennial basis, most recently in 2022 (SDAPCD 2023). The RAQS outlines SDAPCD's plans and control measures designed to attain the CAAQS for O₃. The RAQS relies on information from CARB and SANDAG, including mobile and area source emissions, as well as information regarding projected growth in the County and the cities in the County, to forecast future emissions and then determine from that the strategies necessary for the reduction of emissions through regulatory controls. CARB mobile source emission projections and SANDAG growth projections are based on population, vehicle trends, and land use plans developed by the County and the cities in the County as part of the development of their general plans (SANDAG 2017a, 2017b).

In 2022, SDAPCD adopted the revised RAQS for the County. The 2022 RAQS contains strategies to continue directly reducing emissions of ozone precursors (VOC and NO_x) in the County and assists in reducing particulate matter and greenhouse gases as a co-benefit. Consistent with the SDAPCD's recent reorganization pursuant to AB 423 (Gloria, 2019), the 2022 RAQS also proposes to expand the SDAPCD's involvement as a regional agency within the SDAPCD regulatory authority by including commitments to support research and innovation opportunities, developing new partnerships with public and private entities, convening more opportunities for engagement and education with stakeholders, and integrating environmental justice and equity into all SDAPCD actions. The SDAPCD has adopted/amended seven existing measures, proposed and scheduled eight measures through 2025, and proposed 14 additional measures for further study through 2025. All proposed measures will further reduce air pollution beyond levels established in the 2022 RAQS. Together, the proposed control measures scheduled for consideration are estimated to reduce VOC emissions by approximately 0.04 ton per day and NO_x emissions by 0.59 ton per day (SDAPCD 2023). Consequently, the 2022 RAQS will provide additional emission reductions relative to the 2016 RAQS and, therefore, is more effective in improving air quality and meets all state requirements.

In regard to particulate matter emissions reduction efforts, in December 2005, SDAPCD prepared a report titled "Measures to Reduce Particulate Matter in San Diego County" to address implementation of Senate Bill (SB) 656 in San Diego County (SB 656 required additional controls to reduce ambient concentrations of PM₁₀ and PM_{2.5}) (SDAPCD 2005). In the report, SDAPCD evaluated implementation of source-control measures that would reduce particulate matter emissions associated with residential wood combustion; various construction activities including earthmoving, demolition, and grading; bulk material storage and handling; carryout and trackout removal and cleanup methods; inactive disturbed land; disturbed open areas; unpaved parking lots/staging areas; unpaved roads; and windblown dust (SDAPCD 2005).

3.3.1.3 SDAPCD Rules and Regulations

As stated previously, SDAPCD is responsible for planning, implementing, and enforcing federal and state ambient standards in the SDAB. The following rules and regulations apply to all sources in the jurisdiction of SDAPCD and would apply to the project:

SDAPCD Regulation II: Permits; Rule 20.2: New Source Review Non-Major Stationary Sources. Requires new or modified stationary source units (that are not major stationary sources) with the potential to emit 10 pounds per day or more of VOC, NO_x, SO_x, or PM₁₀ to be equipped with Best Available Control Technology. For those units with a potential to emit above Air Quality Impact Assessments Trigger Levels, the units must demonstrate that such emissions would not violate or interfere with the attainment of any national air quality standard (SDAPCD 2023).

SDAPCD Regulation IV: Prohibitions; Rule 50: Visible Emissions. Prohibits discharge into the atmosphere from any single source of emissions whatsoever any air contaminant for a period or periods aggregating more than 3 minutes in any period of 60 consecutive minutes, which is darker in shade than that designated as Number 1 on the Ringelmann Chart, as published by the United States Bureau of Mines, or of such opacity as to obscure an observer's view to a degree greater than does smoke of a shade designated as Number 1 on the Ringelmann Chart (SDAPCD 1997).

SDAPCD Regulation IV: Prohibitions; Rule 51: Nuisance. Prohibits the discharge, from any source, of such quantities of air contaminants or other materials that cause or have a tendency to cause injury, detriment, nuisance, annoyance to people and/or the public, or damage to any business or property (SDAPCD 1969).

SDAPCD Regulation IV: Prohibitions; Rule 55: Fugitive Dust Control. Regulates fugitive dust emissions from any commercial construction or demolition activity capable of generating fugitive dust emissions, including active operations, open storage piles, and inactive disturbed areas, as well as track-out and carry-out onto paved roads beyond a project area (SDAPCD 2009b).

SDAPCD Regulation IV: Prohibitions; Rule 67.0.1: Architectural Coatings. Requires manufacturers, distributors, and end users of architectural and industrial maintenance coatings to reduce VOC emissions from the use of these coatings, primarily by placing limits on the VOC content of various coating categories (SDAPCD 2015). Construction and operation of the project would include application of architectural coatings (e.g., paint and other finishes), which are subject to SDAPCD Rule 67.0.1.

SDAPCD Regulation XII: Toxic Air Contaminants; Rule 1200: Toxic Air Contaminants – New Source Review. Requires new or modified stationary source units with the potential to emit TACs above rule threshold levels to demonstrate that they will not increase the maximum incremental cancer risk above 1 in 1 million at every receptor location, or demonstrate that toxics Best Available Control Technology will be employed if maximum incremental cancer risk is equal to or less than 10 in 1 million, or demonstrate compliance with SDAPCD’s protocol for those sources with an increase in maximum incremental cancer risk at any receptor location of greater than 10 in 1 million but less than 100 in 1 million (SDAPCD 2017a).

SDAPCD Regulation XII: Toxic Air Contaminants; Rule 1210: Toxic Air Contaminant Public Health Risks – Public Notification and Risk Reduction. Requires each stationary source required to prepare a public risk assessment to provide written public notice of risks at or above the following levels: maximum incremental cancer risks equal to or greater than 10 in 1 million, cancer burden equal to or greater than 1.0, total acute non-cancer health hazard index equal to or greater than 1.0, or total chronic non-cancer health hazard index equal to or greater than 1.0 (SDAPCD 2017b).

3.3.2 San Diego Association of Governments

SANDAG is the regional planning agency for the County and serves as a forum for regional issues relating to transportation, the economy, community development, and the environment. SANDAG serves as the federally designated metropolitan planning organization for the County. With respect to air quality planning and other regional issues, SANDAG’s San Diego Forward: The 2021 Regional Plan (Regional Plan) was adopted by the SANDAG Board of Directors on December 10, 2021 (SANDAG 2021). The Regional Plan provides a long-term blueprint for the San Diego region that seeks to meet regulatory requirements, address traffic congestion, and create equal access to jobs, education, healthcare, and other community resources. The plan identifies five big moves including Complete Corridors, Transit Leap, Mobility Hubs, Flexible Fleets, and Next OS as key strategies for a more vibrant, connected region. SANDAG, as the region’s Metropolitan Planning Organization, must make a transportation air quality conformity determination for regional transportation plans and regional transportation improvement programs. The purpose of transportation conformity is to ensure that federally funded or approved activities are consistent with the SIP. This ensures that no transportation activities will cause or contribute to new air quality violations, worsen existing violations, or delay the attainment of any relevant NAAQS. Appendix C of the Regional Plan documents conformity for the 2008 and 2015 ozone NAAQS for the 2021 Regional Plan and air quality analysis for the 2021 Regional Transportation Improvement Program Amendment No. 06. The 2021 Regional Plan serves as the region’s Regional Transportation Plan.

3.3.3 Chula Vista General Plan

In the Environmental Element of the Chula Vista General Plan, the City outlines in Chapter 3.1.6, Promoting Clean Air, the background of air quality in the region and the following objectives and policies related to air quality (City of Chula Vista 2005):

- E6: Improve local air quality and reduce greenhouse gas emissions by minimizing the release of air pollutants and toxic air contaminants and limiting the exposure of people to such pollutants.
- E6A: Explore opportunities for improving indoor air quality.
- E6B: Prioritize greening efforts to keep air, water, and land clean.

The following policies related to air quality are found in Section 3.1.6 of the Environmental Element in the Chula Vista General Plan:

- E6.1: Encourage compact development featuring a mix of uses that locate residential areas within reasonable walking distance to jobs, services, and transit.
- E6.2: Promote and facilitate transit system improvements in order to increase transit use and reduce dependency on the automobile.
- E6.3: Facilitate the use of alternative fuel and low- and zero-emission vehicles and equipment in the community.
- E6.4: Do not site new or re-powered fossil-fueled baseload or peaking-type Electric Generating Facilities and other major toxic emitters within 1,000 feet of sensitive receptors, or site sensitive receptors within 1,000 feet of such facilities.
- E6.5: Ensure Electrical Generating Facilities incorporate cleaner fuel sources and least polluting technologies in order to help transition the City to a less fossil fuel dependent future, while meeting Chula Vista's energy demand.
- E6.6: Explore incentives to promote voluntary air pollutant reductions, including incentives for developers who go above and beyond applicable requirements and for facilities and operations that are not otherwise regulated.
- E6.7: Encourage innovative energy conservation practices and air quality improvements in new development and redevelopment projects consistent with the City's Air Quality Improvement Plan Guidelines or its equivalent, pursuant to the City's Growth Management Program.
- E6.9: Discourage the use of landscaping equipment powered by two-stroke gasoline engines within the City and promote less-polluting alternatives to their use.

- E6.10: The siting of new sensitive receivers within 500 feet of highways resulting from development or redevelopment projects shall require the preparation of a health risk assessment as part of the CEQA review of the project. Attendant health risks identified in the HRA shall be feasibly mitigated to the maximum extent practicable, in accordance with CEQA, in order to help ensure that applicable federal and state standards are not exceeded.
- E6.11: Develop strategies to minimize CO hot spots that address all modes of transportation.
- E6.12: Promote clean fuel sources that help reduce the exposure of sensitive uses to pollutants.
- E6.13: Encourage programs and infrastructure to increase the availability and usage of energy-efficient vehicles, such as hybrid electric vehicles, electric vehicles, or those that run on alternative fuels.
- E6.14: Transition the City fleet to 100% "clean" vehicles by integrating hybrid and alternative fuel vehicles as current municipal fleet vehicles are replaced.
- E6.15: Site industries and other stationary emitters in a way that minimizes the potential impacts of poor air quality on homes, schools, hospitals, and other land uses where people congregate, and disadvantaged populations.
- E6.16: Encourage the use of bicycles through support of bike share opportunities, community bike programs, and the provision of bicycle parking opportunities such as bike racks and bike lockers.
- E6.A.1: Continue to limit exposure to secondhand smoke by encouraging the creation of smoke free spaces and facilities in public spaces, and at all workplaces and multi-unit housing.

3.3.4 City of San Diego

3.3.4.1 San Diego General Plan

The Conservation Element of the San Diego General Plan discusses air quality and the background of air quality in the region. The following are objectives and policies related to air quality (City of San Diego 2008):

- CE-F.4. Preserve and plant trees, and vegetation that are consistent with habitat and water conservation policies and that absorb carbon dioxide and pollutants.
- CE-F.5. Promote technological innovations to help reduce automobile, truck and other motorized equipment emissions
- CE-F.6. Encourage and provide incentives for the use of alternatives to single-occupancy vehicle use, including using public transit, carpooling, teleworking, bicycling, and walking. Continue to implement programs to provide City employees with incentives for the use of alternatives to single-occupancy vehicles.

The Land Use and Community Planning Element includes the following policy regarding toxic air emissions and associated health risks:

Policy LU-I.14: As part of community plan updates or amendments that involve land use or intensity changes, evaluate public health risks associated with identified sources of hazardous substances and toxic air emissions (see also Conservation Element, Section F). Create adequate distance separation, based on documents such as those recommended by the California Air Resources Board and site specific analysis, between sensitive receptor land use designations and potential identified sources of hazardous substances such as freeways, industrial operations or areas such as warehouses, train depots, port facilities, etc.

3.3.4.2 Otay Mesa Community Plan

Under the Annexation Scenarios, the project would become part of the Otay Mesa Community Planning area. The following Otay Mesa Community Plan goals and policies are related to air quality (City of San Diego 2014):

- 8.2-7 Incorporate energy saving technology in truck parking areas to reduce idling. For example, incorporate electrical docking stations in parking lots.
- 8.5-1 Ensure the overall tree cover and other vegetation throughout Otay Mesa is no less than 20 percent in urban residential areas and 10 percent in the business areas so that the natural landscape is sufficient in mass to provide significant benefits to the city in terms of air and water management
- 8.7-1 Encourage enforcement of air quality regulations by the San Diego County Air Pollution Control District.
- 8.7-2 Implement a pattern of land uses that can be efficiently served by a multi-modal transportation system that directly and indirectly minimizes air pollutants.
- 8.7-3 Designate and enforce truck routes along Britannia Road, La Media Road, and the Border Road in order to limit impacts of truck emissions to the community.
- 8.7-4 Support the monitoring of particulate pollution at the Port of Entry, and pursue methods of reducing emission while accommodating the expansion of the Port activities.
- 8.7-5 Maintain an adequate buffer with transitional uses between land uses that allow sensitive receptors and the truck routes.
- 8.7-6 Maintain an adequate buffer with transitional uses between land uses that allow sensitive receptors and the Heavy Industrial and International Business and Trade designations.
- 8.7-7 Educate businesses and residents on the benefits of alternative modes of transportation including public transit, walking, bicycling, car and van pooling, and telecommuting.
- 8.7-8 Encourage street tree and private tree planting programs throughout the community to increase absorption of carbon dioxide and pollutants.

There are also numerous policies within the Land Use, Mobility, and Urban Design elements that encourage pedestrian connectivity, the use of public transit, the planting of street trees, and energy efficient and sustainable design that would also improve air quality in the Otay Mesa Community Planning area.

3.3.4.3 San Diego Municipal Code

The San Diego Municipal Code addresses air quality and odor impacts at Chapter 14, Article 2, Division 7 paragraph 142.0710, "Air Contaminant Regulations," which states that air contaminants including smoke, charred paper, dust, soot, grime, carbon, noxious acids, toxic fumes, gases, odors, and particulate matter, or any emissions that endanger human health, cause damage to vegetation or property, or cause soiling shall not be permitted to emanate beyond the boundaries of the premises upon which the use emitting the contaminants is located (City of San Diego 2010).

4.0 Regional and Local Air Quality Conditions

4.1 San Diego Air Basin Attainment Designation

Pursuant to the 1990 federal CAA amendments, EPA classifies air basins (or portions thereof) as "attainment" or "nonattainment" for each criteria air pollutant, based on whether the NAAQS have been achieved. Generally, if the recorded concentrations of a pollutant are lower than the standard, the area is classified as "attainment" for that pollutant. If an area exceeds the standard, the area is classified as "nonattainment" for that pollutant. If there is not enough data available to determine whether the standard is exceeded in an area, the area is designated as "unclassified" or "unclassifiable." The designation of "unclassifiable/attainment" means that the area meets the standard or is expected to be meet the standard despite a lack of monitoring data. Areas that achieve the standards after a nonattainment designation are re-designated as maintenance areas and must have approved maintenance plans to ensure continued attainment of the standards. The California CAA, like its federal counterpart, called for the designation of areas as "attainment" or "nonattainment," but based on the CAAQS rather than the NAAQS. Table 2 depicts the current attainment status of the project site with respect to the NAAQS and CAAQS. The attainment classifications for the criteria pollutants are outlined in Table 2.

Table 2 San Diego Air Basin Attainment Classification		
Pollutant	Designation/Classification	
	National Standards	State Standards
Ozone (O ₃) – 1 hour	Attainment ^a	Nonattainment
O ₃ (8-hour – 1997)	Attainment (maintenance)	Nonattainment
O ₃ (8-hour – 2008)	Nonattainment (moderate)	
Nitrogen Dioxide (NO ₂)	Unclassifiable/attainment	Attainment
Carbon Monoxide (CO)	Attainment (maintenance)	Attainment
Sulfur Dioxide (SO ₂) ^a	Attainment ^b	Attainment
Coarse Particulate Matter (PM ₁₀)	Unclassifiable/attainment	Nonattainment
Fine Particulate Matter (PM _{2.5})	Unclassifiable/attainment	Nonattainment

Table 2 San Diego Air Basin Attainment Classification		
Pollutant	Designation/Classification	
	National Standards	State Standards
Lead (Pb)	Unclassifiable/attainment	Attainment
Hydrogen Sulfide	No national standard	Attainment
Sulfates	No national standard	Unclassified
Visibility-Reducing Particles	No national standard	Unclassified
Vinyl Chloride	No national standard	No designation

Sources: EPA 2016b (federal); CARB 2016c (state).
 Notes: Attainment = meets the standards; attainment/maintenance = achieve the standards after a nonattainment designation; nonattainment = does not meet the standards; unclassified or unclassifiable = insufficient data to classify; unclassifiable/attainment = meets the standard or is expected to be meet the standard despite a lack of monitoring data. If nonattainment for federal standards, a clarifying classification will be provided indicating the severity of the nonattainment status.
^aThe federal 1-hour standard of 0.12 parts per million was in effect from 1979 through June 15, 2005. The revoked standard is referenced here, because it was employed for such a long period and because this benchmark is addressed in State Implementation Plans.
^bEPA retaining current federal standard for SO₂ (84 FR 9866–9907).

In summary, the SDAB is designated as an attainment area for the 1997 8-hour O₃ NAAQS and as a nonattainment area for the 2008 8-hour O₃ NAAQS. The SDAB is designated as a nonattainment area for O₃, PM₁₀, and PM_{2.5} CAAQS. The portion of the SDAB where the project site is located is designated as attainment or unclassifiable/unclassified for all other criteria pollutants under the NAAQS and CAAQS.

4.2 Local Ambient Air Quality

CARB, air districts, and other agencies monitor ambient air quality at approximately 250 air quality monitoring stations across the state. Local ambient air quality is monitored by SDAPCD. SDAPCD operates a network of ambient air monitoring stations throughout the County, which measure ambient concentrations of pollutants and determine whether the ambient air quality meets the CAAQS and the NAAQS. The nearest SDAPCD-operated monitoring station is the Chula Vista monitoring station, which is located approximately 3 miles northwest of the project site. This monitoring station was used to show the background ambient air quality for O₃, PM₁₀, PM_{2.5}, and NO₂. The closest monitoring site that measures CO and SO₂ is the First Street monitoring station in El Cajon, which is about 14 miles northeast of the project site. The most recent background ambient air quality data and numbers of days exceeding the ambient air quality standards from 2018 to 2020 are presented in Table 3.

Table 3 Local Ambient Air Quality Data									
Averaging Time	Unit	Agency/ Method	Ambient Air Quality Standard	Measured Concentration by Year			Exceedances by Year		
				2019	2020	2021	2019	2020	2021
Ozone (O ₃) – Chula Vista									
Maximum 1-hour concentration	ppm	State	0.09	0.090	0.106	0.084	0	1	0
Maximum 8-hour concentration	ppm	State	0.070	0.077	0.086	0.067	2	4	0
		Federal	0.070	0.076	0.086	0.066	2	4	0
Nitrogen Dioxide (NO ₂) – Chula Vista									
Maximum 1-hour concentration	ppm	State	0.18	0.050	0.045	0.046	0	0	0
		Federal	0.100	0.050	0.045	0.046	0	0	0
Annual concentration	ppm	State	0.030	0.008	0.009	0.009	—	—	—
		Federal	0.053	0.008	0.009	0.008	—	—	—
Carbon Monoxide (CO) – El Cajon									
Maximum 1-hour concentration	ppm	State	20	1.3	1.5	1.2	0	0	0
		Federal	35	1.3	1.5	1.2	0	0	0
Maximum 8-hour concentration	ppm	State	9.0	1.0	1.4	1.1	0	0	0
		Federal	9	1.0	1.4	1.1	0	0	0
Sulfur Dioxide (SO ₂) – El Cajon									
Maximum 1-hour concentration	ppm	Federal	0.075	0.0008	0.0010	0.0016	0	0	0
Maximum 24-hour concentration	ppm	Federal	0.14	0.0003	0.0004	0.0003	0	0	0
Annual concentration	ppm	Federal	0.030	0.0007	0.0001	0.0000 6	0	0	0
Coarse Particulate Matter (PM ₁₀) ^a – Chula Vista									
Maximum 24-hour concentration	µg/m ³	State	50	69.4	—	—	— (1)	—	—
		Federal	150	68.2	—	—	0.0 (0)	—	—
Annual concentration	µg/m ³	State	20	—	—	—	— (1)	—	—
Fine Particulate Matter (PM _{2.5}) ^a – Chula Vista									
Maximum 24-hour concentration	µg/m ³	Federal	35	18.6	46.7	24.9	0.0(0)	6.1 (2)	0.0 (0)
Annual concentration	µg/m ³	State	12	—	—	—	—	—	—
		Federal	12.0	8.1	10.7	9.5	0	0	0

Sources: CARB 2023; EPA 2023.

Notes: ppm = parts per million; — = no data available; µg/m³ = micrograms per cubic meter.

Data taken from CARB’s iADAM (<http://www.arb.ca.gov/adam>) and EPA’s AirData (<http://www.epa.gov/airdata/>) represent the highest concentrations experienced over a given year.

Daily exceedances for particulate matter are estimated days because PM₁₀ and PM_{2.5} are not monitored daily. All other criteria pollutants did not exceed federal or state standards during the years shown. There is no federal standard for 1-hour O₃, annual PM₁₀, or 24-hour SO₂, nor is there a state 24-hour standard for PM_{2.5}.

Chula Vista monitoring station is at 80 East J Street, Chula Vista, California.

El Cajon monitoring station is at Lexington Elementary School, at 533 First Street, El Cajon, California.

^aMeasurements of PM₁₀ and PM_{2.5} are usually collected every 6 days and every 1 to 3 days, respectively. Number of days exceeding the standards is a mathematical estimate of the number of days concentrations would have been greater than the level of the standard had each day been monitored. The numbers in parentheses are the measured number of samples that exceeded the standard.

5.0 Significance Criteria and Methodology

5.1 Thresholds of Significance

5.1.1 City of Chula Vista

The significance criteria used to evaluate the project impacts to air quality is based on the recommendations provided in Appendix G of the CEQA Guidelines (14 CCR 15000 et seq.). For the purposes of this air quality analysis, a significant impact would occur if the project would:

- Conflict with or obstruct implementation of the applicable air quality plan.
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard.
- Expose sensitive receptors to substantial pollutant concentrations.
- Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

Appendix G of the CEQA Guidelines indicates that, where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied on to determine whether a project would have a significant impact on air quality.

The City of Chula Vista evaluates project emissions based on the quantitative emission thresholds established by the South Coast Air Quality Management District (SCAQMD). The City of Chula Vista is located within the SDAPCD; however, the SDAPCD has only established thresholds for stationary sources and not for CEQA purposes. Therefore, the City chose to use thresholds from the adjacent district, SCAQMD (City of Chula Vista 2012). SCAQMD sets forth quantitative emission significance thresholds below which a project would not have a significant impact on ambient air quality. It should be noted that the use of these significance thresholds is conservative, as SCAQMD's significance thresholds were originally based on the South Coast Air Basin's extreme O₃ nonattainment status for the 1-hour NAAQS, whereas the SDAB was designated as an attainment area for the 1-hour NAAQS. Project-related air quality impacts estimated in this environmental analysis would be considered significant if any of the applicable significance thresholds presented in Table 4 are exceeded.

Table 4 City of Chula Vista Air Quality Significance Thresholds		
Criteria Pollutants Mass Daily Thresholds		
Pollutant	Construction (Pounds per Day)	Operation (Pounds per Day)
VOCs	75	55
NO _x	100	55
CO	550	550
SO _x	150	150
PM ₁₀	150	150
PM _{2.5}	55	55
Lead ^a	3	3

Source: SCAQMD 2019.
 Notes: VOC = volatile organic compound; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM₁₀ = coarse particulate matter; PM_{2.5} = fine particulate matter.
 Greenhouse gas (GHG) emissions thresholds for industrial projects, as added in the March 2015 revision to the SCAQMD Air Quality Significance Thresholds, were not included in this table, as they are addressed within the GHG emissions analysis and not the air quality study.
^aThe phaseout of leaded gasoline started in 1976. Since gasoline no longer contains lead, the project is not anticipated to result in impacts related to lead; therefore, it is not discussed in this analysis.

The thresholds listed in Table 4 represent screening-level thresholds that can be used to evaluate whether project-related emissions could cause a significant impact on air quality. Emissions below the screening-level thresholds would not cause a significant impact. For nonattainment pollutants, if emissions exceed the thresholds shown in Table 4, the project could have the potential to result in a cumulatively considerable net increase in these pollutants and thus could have a significant impact on the ambient air quality. With respect to odors, SDAPCD Rule 51 (Public Nuisance) prohibits emission of any material that causes nuisance to a considerable number of persons or endangers the comfort, health, or safety of any person. A project that proposes a use that would produce objectionable odors would be deemed to have a significant odor impact if it would affect a considerable number of off-site receptors.

5.1.2 City of San Diego

To determine the significance of the project’s emissions on the environment, the City of San Diego’s CEQA Significance Determination Thresholds (City of San Diego 2022) were used. Per San Diego’s CEQA Significance Thresholds, a project would result in significant impacts to air quality if it would:

- Conflict with or obstruct implementation of the applicable air quality plan;
- Violate any air quality standard or contribute substantially to an existing or projected air quality violation;
- 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 (including release emissions which exceed quantitative thresholds for ozone precursors);

- Expose sensitive receptors to substantial pollutant concentration including air toxics such as diesel particulates...As adopted by the SCAQMD in their CEQA Air Quality Handbook (Chapter 4), a sensitive receptor is a person in the population who is particularly susceptible to health effects due to exposure to an air contaminant than is the population at large. Sensitive receptors (and the facilities that house them) in proximity to localized CO sources, toxic air contaminants or odors are of particular concern. Examples include long-term health care facilities, rehabilitation centers, convalescent centers, retirement homes, residences, schools, playground, childcare centers, and athletic facilities;
- Create objectionable odors affecting a substantial number of people; or
- Release substantial quantities of air contaminants beyond the boundaries of the premises upon which the stationary source emitting the contaminants is located.

In addition to the City's CEQA Significance Determination Thresholds (City of San Diego 2022) general threshold questions, the potential for the project to release substantial quantities of air contaminants that could result in health affects is addressed in the criteria air pollutant emissions, TACs, and odors analysis in accordance with the San Diego Municipal Code. San Diego Municipal Code, Chapter 14, Article 2, Division 7, Off-Site Development Impact Regulations paragraph 142.0710, Air Contaminant Regulations, states: "Air contaminants including smoke, charred paper, dust, soot, grime, carbon, noxious acids, toxic fumes, gases, odors, and particulate matter, or any emissions that endanger human health, cause damage to vegetation or property, or cause soiling shall not be permitted to emanate beyond the boundaries of the premises upon which the use emitting the contaminants is located." (Added 12-9-1997 by O-18451 N.S.; effective 1-1-2000.)

The SDAPCD Air Quality Significance Thresholds shown in Table 5 (below) were used to determine significance of project-generated construction and operational criteria air pollutants; specifically, the project's potential to violate any air quality standard or contribute substantially to an existing or projected air quality violation (as assessed under the threshold criterion 2). In regard to the analysis of potential impacts to sensitive receptors, the City specifically recommends consideration of sensitive receptors in locations such as day care centers, schools, retirement homes, and hospitals, or medical patients in residential homes close to major roadways or stationary sources, which could be impacted by air pollutants. The City of San Diego also states that the significance of potential odor impacts should be determined based on what is known about the quantity of the odor compound(s) that would result from the project's proposed use(s), the types of neighboring uses potentially affected, the distance(s) between the project's point source(s) and the neighboring uses such as sensitive receptors, and the resultant concentration(s) at the receptors.

The air quality section of San Diego's CEQA Significance Determination Thresholds recognizes attainment status designations for the SDAB and its nonattainment status for both ozone and particulate matter. As such, the document recognizes that all new projects should include measures, pursuant to CEQA, to reduce project-related emissions of ozone precursors and particulate matter to ensure new development does not contribute to San Diego's nonattainment status for these pollutants.

As part of its air quality permitting process, the SDAPCD has established thresholds in Rule 20.2 requiring the preparation of Air Quality Impact Assessments for permitted stationary sources. The

SDAPCD sets forth quantitative emissions thresholds below which a stationary source would not have a significant impact on ambient air quality. Consistent with the City of San Diego’s CEQA Significance Determination Thresholds, project-related air quality impacts estimated in this environmental analysis would be considered significant if any of the applicable screening thresholds presented in Table 5 are exceeded.

Table 5 City of San Diego Air Quality Impact Screening Thresholds			
Pollutant	Total Emissions		
	Pounds per Hour	Pounds per Day	Tons per Year
PM ₁₀	—	100	15
PM _{2.5} ^a	—	55	10
NO _x	25	250	40
SO _x	25	250	40
CO	100	550	100
Lead and Lead Compounds	—	3.2	0.6
VOCs	—	137	15

— = not available.
 Sources: SDAPCD, Rules 20.1, 20.2, 20.3; City of San Diego 2022.
^aThe City does not specify a threshold for PM_{2.5}. Threshold here is based on SDAPCD, Rules 20.1, 20.2, 20.3.

The thresholds listed in Table 5 represent screening-level thresholds that can be used to evaluate whether project-related emissions could cause a significant impact on air quality. Emissions below the screening-level thresholds would not cause a significant impact. For nonattainment pollutants, if emissions exceed the thresholds shown in Table 5, the project could have the potential to result in a cumulatively considerable net increase in these pollutants and, thus, could have a significant impact on the ambient air quality.

5.2 Approach and Methodology

5.2.1 Construction

Emissions from the construction phase of the project were estimated using the California Emissions Estimator Model (CalEEMod) Version 2022.1 (California Air Pollution Control Officers Association [CAPCOA] 2022).

For the purposes of modeling, it was assumed that construction of the project would commence in January 2024 and would last approximately 2 years, ending in December 2025. The analysis contained herein is based on the assumptions outlined in Table 6 (duration of phases is approximate). The project schedule was based on information provided by the project applicant where possible. Otherwise CalEEMod default values were utilized. The analysis contained herein is based on the following subset area schedule assumptions (duration of phases is approximate):

- Site Preparation – 1 month (January 2024)
- Grading – 3 months (February 2024 through April 2024)

- Building Construction – 17 months (May 2024 through September 2025)
- Paving – 2 months (September 2025 through October 2025)
- Architectural Coating – 2 months (November 2025 through December 2025)

The construction equipment mix used for estimating the construction emissions of the project was generated by CalEEMod default and is shown in Table 6. For this analysis, it was assumed that heavy construction equipment would operate 5 days a week during project construction.

Table 6 Construction Scenario Assumptions						
Construction Phase	One-Way Vehicle Trips			Equipment		
	Average Daily Worker Trips	Average Daily Vendor Truck Trips	Average Daily Haul Truck Trips	Equipment Type	Quantity	Usage Hours
Site preparation	18	0	0	Tractors/loaders/backhoes	4	8
				Rubber-tired dozers	3	8
Grading	20	0	44	Excavators	2	8
				Graders	1	8
				Rubber-tired dozers	1	8
				Scrapers	2	8
				Tractors/loaders/backhoes	2	8
Building construction	135	24	0	Cranes	1	7
				Forklifts	3	8
				Tractors/loaders/backhoes	3	7
				Generator sets	1	8
				Welders	1	8
Paving	15	0	0	Pavers	2	8
				Rollers	2	8
				Paving equipment	2	8
Architectural coating	27	0	0	Air compressors	1	6

Notes: See Attachment 1 for details.
Construction-worker and vendor estimates by construction phase were generated by CalEEMod.

Construction of project components would be subject to SDAPCD Rule 55, Fugitive Dust Control. This rule requires that construction of project components include steps to restrict visible emissions of fugitive dust beyond the property line (SDAPCD 2009b). Compliance with Rule 55 would limit fugitive dust (PM₁₀ and PM_{2.5}) that may be generated during grading and construction activities. Grading is estimated to require 110,400 cubic yards of cut and 133,000 cubic yards of fill, requiring 22,600 cubic yards of imported fill.

The application of architectural coatings, such as exterior/interior paint and other finishes, would also produce VOC emissions; however, the contractor is required to procure architectural coatings from a supplier in compliance with the requirements of SDAPCD Rule 67.0.1, Architectural Coatings. This rule requires manufacturers, distributors, and end users of architectural and industrial maintenance coatings to reduce VOC emissions from the use of these coatings, primarily by placing limits on the

VOC content of various coating categories. The VOC content limits specified in Rule 67.0.1 include 50 grams per liter for flat and non-flat coatings and 100 grams per liter for traffic marking coatings. These VOC content values were modeled for architectural coatings used during construction.

A detailed depiction of the construction schedule—including information regarding subphases and equipment used during each subphase—is included in Attachment 1, California Emissions Estimator Model Output Files, of this report. The information contained in Attachment 1 was used as CalEEMod model inputs.

5.2.2 Operation

Emissions from the operational phase of the project were estimated using CalEEMod. Operational year 2026 was assumed, following completion of construction. It is noted that this operational analysis is considered conservative as a higher 221-unit project was utilized herein. The project would include 61 detached condominiums, 84 duplexes and 70 townhome dwelling units for a total of 215 units. All detached units were modeled as single-family units in CalEEMod, and all attached duplexes and townhomes were modeled as low rise apartments. The low-rise apartments land use in CalEEMod was used instead of the condo/townhome land use because the low rise apartments land use allows for the proposed affordable housing (10 percent of the units) to be accounted for. The main difference between condos/townhome and low rise apartments land use in CalEEMod is the default trip rate, which was updated to be consistent with the project's transportation analysis, making the low rise apartments land use an appropriate modeling assumption. The additional 6 units that were modeled for a conservative analysis were modeled as single-family units. Calculations take into account the PDFs discussed in Section 1.3.

5.2.2.1 Area Sources

CalEEMod was used to estimate operational emissions from area sources, including emissions from consumer product use and architectural coatings. Fireplaces and landscaping equipment are also an area source of emissions; however, as noted in Section 1.3, the project would not include any wood stoves or wood-burning or natural gas fireplaces (PDF-AQ-2) and would include electric landscaping equipment (PDF-GHG-6).

Consumer products are chemically formulated products used by household and institutional consumers, including detergents; cleaning compounds; polishes; floor finishes; cosmetics; personal care products; home, lawn, and garden products; disinfectants; sanitizers; aerosol paints; and automotive specialty products. Other paint products, furniture coatings, and architectural coatings are not considered consumer products (CAPCOA 2022). Consumer product VOC emissions are estimated in CalEEMod based on the floor area of buildings and on the default factor of pounds of VOC per building square foot per day. The CalEEMod default values for consumer products were assumed.

VOC off-gassing emissions result from evaporation of solvents contained in surface coatings, such as in paints and primers used during building maintenance. CalEEMod calculates the VOC evaporative emissions from the application of surface coatings based on the VOC emission factor, the building square footage, the assumed fraction of surface area, and the reapplication rate. The

VOC emissions factor is based on the VOC content of the surface coatings, and SDAPCD's Rule 67.0.1 (Architectural Coatings) governs the VOC content for interior and exterior coatings. This rule requires manufacturers, distributors, and end users of architectural and industrial maintenance coatings to reduce VOC emissions from the use of these coatings, primarily by placing limits on the VOC content of various coating categories (SDAPCD 2015). The model default reapplication rate of 10% of the surface area per year is assumed. Consistent with CalEEMod defaults, it is assumed that the surface area for painting equals 2.7 times the floor square footage, with 75% assumed for interior coating and 25% assumed for exterior surface coating (CAPCOA 2022). Although SDAPCD Rule 67.0.1 regulates the VOC content of coatings sold in the region, future residents may purchase coatings outside the region; therefore, CalEEMod defaults were assumed for the application of architectural coatings during operation, as that would not be controlled by the project applicant.

5.2.2.2 Energy Sources

As represented in CalEEMod, energy sources include emissions associated with building electricity and natural gas usage. Electricity use would contribute indirectly to criteria air pollutant emissions; however, the emissions from electricity use are only quantified for greenhouse gases in CalEEMod, since criteria pollutant emissions occur at the site of the power plant, which is typically off site. As noted in Section 1.3, the project would include all electric appliances and heating system as detailed in PDF-GHG-3 and would not be served by natural gas. Note that CalEEMod default calculations include other miscellaneous sources of natural gas from other equipment ranging from portable fans to wine coolers to aquariums based on the California Energy Commission's Residential Appliance Saturation Study (CAPCOA 2021), thus, the calculations still include some minimal emissions from natural gas even though the project would not be served by natural gas. It is therefore a conservative analysis for both the purposes of this air quality analysis and the greenhouse gas analysis.

5.2.2.3 Mobile Sources

Following the completion of construction activities, the project would generate criteria pollutant emissions from mobile sources (vehicular traffic) as a result of the residents and visitors from the project. The daily maximum weekday trip rates were taken from the Local Mobility Analysis Report for the project (LOS Engineering, Inc. 2023). The maximum weekday trip rate from the Local Mobility Analysis Report is 1,902 trips per day. CalEEMod was used to estimate emissions from proposed vehicular sources (refer to Attachment 1). It is noted that this traffic volume data is considered conservative, as the Local Mobility Analysis (LOS Engineering, Inc. 2023) utilized a 221-unit project scenario that has higher volumes than the proposed 215-unit project. The weekend trip generation rates were obtained by proportionally adjusting the CalEEMod default trips rates. CalEEMod default data, including temperature, trip distances, variable start information, and emissions factors, were conservatively used for the model inputs. Project-related traffic was assumed to include a mixture of vehicles in accordance with the associated use of light-duty vehicles for the residents. Emission factors representing the vehicle mix and emissions for 2025 were used to estimate emissions associated with vehicular sources.

5.2.3 Operational Roadway Health Risk Assessment

Chula Vista General Plan Policy E 6.10 requires the preparation of an HRA when sensitive receptors are sited within 500 feet of a freeway. Additionally, San Diego General Plan Policy LU-I.14 requires the evaluation of public health risks associated with toxic air emissions for community plan updates and amendments that involve land use or intensity changes. Therefore, an HRA was performed to evaluate potential health risks at future sensitive receptors of the project from DPM emissions from the proximate I-805 freeway. The following discussion summarizes the dispersion modeling and HRA methodology; supporting operational HRA documentation, including detailed assumptions, is presented in Attachment 2 (Dudek 2022).

In accordance with California Building Industry Association v. Bay Area Air Quality Management District (2015) 62 Cal.4th 369, Case No. S213478, which states:

In light of CEQA's text, statutory structure, and purpose, we conclude that agencies generally subject to CEQA are not required to analyze the impact of existing environmental conditions on a project's future users or residents. But when a project risks exacerbating those environmental hazards or conditions that already exist, an agency must analyze the potential impact of such hazards on future residents or users. In those specific instances, it is the project's impact on the environment – and not the environment's impact on the project – that compels an evaluation of how future residents or users could be affected by exacerbated conditions." Notwithstanding "special CEQA requirements [that] apply to certain airport, school and housing construction projects[,]” the Court held “that ordinary CEQA analysis is concerned with a project's impact on the environment, rather than with the environment's impact on a projects and its users or residents.

The project would not exacerbate environmental hazards caused by vehicles traveling on the I-805 freeway. Therefore, this HRA was prepared in accordance with Chula Vista General Plan Policy E 6.10 and San Diego General Plan Policy LU-I.14 only and does not contribute to a CEQA significance determination.

An operational year of 2026 was evaluated consistent with the anticipated first year of project operation (note that the soonest operational year would be 2026; however, modeling year 2024 is conservative since vehicle emission standards become more stringent over time). As with the construction HRA, for risk assessment purposes, PM₁₀ in diesel exhaust is considered a proxy for DPM. Emissions of DPM from motor vehicles on the I-805 freeway have the highest potential for cancer risk due to the high volume of heavy-duty vehicle traffic and proximity to the project site. Diesel exhaust, a complex mixture that includes hundreds of individual constituents (CalEPA 1998), is identified by the State of California as a known carcinogen (CalEPA 2022). Under California regulatory guidelines, DPM is used as a surrogate measure of carcinogen exposure for the mixture of chemicals that make up diesel exhaust as a whole. CalEPA and other proponents of using the surrogate approach to quantifying cancer risks associated with the diesel mixture indicate that this method is preferable to use over a component-based approach. A component-based approach involves estimating risks for each of the individual components of a mixture. Furthermore, CalEPA has concluded that “potential cancer risk from inhalation exposure to whole diesel exhaust will outweigh the multi-pathway cancer risk from the speciated components (Office of Environmental Health Hazard Assessment 2015).”

Traffic data for the I-805 freeway was attained from California Department of Transportation (Caltrans) Traffic Census Program data for January 2019 through December 2019, which was the most recent dataset available, traffic volumes on California state highways (Caltrans 2021). The Caltrans data provides the annual daily traffic and truck percent of annual daily traffic. The freeway direction (e.g., northbound and southbound) for different freeway segments were compared and obtained from Caltrans Performance Measurement System (PeMS). Volumes for two segments along the I-805 freeway near the project site – one north of Palm Avenue and one south of Main Street – were used in the roadway HRA. To estimate the future volumes in 2024, Caltrans traffic data for 2017 and 2018 (January 2017 through December 2018) was used to estimate an annual growth rate between 2017 and 2019, which was applied to the 2019 vehicle volumes to estimate vehicle volumes in 2024.

Both heavy-duty diesel trucks and light-duty diesel-fueled vehicles (non-heavy-duty trucks) were included in the roadway HRA. Data from the EPA-approved version of CARB's mobile source emission inventory, Emission FACTor model (EMFAC 2021) was used to determine the emission factors and composition of diesel vehicles within the overall vehicle fleet for San Diego County. EMFAC2021 can generate emission factors (also referred to as emission rates) in grams per mile for the fleet in a class of motor vehicles within a county for a particular geographical study year. EMFAC2021 was run assuming an aggregate speed for each vehicle class. For heavy-duty trucks, the following EMFAC categories were assumed and a weighted emission factor was generated based on the percent of vehicles mile travelled (VMT) in each category: Light-Heavy Duty Trucks (LHDT1 and LHDT2), Medium-Heavy Duty Trucks (MHDT), and Heavy-Heavy Duty Trucks (HHDT). For the light-duty vehicles, a VMT-weighted emission factor was similarly generated for the remaining EMFAC categories with diesel-fueled vehicles: Light-Duty Automobiles (LDA), Light-Duty Trucks (LDT1 and LDT2), Medium-Duty Vehicles (MDV), Motorhomes (MH), Other Buses (OBUS), School Buses (SBUS), and Urban Buses (UBUS). VMT for each freeway segment was calculated by taking the average daily traffic from Caltrans and multiplying it by the distance of the roadway segment evaluated in the American Meteorological Society/Environmental Protection Agency Regulatory Model (AERMOD). The total exhaust PM₁₀ emissions (in pounds per hour and pounds per year) were then calculated for each roadway segment by multiplying the appropriate emission factor by the VMT.

The vehicle emission factors for San Diego County and calendar year 2024 was assumed for the entire exposure period of 30 years, which represents a conservative analysis as vehicle DPM emission factors would decrease over time due to regulatory requirements and fleet turnover and the volume of diesel vehicles will also decrease over time as more zero and near-zero emissions vehicles enter the fleet.

Air dispersion modeling methodology was based on generally accepted modeling practices of SDAPCD (SDAPCD 2019). Air dispersion modeling was performed using the EPA's AERMOD Version 21112 modeling system (computer software) with the Lakes Environmental Software implementation/user interface, AERMOD View Version 10.0.1 The HRA followed Office of Environmental Health Hazard Assessment (OEHHA) 2015 guidelines (OEHHA 2015) and SDAPCD guidance to calculate the health risk impacts at all proximate receptors as further discussed below. The dispersion modeling included the use of standard regulatory default options. AERMOD parameters were selected consistent with the SDAPCD and EPA guidance and identified as

representative of the project site and project activities. Principal parameters of this modeling are presented in Table 7.

Table 7 Operational Roadway Health Risk Assessment American Meteorological Society/Environmental Protection Agency Regulatory Principal Parameters	
Parameter	Details
Meteorological Data	The latest three-year meteorological data (2010–2012) for the Chula Vista monitoring station (CVA) from SDAPCD were downloaded and then input to AERMOD.
Urban versus Rural Option	Urban areas typically have more surface roughness, as well as structures and low-albedo surfaces that absorb more sunlight—and thus more heat—relative to rural areas. However, based on the SDAPCD guidelines, the rural dispersion option was selected due to the SDAB’s proximity to the ocean.
Terrain Characteristics and Elevation Data	The terrain in the vicinity of the modeled project site is varied. The elevation of the modeled site is about 100 to 175 feet above sea level. Digital elevation model files were imported into AERMOD so that complex terrain features were evaluated as appropriate, and elevations were assigned to the emission sources and receptors. Digital elevation data were obtained through AERMOD View in the U.S. Geological Survey’s National Elevation Dataset format with an approximately 10-meter (1/3 arc-second) resolution.
Emission Sources and Release Parameters	Air dispersion modeling of DPM was conducted using emissions estimated using traffic data from PeMS and emission factors from EMFAC2021 (as discussed above). Vehicles traveling on I-805 were modeled as a line of adjacent volume sources for each direction of the freeway for each of the two freeway segments. The plume width was estimated for each segment based on the width of the traveling lanes plus 6 meters (or approximately 10 feet on each side) to account for vehicle wake. Because each line source represents heavy-duty trucks and light-duty vehicles, a weighted plume height was calculated for each source based on the percent of emissions of the heavy-duty truck and light-duty vehicles and the assumptions of 6.8 meters plume height for heavy-duty trucks and 2.6 meters plume height for light-duty vehicles. Similarly, a weighted release height was estimated for each source assuming 1/2 of the weighted plume height (EPA 2015, SBCAPCD 2020).
Receptors	A fine uniform Cartesian grid of receptors were placed over the project site spaced 10 meters apart, filling the inside of the project boundary (receptors outside of the project boundary were excluded).
Notes: AERMOD = American Meteorological Society/EPA Regulatory Model; SDAPCD = San Diego Air Pollution Control District; DPM = diesel particulate matter. See Attachment 2 for additional information.	

The health risk calculations were performed using the Hotspots Analysis and Reporting Program Version 2 (HARP2) Air Dispersion Modeling and Risk Tool. AERMOD was run with all sources emitting unit emissions (1 gram per second) to obtain the necessary input values for HARP2. The line of volume sources were modeled with 1 gram per second evenly partitioned across each volume source. The ground-level concentration plot files were then used to estimate the long-term cancer health risk to an individual and the noncancerous chronic health index.

MERV 13 filters are required for residential construction in accordance with the 2019 Title 24 building code and the reduction in PM₁₀ and associated DPM emissions were included in the emission estimates for the freeway source. The American Society of Heating, Refrigerating, and Air-Conditioning Engineers reported that MERV 13 filters remove 90% of particles ranging from 1 to 3 microns, and less than 75% for particles ranging from 0.3 to 1 micron (American Society of Heating, Refrigerating, and Air-Conditioning Engineers 2007). EPA reported that the MERV 13 filters remove 90% of particles ranging from 1 to 10 microns (EPA 2019). It was conservatively assumed that the MERV 13 filters provide 80% reduction in DPM. In addition, the National Human Activity Pattern Survey (NHAPS) was conducted in support by the US EPA to study where people spend their time. The results of the NHAPS showed that on average people spend approximately 87% of their time in enclosed buildings, approximately 6% in enclosed vehicles, and approximately 7% outdoors (Kleipeis et. al. 2001). This assessment of risk includes the accounting for time spent indoors as identified in the NHAPS and the time spent away from home as recommended by OEHHA (OEHHA 2015). Accounting for the actual time spent indoors and exposure related to the residents within the project provides a more realistic exposure scenario from TAC emissions from the I-805 freeway. The reduction due to the use of MERV 13 filters and the amount of time spent indoors was factored into the analysis by adjusting the emission exposure rate. Calculation details can be found in Attachment 2.

Cancer risk is defined as the increase in probability (chance) of an individual developing cancer due to exposure to a carcinogenic compound, typically expressed as the increased chances in one million. Maximum Individual Cancer Risk is the estimated probability of a maximally exposed individual potentially contracting cancer as a result of exposure to TACs over a period of 30 years for residential receptor locations. For the roadway HRA, the TAC exposure period was assumed to start in the third trimester for 30 years for all receptor locations. The mandatory exposure pathways were selected.

The SDAPCD has also established noncarcinogenic risk parameters for use in HRAs since some TACs increase noncancerous health risk due to long-term (chronic) exposures and some TACs increase noncancerous health risk due to short-term (acute) exposures. Noncarcinogenic risks are quantified by calculating a hazard index, expressed as the ratio between the ambient pollutant concentration and its toxicity or reference exposure level, which is a concentration at, or below which health effects are not likely to occur. The chronic hazard index is the sum of the individual substance chronic hazard indices for all TACs affecting the same target organ system, similarly, calculated for acute hazard index. A hazard index less of than one (1.0) means that adverse health effects are not expected. No short-term, acute relative exposure level has been established for DPM; therefore, acute impacts of DPM are not addressed in this assessment.

6.0 Impact Analysis

6.1 Consistency with Air Quality Plans

As mentioned in Section 3.3, Local Regulations, SDAPCD and SANDAG are responsible for developing and implementing the clean air plans for attainment and maintenance of the ambient air

quality standards in the basin—specifically, the SIP and the RAQS.¹ The federal O₃ maintenance plan, which is part of the SIP, was adopted in 2012. The most recent O₃ attainment plan was adopted in 2016. The SIP includes a demonstration that current strategies and tactics will maintain acceptable air quality in the SDAB based on the NAAQS. The RAQS was initially adopted in 1991 and is updated on a triennial basis (most recently in 2016). The RAQS outlines SDAPCD’s plans and control measures designed to attain the state air quality standards for O₃. The SIP and RAQS rely on information from CARB and SANDAG, including mobile and area source emissions, as well as information regarding projected growth in the County as a whole and the cities in the County, to project future emissions and determine the strategies necessary for the reduction of emissions through regulatory controls. CARB mobile source emission projections and SANDAG growth projections are based on population, vehicle trends, and land use plans developed by the County and the cities in the County as part of the development of their general plans.

If a project proposes development that is greater than that anticipated in the local plan and SANDAG’s growth projections, the project might be in conflict with the SIP and the RAQS and may contribute to a potentially significant cumulative impact on air quality.

6.1.1 No Annexation Scenario and Annexation Scenario 2b (City of Chula Vista)

Under these scenarios the project would be developed in the City of Chula Vista; therefore, the land use plans of the City of Chula Vista are considered in relation to air quality plan consistency. The City of Chula Vista’s General Plan Land Use Element designates the project site Open Space (OS), which is intended for lands to be protected from urban development, including floodplains; canyon; mountain; and agricultural uses. These lands may include unique natural conditions; provide scenic vistas; or are areas to be set aside that have potential exposure to hazards such as earthquakes; landslides; fires; floods; erosion; or even high levels of roadway noise. Passive recreation uses such as trails; staging areas; scenic overlooks; and picnic areas, may occur within these areas (City of Chula Vista 2005). Additionally, the project site is currently zoned as A-8 Agricultural, which allows for agriculture activities as defined by the City of Chula Vista municipal code, or single-family homes with a minimum of 8-acre plots or public parks. The criteria air pollutant emissions associated with operation of an Open Space, agriculture or low density residential would be less than those for the project. Thus, development of the project would result in greater emissions than those accounted for in the RAQS. However, this does not imply that the project would conflict with implementation of the RAQS. Project emissions from construction and operation would be less than the applicable thresholds for all criteria pollutants (see Section 6.2); therefore, the project would not contribute to existing air quality violations, or result in regional emissions than would exceed the NAAQS or CAAQS, or result in a cumulatively considerable net increase in criteria pollutants, including ozone precursors (ROG and NO_x). Additionally, the project would be consistent with the surrounding land uses, which include single- and multi-family residential and commercial uses.

¹ For the purpose of this discussion, the relevant federal air quality plan is the 2016 8-Hour O₃ Attainment Plan (SDAPCD 2016). The RAQS is the applicable plan for purposes of state air quality planning. Both plans reflect growth projections in the SDAB.

Further, the project would provide much needed regional housing near a major transit stop, a regional shopping center, medical uses, and parks. The project site is located 0.25 mile from a bus stop located at the corner of Palm Avenue and Dennery Road, which provides transit to the Palm Avenue trolley station located three miles to the west. The project would involve development of up to 221 single-family and multi-family residential units. Based on the SANDAG 13 forecast, the average persons per household in San Diego is 3.22. Thus, the project would accommodate up to 712 persons. SANDAG Series 13 estimates the population in the City of Chula Vista would grow from 287,173 in 2020 to 326,625 in 2035. This would equate to an additional 2,630 persons per year from 2020 to 2035. Furthermore, SANDAG Series 13 estimates that housing would increase from 89,176 units in 2020 to 101,188 units in 2035. This would equate to an additional 801 units per year from 2020 to 2035. Thus, the addition of up to 221 residential units would provide balanced and diverse housing to the City of Chula Vista and would provide housing to accommodate Chula Vista's future growth projections. Therefore, the project would not stimulate population growth or a population concentration or housing above what is assumed in local and regional land use plans, or projections made by regional planning authorities. Thus, impacts would be considered **less than significant**.

6.1.2 Annexation Scenario 2a (City of San Diego)

Under this scenario, the project site would be annexed into the City of San Diego and development permits would be issued by the City of San Diego; therefore, the land use plans of the City of San Diego are considered in relation to air quality plan consistency. SANDAG Series 13 estimates the population in the City of San Diego would grow from 1,453,267 in 2020 to 1,665,609 in 2035. This would equate to an additional 14,147 people per year from 2020 to 2035. Additionally, SANDAG Series 13 estimates that the City of San Diego would have 559,143 residential units in 2020 and 640,668 residential units in 2035 (SANDAG 2013). This would equate to an additional 5,435 units per year from 2020 to 2035. Implementation of the project would result in an increase of up to 221 residential units in a location assumed to be open space in SANDAG's growth projections. The project is expected to add these units to market in 2026. While the project would include residential in an area previously planned for open space, the proposed housing would accommodate growth anticipated in the City. Therefore, the proposed project would accommodate planned growth and would not conflict with SANDAG's regional growth forecast for the City, which accounts for residential growth.

In addition, the City of San Diego is currently in urgent need for housing and is experiencing a housing shortage, as discussed in the City of San Diego General Plan Housing Element 2021-2029. The City's portion of the County's RHNA target for the 2021-2029 Housing Element period is 108,036 homes (City of San Diego 2021). While the City is planning for additional housing to meet the need and targeted to permit more than 88,000 new housing units between 2010 – 2020, less than half of those units were constructed (42,275) as of December 2019 (City of San Diego 2021). Considering this, the proposed construction of up to 221 housing units is not anticipated to result in a population increase considering there is a shortage of housing to accommodate the existing and planned population. Although the project would increase the residential density of the site, the proposed housing would be growth accommodating. Thus, the project would not directly induce substantial unplanned population growth to the area.

While the SDAPCD and City of San Diego do not provide guidance regarding the analysis of impacts associated with air quality plan conformance, the County's Guidelines for Determining Significance and Report and Format and Content Requirements – Air Quality does discuss conformance with the RAQS (County of San Diego 2007). The guidance indicates that if a project, in conjunction with other projects, contributes to growth projections that would not exceed SANDAG's growth projections for the City, the project would not be in conflict with the RAQS (County of San Diego 2007). As previously discussed, the proposed project would not contribute to growth in the region that is not already accounted for. Additionally, the proposed project would not exceed the construction and operational screening thresholds established by the City of San Diego. Thus, impacts would be considered **less than significant**.

6.2 Conformance to State and Federal Air Quality Standards

6.2.1 Construction

Construction of the project would result in the temporary addition of pollutants to the local airshed caused by on-site sources (i.e., off-road construction equipment, soil disturbance, and VOC off-gassing) and off-site sources (worker vehicle trips). Construction emissions can vary substantially day to day, depending on the level of activity, the specific type of operation, and for dust, the prevailing weather conditions.

Criteria air pollutant emissions associated with construction activity were quantified using CalEEMod. Default values provided by the CalEEMod were used where detailed project information was not available. A detailed depiction of the construction schedule—including information regarding phasing, equipment used during each phase, haul trucks, vendor trucks, and worker vehicles—is included in Section 5.2.1, Construction. The information contained in Attachment 1 was used as CalEEMod inputs.

Implementation of the project would generate air pollutant emissions from entrained dust, off-road equipment, vehicle emissions, and asphalt pavement application. Entrained dust results from the exposure of earth surfaces to wind from the direct disturbance and movement of soil, resulting in PM₁₀ and PM_{2.5} emissions. The project is subject to SDAPCD Rule 55, Fugitive Dust Control (SDAPCD 2009b). This rule requires that the project take steps to restrict visible emissions of fugitive dust beyond the property line. Compliance with SDAPCD Rule 55 would limit fugitive dust (PM₁₀ and PM_{2.5}) generated during grading and construction activities. The project is proposing PDF-AQ-1 which would specifically require that the project be watered three times daily depending on weather conditions and reduce vehicle speed to 15 miles per hour over unpaved surfaces. To account for dust control measures in the calculations, it was assumed that the active sites would be watered at least two times daily, resulting in an approximately 61% reduction of particulate matter (SCAQMD 2007, CAPCOA 2022).

Exhaust from internal combustion engines used by construction equipment and worker vehicles would result in emissions of VOCs, NO_x, CO, SO_x, PM₁₀, and PM_{2.5}. The application of asphalt pavement and architectural coatings would also produce VOC emissions. Table 8 shows the

estimated maximum daily construction emissions associated with construction of the project without mitigation. Complete details of the emissions calculations are provided in Attachment 1.

As shown in Table 8, daily construction emissions would not exceed either City’s significance thresholds. Therefore, impacts during construction would be less than significant for both the Annexation and No Annexation scenarios.

Table 8 Estimated Maximum Daily Construction Criteria Air Pollutant Emissions						
Year	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Pounds per Day						
2024	4	39	34	<1	9	5
2025	44	19	30	<1	2	1
Maximum Daily Emissions	44	39	34	<1	9	5
<i>Chula Vista Threshold</i>	75	100	550	150	150	55
<i>San Diego Threshold</i>	137	250	550	250	100	55
Thresholds Exceeded?	No	No	No	No	No	No

VOC = volatile organic compound; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM₁₀ = coarse particulate matter; PM_{2.5} = fine particulate matter.
See Attachment 1 for complete results.
The values shown are the maximum summer or winter daily emissions results from CalEEMod. Although not considered mitigation, these emissions reflect CalEEMod “mitigated” output, which accounts for the compliance with PDF-1 limiting fugitive dust.

6.2.2 Operation

Operation of the project would generate VOC, NO_x, CO, SO_x, PM₁₀, and PM_{2.5} emissions from mobile sources, including vehicle trips; area sources, including the use of consumer products and landscape maintenance equipment; and energy sources. As discussed in Section 5.2.2, Operation, pollutant emissions associated with long-term operations were quantified using CalEEMod. Project-generated mobile source emissions were estimated in CalEEMod based on project-specific trip rates. CalEEMod default values were used to estimate emissions from the project area and energy sources. Table 9 presents the maximum daily area, energy, and mobile source emissions associated with operation (year 2025) of the project. The values shown are the maximum summer or winter daily emissions results from CalEEMod. Details of the emission calculations are provided in Attachment 1.

Table 9 Estimated Maximum Daily Operational Criteria Air Pollutant Emissions						
Emission Source	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
	Pounds per Day					
Area	7	0	0	0	0	0
Energy	<1	1	<1	<1	<1	<1
Mobile	8	6	55	<1	11	3
Total	15	7	55	<1	11	3
<i>Chula Vista Threshold</i>	<i>55</i>	<i>55</i>	<i>550</i>	<i>150</i>	<i>150</i>	<i>55</i>
<i>San Diego Threshold</i>	<i>137</i>	<i>250</i>	<i>550</i>	<i>250</i>	<i>100</i>	<i>55</i>
Threshold Exceeded?	No	No	No	No	No	No

VOC = volatile organic compound; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM₁₀ = coarse particulate matter; PM_{2.5} = fine particulate matter.
See Attachment 1 for complete results.
Columns may not total precisely due to rounding.
The values shown are the maximum summer or winter daily emissions results from CalEEMod. These emissions reflect CalEEMod "mitigated" output, which accounts for compliance with Rule 67.0.1 (Architectural Coatings).

As shown in Table 9, the combined daily area, energy, and mobile source emissions would not exceed either City's operational thresholds for VOC, NO_x, CO, SO_x, PM₁₀, and PM_{2.5}. Therefore, impacts during operation would be less than significant for both the No Annexation and Annexation scenarios.

6.2.3 Cumulative Impacts

Air pollution is largely a cumulative impact. The nonattainment status of regional pollutants is a result of past and present development, and the SDAPCD develops and implements plans for future attainment of ambient air quality standards. Based on these considerations, project-level thresholds of significance for criteria pollutants are relevant in the determination of whether a project's individual emissions would have a cumulatively significant impact on air quality.

The SDAB is a nonattainment area for O₃ under the NAAQS and CAAQS. The poor air quality in the SDAB is the result of cumulative emissions from motor vehicles, off-road equipment, commercial and industrial facilities, and other emission sources. Projects that emit these pollutants or their precursors (i.e., VOCs and NO_x for O₃) potentially contribute to poor air quality. In analyzing cumulative impacts from a project, the analysis must specifically evaluate the project's contribution to the cumulative increase in pollutants for which the SDAB is designated as nonattainment for the CAAQS and NAAQS. However, a project would only be considered to have a significant cumulative impact if the project's contribution accounts for a significant proportion of the cumulative total emissions (i.e., it represents a "cumulatively considerable contribution" to the cumulative air quality impact).

The SDAB is also a nonattainment area for PM₁₀ and PM_{2.5} under the CAAQS. However, compliance with SDAPCD Rule 55 would limit fugitive dust (PM₁₀ and PM_{2.5}) generated during grading and construction activities. The project is proposing PDF-AQ-1, which would specifically require that the project be watered three times daily, depending on weather conditions, and reduce vehicle speed to 15 miles per hour over unpaved surfaces. All other cumulative projects would similarly be required

to implement fugitive dust control in accordance with SDAPCD Rule 55. As the maximum daily emissions of PM₁₀ and PM_{2.5} would not exceed either City's significance thresholds, there would not be cumulatively considerable impacts.

Regarding long-term cumulative operational emissions in relation to consistency with local air quality plans, the SIP and RAQS serve as the primary air quality planning documents for the state and SDAB, respectively. The SIP and RAQS rely on SANDAG growth projections based on population, vehicle trends, and land use plans developed by the cities and the County as part of the development of their general plans. Therefore, projects that propose development that is consistent with the growth anticipated by local plans would be consistent with the SIP and RAQS and would not be considered to result in cumulatively considerable impacts from operational emissions. As stated previously, the 221 residential units would provide balanced and diverse housing to either the City of Chula Vista or the City of San Diego and would provide housing to accommodate future growth projections. As a result, the project would not result in a cumulatively considerable contribution to regional O₃ concentrations or other criteria pollutant emissions. Impacts associated with project-generated operational criteria air pollutant emissions would be **less than significant** for both the Annexation and No Annexation scenarios.

6.3 Sensitive Receptors

Air quality varies as a direct function of the amount of pollutants emitted into the atmosphere, the size and topography of the air basin, and the prevailing meteorological conditions. Air quality problems arise when the rate of pollutant emissions exceeds the rate of dispersion. Reduced visibility, eye irritation, and adverse health impacts on those persons termed "sensitive receptors" are the most serious hazards of existing air quality conditions in the area. Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. People most likely to be affected by air pollution, as identified by CARB, include children, elderly people, athletes, and people with cardiovascular and chronic respiratory diseases. As such, sensitive receptors include residences, schools, playgrounds, childcare centers, athletic facilities, long-term healthcare facilities, rehabilitation centers, convalescent centers, and retirement homes. The closest sensitive receptors to the project site are residences 115 feet from the eastern property boundaries. The project would also introduce new on-site sensitive receptors to the area. The analysis of impacts to sensitive receptors as well as the conclusions are the same for both the No Annexation and Annexation scenarios.

6.3.1 Health Impacts of Toxic Air Contaminants

"Incremental cancer risk" is the net increased likelihood that a person continuously exposed to concentrations of TACs resulting from a project over a 9-, 30-, and 70-year exposure period would contract cancer based on the use of standard OEHHA risk-assessment methodology (OEHHA 2015). In addition, some TACs have non-carcinogenic effects. TACs that would potentially be emitted during construction activities would be DPM emitted from heavy-duty construction equipment and heavy-duty trucks. Heavy-duty construction equipment and diesel trucks are subject to CARB ATCMs to reduce DPM emissions. According to the OEHHA, HRAs should be based on a 30-year exposure duration based on typical residency period; however, such assessments should be limited to the

period/duration of activities associated with the project (OEHHA 2015). Thus, the duration of proposed construction activities (approximately 2 years) would only constitute a small percentage of the total long-term exposure period and would not result in exposure of proximate sensitive receptors to substantial TACs.

Furthermore, the closest sensitive receptors to the proposed project site are residences located 115 feet east of the project site. The heavy-duty construction equipment is subject to a CARB ATCM for in-use diesel construction equipment to reduce diesel particulate emissions, and diesel trucks are subject to a CARB ATCM that limits idling of equipment and trucks during loading and unloading to 5 minutes and requires that electric auxiliary power units be used whenever possible. Also, construction equipment is subject to CARB In-Use Off-Road Diesel Regulation that requires specific fleet average requirements be met for particulate matter emissions and apply Best Available Control Technology requirements. The duration of construction of the project would be approximately two years and would therefore constitute only a small percentage of the total long-term exposure period and would not result in exposure of sensitive receptors in the vicinity of the project site to substantial pollutant concentrations resulting from on-site construction activities.

6.3.2 Operational Roadway Health Risk Assessment (Effect of the Environment on the Project)

As required by Policy E 6.10 in the City of Chula Vista's General Plan Environmental Element (City of Chula Vista 2005), the siting of new sensitive receivers within 500 feet of highways resulting from development or redevelopment projects shall require the preparation of an HRA as part of the CEQA review of the project. Additionally, San Diego General Plan Policy LU-I.14 requires the evaluation of public health risks associated with toxic air emissions for community plan updates and amendments that involve land use or intensity changes. The project residences would be located adjacent to Interstate 805 (I-805); therefore, the project is subject to these requirements.

As discussed in Section 5.2.3, an HRA was performed to estimate the Maximum Individual Cancer Risk and Chronic Hazard Index for residential receptors as a result of diesel emissions from the I-805 freeway on future sensitive receptors of the project. The project would not exacerbate environmental hazards caused by vehicle traveling on the I-805 freeway, as the traffic generated by the project represents only a small fraction of the total daily traffic volumes on I-805. Additionally, per the California Building Industry Association v. Bay Area Air Quality Management District court ruling, CEQA analyses are concerned with a project's impact on the environment, and not with the environment's impact on a project and its users or residents. Therefore, this HRA was prepared in accordance with Chula Vista General Plan Policy E 6.10 and San Diego General Plan Policy LU-I.14 only and does not contribute to the CEQA significance determination analysis. Results of the roadway HRA are presented in Table 10.

Table 10 Roadway Health Risk Assessment Results		
Impact Parameter	Units	Impact Level
Maximum Individual Cancer Risk – Residential	Per Million	25.60
Chronic Hazard Index – Residential	Index Value	0.007
Source: SDAPCD 2019. See Attachment 2.		

As shown in Table 10, the DPM emissions from the I-805 freeway would result in a Residential Maximum Individual Cancer Risk of 25.60 in 1 million which would exceed 10 in 1 million, which is the level at which SDAPCD generally requires public notification for stationary sources of emissions. The Residential Chronic Hazard Index of 0.007 would be below the level of 1.0 at which adverse non-cancer health risks would be anticipated. These results are conservative as the modeling assumed use of MERV-13 filters in homes would reduce DPM concentrations by 80 percent, while these filters are designed to achieve up to 90 percent reduction in DPM.

6.3.3 Health Impacts of Carbon Monoxide

Mobile-source impacts occur on two basic scales of motion. Regionally, project-related travel will add to regional trip generation and increase the vehicle miles traveled within the local airshed and the SDAB. Locally, project traffic will be added primarily to the City of San Diego’s roadway system. If such traffic occurs during periods of poor atmospheric ventilation, consists of a large number of vehicles cold-started and operating at pollution-inefficient speeds, and operates on roadways already crowded with non-project traffic, there is a potential for the formation of microscale CO hotspots in the area immediately around points of congested traffic. Because of continued improvement in mobile emissions at a rate faster than the rate of vehicle growth and/or congestion, the potential for CO hotspots in the SDAB is steadily decreasing.

Projects contributing to adverse traffic impacts may result in the formation of CO hotspots. To verify that the project would not cause or contribute to a violation of the CO standard, a screening evaluation of the potential for CO hotspots was conducted. A Traffic Impact Analysis evaluated the level of service (LOS) (i.e., increased congestion) impacts at intersections affected by the project (LOS Engineering 2023). The potential for CO hotspots was evaluated based on the results of the traffic report. As neither city has CO hotspot guidelines, the County of San Diego’s Guidelines (County of San Diego 2007) CO hotspot screening guidance was followed to determine whether the project would require a site-specific hotspot analysis. The County recommends that a quantitative analysis of CO hotspots be performed for intersections that are operating at or below an LOS of E and that have peak-hour trips exceeding 3,000 trips.

The Local Mobility Analysis prepared for the project (LOS Engineering, Inc. 2023) analyzed Existing and Existing Plus Cumulative Projects Plus Project Near Term (2024) for five existing intersections near the project site. The results of the LOS assessment show that under Existing Plus Project conditions, two of the five study intersections are forecast to operate at unacceptable LOS (LOS E or worse) during the peak hours, with a volume more than 3,000 trips. As shown in Attachment 3, CO Hotspot Analysis, the two key study intersections according to the criteria above are (1) Palm Avenue

and Denney Road (LOS F in AM and PM peak hours) and (2) Palm Avenue and I-805 Northbound Ramps (LOS E in PM peak hours). The remaining key intersections are projected to operate at acceptable LOS conditions in the Existing Plus Project scenario.

The screening evaluation presents LOS and whether a quantitative CO hotspots analysis may be required. According to the Caltrans CO Protocol (2010), there is a cap on the number of intersections that need to be analyzed for any one project. For a single project with multiple intersections, only the three intersections representing the worst LOS ratings of the project, and, to the extent they are different intersections, the three intersections representing the highest traffic volumes, need be analyzed. For each intersection failing a screening test as described in the CO Protocol, an additional intersection should be analyzed (Caltrans 2010).

Based on the CO hotspot screening evaluation (see Attachment 3), both failing intersections are signal-controlled intersections. The potential impact of the project on local CO levels was assessed at these intersections with the Caltrans CL4 interface based on the California LINE Source Dispersion Model (CALINE4), which allows microscale CO concentrations to be estimated along each roadway corridor or near intersections (Caltrans 1998a).

The emissions factor represents the weighted average emissions rate of the local County vehicle fleet expressed in grams per mile per vehicle. Consistent with the traffic scenario, emissions factors for 2024, which is more conservative than the operational year 2026, were used. Emissions factors were predicted by EMFAC2021 based on a 5-mile-per-hour average speed for all of the intersections for approach and departure segments. The hourly traffic volume anticipated to travel on each link, in units of vehicles per hour, was based on information provided by the traffic consultant (LOS Engineering 2023) and modeling assumptions are outlined in Attachment 3.

Four receptor locations were modeled at each intersection to determine CO ambient concentrations. A receptor was assumed on the sidewalk at each corner of the modeled intersections, to represent the future possibility of extended outdoor exposure. CO concentrations were modeled at these locations to assess the maximum potential CO exposure that could occur in 2024. A receptor height of 5.9 feet (1.8 meters) was used in accordance with Caltrans recommendations for all receptor locations (Caltrans 1998b).

The highest 1-hour measurement in the last 3 years was used as the projected future 1-hour CO background concentration for the analysis. A CO concentration of 1.6 parts per million by volume (ppm) was recorded in 2017 for the El Cajon monitoring station in San Diego and was assumed in CALINE4 for 2024 (EPA 2022). To estimate an 8-hour average CO concentration, a persistence factor of 0.70 was applied to the output values of predicted concentrations in ppm at each of the receptor locations. Model input and output data are available in Attachment 3.

The maximum CO concentration predicted for the 1-hour averaging period at the studied intersections would be 1.7 ppm, which is below the 1-hour CO CAAQS of 20 ppm (CARB 2016b). The maximum predicted 8-hour CO concentration of 1.37 ppm at the studied intersections would be below the 8-hour CO CAAQS of 9.0 ppm (CARB 2016b). Neither the 1-hour nor the 8-hour CAAQS would be equaled or exceeded at any of the intersections studied. Accordingly, the project would not cause or contribute to violations of the CAAQS and would not result in exposure of sensitive receptors to localized high concentrations of CO. CO tends to be a localized impact associated with

congested intersections. Therefore, the project's CO emissions would not contribute to significant health effects associated with this pollutant. As such, project operation would result in a **less-than-significant** impact to air quality with regard to potential CO hotspots for both the No Annexation and Annexation scenarios.

6.3.4 Health Effects of Other Criteria Air Pollutants

Construction and operation of the project would not result in emissions that exceed the either City of Chula Vista or San Diego emission thresholds for any criteria air pollutants.

Some VOCs are associated with motor vehicles and construction equipment, while others are associated with architectural coatings, the emissions of which would not result in the exceedances of the SDAPCD's thresholds. Generally, the VOCs in architectural coatings are of relatively low toxicity. Additionally, SDAPCD Rule 67.0.1 restricts the VOC content of coatings.

In addition, VOCs and NO_x are precursors to O_3 , for which the SDAB is designated as nonattainment with respect to the NAAQS and CAAQS (the SDAB is designated by EPA as an attainment area for the 1-hour O_3 NAAQS and the 1997 8-hour NAAQS). The health effects associated with O_3 , as discussed in Section 2.2, Pollutants and Effects, are generally associated with reduced lung function. The contribution of VOCs and NO_x to regional ambient O_3 concentrations is the result of complex photochemistry. The increases in O_3 concentrations in the SDAB due to O_3 precursor emissions tend to be found downwind from the source location to allow time for the photochemical reactions to occur. However, the potential for exacerbating excessive O_3 concentrations would also depend on the time of year that the VOC emissions would occur, because exceedances of the O_3 NAAQS and CAAQS tend to occur between April and October when solar radiation is highest.

The holistic effect of a single project's emissions of O_3 precursors is speculative due to the lack of quantitative methods to assess this impact. Nonetheless, the VOC and NO_x emissions associated with project construction and operations could minimally contribute to regional O_3 concentrations and the associated health impacts. Due to the minimal contribution during construction and operation, health impacts of the project would be considered less than significant.

Regarding NO_2 , according to the construction emissions analysis, construction of the proposed project would not contribute to exceedances of the NAAQS and CAAQS for NO_2 . As described in Section 2.2, NO_2 and NO_x health impacts are associated with respiratory irritation, which may be experienced by nearby receptors during the periods of heaviest use of off-road construction equipment. However, these construction activities would be relatively short term. Additionally, off-road construction equipment would operate at various portions of the site and would not be concentrated in one portion of the site at any one time. Construction of the proposed project would not require any stationary emission sources that would create substantial localized NO_x impacts. Therefore, health impacts would be considered less than significant.

The VOC and NO_x emissions, as described previously, would minimally contribute to regional O_3 concentrations and its associated health effects. In addition to O_3 , NO_x emissions would not contribute to potential exceedances of the NAAQS and CAAQS for NO_2 . As shown in Table 3, the existing NO_2 concentrations in the area are well below the NAAQS and CAAQS standards. Thus, it is

not expected that the project's operational NO_x emissions would result in exceedances of the NO₂ standards or contribute to the associated health effects. CO tends to be a localized impact associated with congested intersections. The associated CO hotspots were discussed previously as a less-than-significant impact. Thus, the proposed project's CO emissions would not contribute to significant health effects associated with this pollutant. PM₁₀ and PM_{2.5} emissions from the proposed project would not contribute to potential exceedances of the NAAQS and CAAQS for particulate matter, would not obstruct the SDAB from coming into attainment for these pollutants, and would not contribute to significant health effects associated with particulates.

Based on the preceding considerations, health impacts associated with criteria air pollutants would be considered **less than significant** for both the No Annexation and Annexation scenarios.

6.3.5 Valley Fever Exposure

As discussed in Section 2.2.2, valley fever is not highly endemic to County of San Diego, the incidence rate in the project area is below the County average and the statewide average. Construction of the project would incorporate **PDF-AQ-1** and comply with SDAPCD Rule 55, which limits the amount of fugitive dust generated during construction. Strategies the project would implement to comply with SDAPCD Rule 55 and control dust include watering two times per day, using magnesium chloride for dust suppression on unpaved roads, and limiting speed on unpaved roads to 15 miles per hour.

Based on the low incidence rate of coccidioidomycosis in the County and the project's implementation of dust control strategies, it is not anticipated that earthmoving activities during project construction would result in exposure of nearby sensitive receptors to valley fever. Therefore, the project would have a **less-than-significant** impact with respect to valley fever exposure for sensitive receptors for both the No Annexation and Annexation scenarios.

6.4 Odors and Other Emissions

The State of California Health and Safety Code, Division 26, Part 4, Chapter 3, Section 41700 and SDAPCD Rule 51, commonly referred to as public nuisance law, prohibits emissions from any source whatsoever in such quantities of air contaminants or other material that cause injury, detriment, nuisance, or annoyance to the public health or damage to property. Projects required to obtain permits from SDAPCD are evaluated by SDAPCD staff for potential odor nuisance, and conditions may be applied (or control equipment required) where necessary to prevent occurrence of public nuisance.

6.4.1 No Annexation Scenario and Annexation Scenario 2b (City of Chula Vista)

Section 19.66.090, Odors, of the Chula Vista Municipal Code requires that no emission shall be permitted of odorous gases or other odorous matter in such quantities as to be readily detectable at the points of measurement specified in Chula Vista Municipal Code 19.66.060(A). Any process that may involve the creation or emission of any odors shall be provided with an adequate secondary safeguard system of control, so that control will be maintained if the primary safeguard system

should fail (City of Chula Vista Municipal Code Section 19.66.090). SDAPCD Rule 51 (Public Nuisance) also prohibits emission of any material that causes nuisance to a considerable number of persons or endangers the comfort, health, or safety of any person. A project that proposes a use that would produce objectionable odors would be deemed to have a significant odor impact if it would affect a considerable number of off-site receptors. Odor issues are very subjective by the nature of odors themselves and due to the fact that their measurements are difficult to quantify. As a result, this guideline is qualitative and will focus on the existing and potential surrounding uses and the location of sensitive receptors.

The occurrence and severity of potential odor impacts depends on numerous factors: the nature, frequency, and intensity of the source; the wind speeds and direction; and the sensitivity of receiving location each contribute to the intensity of the impact. Although offensive odors seldom cause physical harm, they can be annoying, cause distress among the public, and generate citizen complaints.

Odors would be potentially generated from vehicles and equipment exhaust emissions during construction of the project. Potential odors produced during construction would be attributable to concentrations of unburned hydrocarbons from tailpipes of construction equipment, architectural coatings, and asphalt pavement application. Such odors would disperse rapidly from the project site and generally would occur at magnitudes that would not affect substantial numbers of people. Therefore, impacts associated with odors during construction would be less than significant.

Land uses and industrial operations associated with odor complaints include agricultural uses, wastewater treatment plants, food-processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding facilities (SCAQMD 1993). The project does not include any of the land uses typically associated with odor complaints. Therefore, project operations would result in an odor impact that would be **less than significant**.

6.4.2 Annexation Scenario 2a (City of San Diego)

Division 7, Off-Site Development Impact Regulations, Section 142.0710, states the following: "Air contaminants including smoke, charred paper, dust, soot, grime, carbon, noxious acids, toxic fumes, gases, odors, and particulate matter, or any emissions that endanger human health, cause damage to vegetation or property, or cause soiling shall not be permitted to emanate beyond the boundaries of the premises upon which the use emitting the contaminants is located.

The proposed project would not result in the generation of smoke, charred paper, soot, grime, carbon, noxious acids, or toxic fumes. As demonstrated in Tables 8 and 9, criteria air pollutants, including particulate matter, during construction and operation of the project would be below City thresholds of significance and therefore would not represent a release substantial quantities of air contaminants beyond the project boundaries.

As discussed in the Health Impacts of Other Criteria Air Pollutants Section of this report, construction of the proposed project would not require any stationary emission sources that would create substantial, localized NO_x impacts. Additionally, the VOC and NO_x emissions, as described previously, would minimally contribute to regional O₃ concentrations and its associated health

effects. In addition to O₃, NO_x emissions would not contribute to potential exceedances of the NAAQS and CAAQS for NO₂. As shown in Table 3, the existing NO₂ concentrations in the area are well below the NAAQS and CAAQS standards. Thus, it is not expected that the proposed project's operational NO_x emissions would result in exceedances of the NO₂ standards or contribute to the associated health effects. CO tends to be a localized impact associated with congested intersections. The associated CO "hotspots" were discussed previously as a less-than-significant impact. Thus, the proposed project's CO emissions would not contribute to significant health effects associated with this pollutant. Likewise, PM₁₀ and PM_{2.5} would not contribute to potential exceedances of the NAAQS and CAAQS for particulate matter, would not obstruct the SDAB from coming into attainment for these pollutants, and would not contribute to significant health effects associated with particulates.

As previously discussed, odors would be potentially generated from vehicles and equipment exhaust emissions during construction of the proposed project. Potential odors produced during proposed construction would be attributable to concentrations of unburned hydrocarbons from tailpipes of construction equipment, architectural coatings, and asphalt pavement application. Such odors would disperse rapidly from the project site and generally occur at magnitudes that would not affect substantial numbers of people. Therefore, impacts related to odors would be **less than significant**.

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ATTACHMENTS

ATTACHMENT 1

California Emissions Estimator Model Output Files

Nakano (No Mitigation, with PDFs, 2022 Title 24 Baseline) Detailed Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Nakano (No Mitigation, with PDFs, 2022 Title 24 Baseline)
Construction Start Date	1/1/2024
Operational Year	2026
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.50
Precipitation (days)	19.4
Location	32.588671967843084, -117.03464459628472
County	San Diego
City	Chula Vista
Air District	San Diego County APCD
Air Basin	San Diego
TAZ	6668
EDFZ	12
Electric Utility	San Diego Gas & Electric
Gas Utility	San Diego Gas & Electric
App Version	2022.1.1.21

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
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Apartments Low Rise	154	Dwelling Unit	14.2	163,240	119,082	11,241	430	—
Single Family Housing	67.0	Dwelling Unit	4.65	130,650	119,082	11,241	187	—
Other Asphalt Surfaces	5.00	Acre	5.00	0.00	0.00	0.00	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Transportation	T-1	Increase Residential Density
Transportation	T-4	Integrate Affordable and Below Market Rate Housing
Transportation	T-14*	Provide Electric Vehicle Charging Infrastructure
Transportation	T-31-A*	Locate Project in Area with High Destination Accessibility
Transportation	T-32*	Orient Project Toward Transit, Bicycle, or Pedestrian Facility
Transportation	T-33*	Locate Project near Bike Path/Bike Lane
Transportation	T-34*	Provide Bike Parking
Transportation	T-35*	Provide Traffic Calming Measures
Energy	E-1	Buildings Exceed 2019 Title 24 Building Envelope Energy Efficiency Standards
Energy	E-10-B	Establish Onsite Renewable Energy Systems: Solar Power
Energy	E-12-B	Install Electric Space Heater in Place of Natural Gas Heaters in Residences
Energy	E-13	Install Electric Ranges in Place of Gas Ranges
Water	W-6	Reduce Turf in Landscapes and Lawns
Area Sources	LL-1	Replace Gas Powered Landscape Equipment with Zero-Emission Landscape Equipment
Area Sources	LL-3*	Electric Yard Equipment Compatibility

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

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

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

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	4.52	3.67	38.7	32.7	0.08	1.51	4.58	6.09	1.39	1.69	3.08	—	10,029	10,029	0.45	0.58	7.74	10,221
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	4.52	44.4	38.9	33.7	0.08	1.60	7.81	9.41	1.47	3.97	5.45	—	10,020	10,020	0.45	0.58	0.20	10,204
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.07	6.27	15.1	17.2	0.03	0.61	1.91	2.51	0.56	0.69	1.25	—	4,136	4,136	0.18	0.18	2.00	4,195
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.38	1.14	2.76	3.13	0.01	0.11	0.35	0.46	0.10	0.13	0.23	—	685	685	0.03	0.03	0.33	695
Exceeds (Daily Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	137	250	550	250	—	—	100	—	—	67.0	—	—	—	—	—	—	—
Unmit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Exceeds (Average Daily)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	137	250	550	250	—	—	100	—	—	67.0	—	—	—	—	—	—	—
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	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	4.52	3.67	38.7	32.7	0.08	1.51	4.58	6.09	1.39	1.69	3.08	—	10,029	10,029	0.45	0.58	7.74	10,221
2025	3.01	2.85	19.1	30.3	0.04	0.79	1.42	2.21	0.73	0.34	1.07	—	5,924	5,924	0.25	0.16	6.87	5,986
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	4.52	3.72	38.9	33.7	0.08	1.60	7.81	9.41	1.47	3.97	5.45	—	10,020	10,020	0.45	0.58	0.20	10,204
2025	1.98	44.4	11.7	18.9	0.03	0.44	1.29	1.73	0.41	0.31	0.71	—	4,199	4,199	0.19	0.15	0.16	4,249
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	2.07	1.73	15.1	17.2	0.03	0.61	1.91	2.51	0.56	0.69	1.25	—	4,136	4,136	0.18	0.18	2.00	4,195
2025	1.21	6.27	7.30	11.7	0.02	0.28	0.72	1.01	0.26	0.17	0.43	—	2,496	2,496	0.11	0.08	1.54	2,526
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.38	0.32	2.76	3.13	0.01	0.11	0.35	0.46	0.10	0.13	0.23	—	685	685	0.03	0.03	0.33	695
2025	0.22	1.14	1.33	2.14	< 0.005	0.05	0.13	0.18	0.05	0.03	0.08	—	413	413	0.02	0.01	0.25	418

2.3. Construction Emissions by Year, Mitigated

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

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	4.52	3.67	38.7	32.7	0.08	1.51	4.58	6.09	1.39	1.69	3.08	—	10,029	10,029	0.45	0.58	7.74	10,221
2025	3.01	2.85	19.1	30.3	0.04	0.79	1.42	2.21	0.73	0.34	1.07	—	5,924	5,924	0.25	0.16	6.87	5,986

Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	4.52	3.72	38.9	33.7	0.08	1.60	7.81	9.41	1.47	3.97	5.45	—	10,020	10,020	0.45	0.58	0.20	10,204
2025	1.98	44.4	11.7	18.9	0.03	0.44	1.29	1.73	0.41	0.31	0.71	—	4,199	4,199	0.19	0.15	0.16	4,249
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	2.07	1.73	15.1	17.2	0.03	0.61	1.91	2.51	0.56	0.69	1.25	—	4,136	4,136	0.18	0.18	2.00	4,195
2025	1.21	6.27	7.30	11.7	0.02	0.28	0.72	1.01	0.26	0.17	0.43	—	2,496	2,496	0.11	0.08	1.54	2,526
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.38	0.32	2.76	3.13	0.01	0.11	0.35	0.46	0.10	0.13	0.23	—	685	685	0.03	0.03	0.33	695
2025	0.22	1.14	1.33	2.14	< 0.005	0.05	0.13	0.18	0.05	0.03	0.08	—	413	413	0.02	0.01	0.25	418

2.4. Operations Emissions Compared Against Thresholds

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

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	10.1	16.2	6.70	70.6	0.14	0.19	11.9	12.1	0.19	3.03	3.21	100	16,970	17,070	10.9	0.59	49.0	17,567
Mit.	8.49	14.6	6.19	55.0	0.14	0.17	11.3	11.5	0.17	2.87	3.03	100	15,277	15,377	10.8	0.55	46.5	15,859
% Reduced	16%	10%	8%	22%	6%	9%	5%	5%	10%	5%	6%	—	10%	10%	1%	6%	5%	10%
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	8.81	14.9	7.13	55.0	0.14	0.19	11.9	12.1	0.18	3.03	3.21	100	16,315	16,415	11.0	0.62	3.32	16,878
Mit.	8.34	14.4	6.71	52.1	0.13	0.17	11.3	11.5	0.17	2.87	3.03	100	14,679	14,779	10.9	0.59	3.26	15,229
% Reduced	5%	3%	6%	5%	5%	7%	5%	5%	7%	5%	5%	—	10%	10%	1%	6%	2%	10%

Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	8.62	14.7	6.64	56.8	0.13	0.18	10.9	11.1	0.18	2.76	2.93	100	15,378	15,479	10.9	0.57	20.8	15,942
Mit.	7.62	13.8	6.19	48.0	0.12	0.17	10.3	10.5	0.16	2.61	2.77	100	13,793	13,893	10.8	0.54	19.8	14,343
% Reduced	12%	6%	7%	16%	6%	8%	5%	5%	9%	5%	5%	—	10%	10%	1%	6%	5%	10%
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.57	2.68	1.21	10.4	0.02	0.03	1.98	2.02	0.03	0.50	0.54	16.6	2,546	2,563	1.80	0.09	3.44	2,639
Mit.	1.39	2.51	1.13	8.76	0.02	0.03	1.88	1.91	0.03	0.48	0.51	16.6	2,284	2,300	1.79	0.09	3.28	2,375
% Reduced	12%	6%	7%	16%	6%	8%	5%	5%	9%	5%	5%	—	10%	10%	1%	6%	5%	10%
Exceeds (Daily Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	137	250	550	250	—	—	100	—	—	67.0	—	—	—	—	—	—	—
Unmit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Mit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Exceeds (Average Daily)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	137	250	550	250	—	—	100	—	—	67.0	—	—	—	—	—	—	—
Unmit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Mit.	—	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	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
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Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	8.86	8.16	5.57	57.7	0.14	0.11	11.9	12.0	0.10	3.03	3.13	—	13,997	13,997	0.66	0.54	46.9	14,221
Area	1.17	7.94	0.12	12.5	< 0.005	< 0.005	—	< 0.005	0.01	—	0.01	0.00	33.5	33.5	< 0.005	< 0.005	—	33.6
Energy	0.12	0.06	1.01	0.43	0.01	0.08	—	0.08	0.08	—	0.08	—	2,814	2,814	0.20	0.01	—	2,823
Water	—	—	—	—	—	—	—	—	—	—	—	14.9	125	140	1.53	0.04	—	190
Waste	—	—	—	—	—	—	—	—	—	—	—	85.3	0.00	85.3	8.53	0.00	—	298
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.10	2.10
Total	10.1	16.2	6.70	70.6	0.14	0.19	11.9	12.1	0.19	3.03	3.21	100	16,970	17,070	10.9	0.59	49.0	17,567
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	8.69	7.98	6.12	54.6	0.13	0.11	11.9	12.0	0.10	3.03	3.13	—	13,376	13,376	0.71	0.57	1.22	13,565
Area	0.00	6.83	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Energy	0.12	0.06	1.01	0.43	0.01	0.08	—	0.08	0.08	—	0.08	—	2,814	2,814	0.20	0.01	—	2,823
Water	—	—	—	—	—	—	—	—	—	—	—	14.9	125	140	1.53	0.04	—	190
Waste	—	—	—	—	—	—	—	—	—	—	—	85.3	0.00	85.3	8.53	0.00	—	298
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.10	2.10
Total	8.81	14.9	7.13	55.0	0.14	0.19	11.9	12.1	0.18	3.03	3.21	100	16,315	16,415	11.0	0.62	3.32	16,878
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	7.92	7.27	5.57	50.2	0.12	0.10	10.9	11.0	0.09	2.76	2.85	—	12,423	12,423	0.64	0.52	18.7	12,613
Area	0.58	7.38	0.06	6.18	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	16.5	16.5	< 0.005	< 0.005	—	16.6
Energy	0.12	0.06	1.01	0.43	0.01	0.08	—	0.08	0.08	—	0.08	—	2,814	2,814	0.20	0.01	—	2,823
Water	—	—	—	—	—	—	—	—	—	—	—	14.9	125	140	1.53	0.04	—	190
Waste	—	—	—	—	—	—	—	—	—	—	—	85.3	0.00	85.3	8.53	0.00	—	298
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.10	2.10
Total	8.62	14.7	6.64	56.8	0.13	0.18	10.9	11.1	0.18	2.76	2.93	100	15,378	15,479	10.9	0.57	20.8	15,942

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.45	1.33	1.02	9.17	0.02	0.02	1.98	2.00	0.02	0.50	0.52	—	2,057	2,057	0.11	0.09	3.09	2,088
Area	0.11	1.35	0.01	1.13	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	2.74	2.74	< 0.005	< 0.005	—	2.75
Energy	0.02	0.01	0.18	0.08	< 0.005	0.01	—	0.01	0.01	—	0.01	—	466	466	0.03	< 0.005	—	467
Water	—	—	—	—	—	—	—	—	—	—	—	2.46	20.8	23.2	0.25	0.01	—	31.4
Waste	—	—	—	—	—	—	—	—	—	—	—	14.1	0.00	14.1	1.41	0.00	—	49.4
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.35	0.35
Total	1.57	2.68	1.21	10.4	0.02	0.03	1.98	2.02	0.03	0.50	0.54	16.6	2,546	2,563	1.80	0.09	3.44	2,639

2.6. Operations Emissions by Sector, Mitigated

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

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	8.39	7.73	5.27	54.6	0.13	0.10	11.3	11.4	0.09	2.87	2.96	—	13,254	13,254	0.63	0.51	44.4	13,466
Area	0.00	6.83	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Energy	0.11	0.05	0.92	0.39	0.01	0.07	—	0.07	0.07	—	0.07	—	1,937	1,937	0.15	0.01	—	1,943
Water	—	—	—	—	—	—	—	—	—	—	—	14.9	85.7	101	1.53	0.04	—	150
Waste	—	—	—	—	—	—	—	—	—	—	—	85.3	0.00	85.3	8.53	0.00	—	298
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.10	2.10
Total	8.49	14.6	6.19	55.0	0.14	0.17	11.3	11.5	0.17	2.87	3.03	100	15,277	15,377	10.8	0.55	46.5	15,859
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	8.23	7.56	5.79	51.7	0.12	0.10	11.3	11.4	0.09	2.87	2.96	—	12,666	12,666	0.67	0.54	1.15	12,845
Area	0.00	6.83	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Energy	0.11	0.05	0.92	0.39	0.01	0.07	—	0.07	0.07	—	0.07	—	1,927	1,927	0.15	0.01	—	1,933
Water	—	—	—	—	—	—	—	—	—	—	—	14.9	85.7	101	1.53	0.04	—	150

Waste	—	—	—	—	—	—	—	—	—	—	—	85.3	0.00	85.3	8.53	0.00	—	298
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.10	2.10
Total	8.34	14.4	6.71	52.1	0.13	0.17	11.3	11.5	0.17	2.87	3.03	100	14,679	14,779	10.9	0.59	3.26	15,229
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	7.51	6.89	5.28	47.6	0.12	0.09	10.3	10.4	0.09	2.61	2.70	—	11,775	11,775	0.61	0.49	17.7	11,955
Area	0.00	6.83	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Energy	0.11	0.05	0.92	0.39	0.01	0.07	—	0.07	0.07	—	0.07	—	1,932	1,932	0.15	0.01	—	1,938
Water	—	—	—	—	—	—	—	—	—	—	—	14.9	85.7	101	1.53	0.04	—	150
Waste	—	—	—	—	—	—	—	—	—	—	—	85.3	0.00	85.3	8.53	0.00	—	298
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.10	2.10
Total	7.62	13.8	6.19	48.0	0.12	0.17	10.3	10.5	0.16	2.61	2.77	100	13,793	13,893	10.8	0.54	19.8	14,343
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.37	1.26	0.96	8.69	0.02	0.02	1.88	1.90	0.02	0.48	0.49	—	1,949	1,949	0.10	0.08	2.93	1,979
Area	0.00	1.25	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Energy	0.02	0.01	0.17	0.07	< 0.005	0.01	—	0.01	0.01	—	0.01	—	320	320	0.02	< 0.005	—	321
Water	—	—	—	—	—	—	—	—	—	—	—	2.46	14.2	16.7	0.25	0.01	—	24.8
Waste	—	—	—	—	—	—	—	—	—	—	—	14.1	0.00	14.1	1.41	0.00	—	49.4
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.35	0.35
Total	1.39	2.51	1.13	8.76	0.02	0.03	1.88	1.91	0.03	0.48	0.51	16.6	2,284	2,300	1.79	0.09	3.28	2,375

3. Construction Emissions Details

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

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Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	4.34	3.65	36.0	32.9	0.05	1.60	—	1.60	1.47	—	1.47	—	5,296	5,296	0.21	0.04	—	5,314
Dust From Material Movement:	—	—	—	—	—	—	7.67	7.67	—	3.94	3.94	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.27	0.23	2.27	2.07	< 0.005	0.10	—	0.10	0.09	—	0.09	—	334	334	0.01	< 0.005	—	335
Dust From Material Movement:	—	—	—	—	—	—	0.48	0.48	—	0.25	0.25	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.04	0.41	0.38	< 0.005	0.02	—	0.02	0.02	—	0.02	—	55.2	55.2	< 0.005	< 0.005	—	55.4
Dust From Material Movement:	—	—	—	—	—	—	0.09	0.09	—	0.05	0.05	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.07	0.76	0.00	0.00	0.15	0.15	0.00	0.03	0.03	—	160	160	0.01	0.01	0.02	162
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	10.2	10.2	< 0.005	< 0.005	0.02	10.3
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.68	1.68	< 0.005	< 0.005	< 0.005	1.71
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.2. Site Preparation (2024) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	4.34	3.65	36.0	32.9	0.05	1.60	—	1.60	1.47	—	1.47	—	5,296	5,296	0.21	0.04	—	5,314

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Dust From Material Movement:	—	—	—	—	—	—	7.67	7.67	—	3.94	3.94	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.27	0.23	2.27	2.07	< 0.005	0.10	—	0.10	0.09	—	0.09	—	334	334	0.01	< 0.005	—	335
Dust From Material Movement:	—	—	—	—	—	—	0.48	0.48	—	0.25	0.25	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.04	0.41	0.38	< 0.005	0.02	—	0.02	0.02	—	0.02	—	55.2	55.2	< 0.005	< 0.005	—	55.4
Dust From Material Movement:	—	—	—	—	—	—	0.09	0.09	—	0.05	0.05	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.07	0.76	0.00	0.00	0.15	0.15	0.00	0.03	0.03	—	160	160	0.01	0.01	0.02	162
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	10.2	10.2	< 0.005	< 0.005	0.02	10.3
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.68	1.68	< 0.005	< 0.005	< 0.005	1.71
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.3. Grading (2024) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	4.19	3.52	34.3	30.2	0.06	1.45	—	1.45	1.33	—	1.33	—	6,598	6,598	0.27	0.05	—	6,621
Dust From Material Movement:	—	—	—	—	—	—	3.60	3.60	—	1.43	1.43	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	4.19	3.52	34.3	30.2	0.06	1.45	—	1.45	1.33	—	1.33	—	6,598	6,598	0.27	0.05	—	6,621

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Dust From Material Movement:	—	—	—	—	—	—	3.60	3.60	—	1.43	1.43	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.73	0.62	6.01	5.29	0.01	0.25	—	0.25	0.23	—	0.23	—	1,157	1,157	0.05	0.01	—	1,161
Dust From Material Movement:	—	—	—	—	—	—	0.63	0.63	—	0.25	0.25	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	0.11	1.10	0.97	< 0.005	0.05	—	0.05	0.04	—	0.04	—	192	192	0.01	< 0.005	—	192
Dust From Material Movement:	—	—	—	—	—	—	0.12	0.12	—	0.05	0.05	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.08	0.07	0.99	0.00	0.00	0.17	0.17	0.00	0.04	0.04	—	194	194	0.01	0.01	0.78	197
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.25	0.07	4.36	1.55	0.02	0.06	0.82	0.88	0.06	0.22	0.28	—	3,238	3,238	0.18	0.52	6.96	3,404
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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Worker	0.09	0.08	0.07	0.87	0.00	0.00	0.17	0.17	0.00	0.04	0.04	—	183	183	0.01	0.01	0.02	185
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.24	0.07	4.51	1.57	0.02	0.06	0.82	0.88	0.06	0.22	0.28	—	3,239	3,239	0.18	0.52	0.18	3,398
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.01	0.01	0.15	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	32.3	32.3	< 0.005	< 0.005	0.06	32.8
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.04	0.01	0.79	0.27	< 0.005	0.01	0.14	0.15	0.01	0.04	0.05	—	568	568	0.03	0.09	0.53	596
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	5.35	5.35	< 0.005	< 0.005	0.01	5.43
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	< 0.005	0.14	0.05	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	94.0	94.0	0.01	0.02	0.09	98.7

3.4. Grading (2024) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	4.19	3.52	34.3	30.2	0.06	1.45	—	1.45	1.33	—	1.33	—	6,598	6,598	0.27	0.05	—	6,621
Dust From Material Movement	—	—	—	—	—	—	3.60	3.60	—	1.43	1.43	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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Off-Road Equipment	4.19	3.52	34.3	30.2	0.06	1.45	—	1.45	1.33	—	1.33	—	6,598	6,598	0.27	0.05	—	6,621
Dust From Material Movement:	—	—	—	—	—	—	3.60	3.60	—	1.43	1.43	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.73	0.62	6.01	5.29	0.01	0.25	—	0.25	0.23	—	0.23	—	1,157	1,157	0.05	0.01	—	1,161
Dust From Material Movement:	—	—	—	—	—	—	0.63	0.63	—	0.25	0.25	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	0.11	1.10	0.97	< 0.005	0.05	—	0.05	0.04	—	0.04	—	192	192	0.01	< 0.005	—	192
Dust From Material Movement:	—	—	—	—	—	—	0.12	0.12	—	0.05	0.05	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.08	0.07	0.99	0.00	0.00	0.17	0.17	0.00	0.04	0.04	—	194	194	0.01	0.01	0.78	197
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.25	0.07	4.36	1.55	0.02	0.06	0.82	0.88	0.06	0.22	0.28	—	3,238	3,238	0.18	0.52	6.96	3,404

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.08	0.07	0.87	0.00	0.00	0.17	0.17	0.00	0.04	0.04	—	183	183	0.01	0.01	0.02	185
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.24	0.07	4.51	1.57	0.02	0.06	0.82	0.88	0.06	0.22	0.28	—	3,239	3,239	0.18	0.52	0.18	3,398
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.01	0.01	0.15	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	32.3	32.3	< 0.005	< 0.005	0.06	32.8
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.04	0.01	0.79	0.27	< 0.005	0.01	0.14	0.15	0.01	0.04	0.05	—	568	568	0.03	0.09	0.53	596
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	5.35	5.35	< 0.005	< 0.005	0.01	5.43
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	< 0.005	0.14	0.05	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	94.0	94.0	0.01	0.02	0.09	98.7

3.5. 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	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.44	1.20	11.2	13.1	0.02	0.50	—	0.50	0.46	—	0.46	—	2,398	2,398	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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Off-Road Equipment	1.44	1.20	11.2	13.1	0.02	0.50	—	0.50	0.46	—	0.46	—	2,398	2,398	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.69	0.58	5.38	6.29	0.01	0.24	—	0.24	0.22	—	0.22	—	1,150	1,150	0.05	0.01	—	1,153
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	0.11	0.98	1.15	< 0.005	0.04	—	0.04	0.04	—	0.04	—	190	190	0.01	< 0.005	—	191
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.61	0.57	0.45	6.67	0.00	0.00	1.14	1.14	0.00	0.27	0.27	—	1,306	1,306	0.06	0.05	5.25	1,327
Vendor	0.05	0.02	0.83	0.38	< 0.005	0.01	0.15	0.16	0.01	0.04	0.05	—	602	602	0.03	0.08	1.55	629
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.61	0.56	0.50	5.84	0.00	0.00	1.14	1.14	0.00	0.27	0.27	—	1,233	1,233	0.07	0.05	0.14	1,249
Vendor	0.05	0.02	0.86	0.39	< 0.005	0.01	0.15	0.16	0.01	0.04	0.05	—	602	602	0.03	0.08	0.04	628
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.29	0.26	0.24	2.84	0.00	0.00	0.54	0.54	0.00	0.13	0.13	—	597	597	0.03	0.02	1.08	605
Vendor	0.02	0.01	0.41	0.19	< 0.005	< 0.005	0.07	0.08	< 0.005	0.02	0.02	—	289	289	0.01	0.04	0.32	301

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.05	0.04	0.52	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	98.8	98.8	0.01	< 0.005	0.18	100
Vendor	< 0.005	< 0.005	0.08	0.03	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	47.8	47.8	< 0.005	0.01	0.05	49.9
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.6. Building Construction (2024) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.44	1.20	11.2	13.1	0.02	0.50	—	0.50	0.46	—	0.46	—	2,398	2,398	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.44	1.20	11.2	13.1	0.02	0.50	—	0.50	0.46	—	0.46	—	2,398	2,398	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.69	0.58	5.38	6.29	0.01	0.24	—	0.24	0.22	—	0.22	—	1,150	1,150	0.05	0.01	—	1,153
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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Off-Road Equipment	0.13	0.11	0.98	1.15	< 0.005	0.04	—	0.04	0.04	—	0.04	—	190	190	0.01	< 0.005	—	191
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.61	0.57	0.45	6.67	0.00	0.00	1.14	1.14	0.00	0.27	0.27	—	1,306	1,306	0.06	0.05	5.25	1,327
Vendor	0.05	0.02	0.83	0.38	< 0.005	0.01	0.15	0.16	0.01	0.04	0.05	—	602	602	0.03	0.08	1.55	629
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.61	0.56	0.50	5.84	0.00	0.00	1.14	1.14	0.00	0.27	0.27	—	1,233	1,233	0.07	0.05	0.14	1,249
Vendor	0.05	0.02	0.86	0.39	< 0.005	0.01	0.15	0.16	0.01	0.04	0.05	—	602	602	0.03	0.08	0.04	628
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.29	0.26	0.24	2.84	0.00	0.00	0.54	0.54	0.00	0.13	0.13	—	597	597	0.03	0.02	1.08	605
Vendor	0.02	0.01	0.41	0.19	< 0.005	< 0.005	0.07	0.08	< 0.005	0.02	0.02	—	289	289	0.01	0.04	0.32	301
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.05	0.04	0.52	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	98.8	98.8	0.01	< 0.005	0.18	100
Vendor	< 0.005	< 0.005	0.08	0.03	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	47.8	47.8	< 0.005	0.01	0.05	49.9
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.7. Building Construction (2025) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
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Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.35	1.13	10.4	13.0	0.02	0.43	—	0.43	0.40	—	0.40	—	2,398	2,398	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.35	1.13	10.4	13.0	0.02	0.43	—	0.43	0.40	—	0.40	—	2,398	2,398	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.72	0.60	5.58	6.97	0.01	0.23	—	0.23	0.21	—	0.21	—	1,281	1,281	0.05	0.01	—	1,285
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	0.11	1.02	1.27	< 0.005	0.04	—	0.04	0.04	—	0.04	—	212	212	0.01	< 0.005	—	213
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.59	0.54	0.41	6.25	0.00	0.00	1.14	1.14	0.00	0.27	0.27	—	1,281	1,281	0.06	0.04	4.80	1,300
Vendor	0.05	0.02	0.79	0.37	< 0.005	0.01	0.15	0.16	0.01	0.04	0.05	—	591	591	0.03	0.08	1.53	618
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.58	0.54	0.46	5.47	0.00	0.00	1.14	1.14	0.00	0.27	0.27	—	1,209	1,209	0.07	0.05	0.12	1,225
Vendor	0.05	0.02	0.82	0.38	< 0.005	0.01	0.15	0.16	0.01	0.04	0.05	—	592	592	0.03	0.08	0.04	617
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.31	0.28	0.24	2.97	0.00	0.00	0.60	0.60	0.00	0.14	0.14	—	652	652	0.03	0.03	1.11	661
Vendor	0.03	0.01	0.43	0.20	< 0.005	< 0.005	0.08	0.08	< 0.005	0.02	0.03	—	316	316	0.01	0.04	0.36	330
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.05	0.04	0.54	0.00	0.00	0.11	0.11	0.00	0.03	0.03	—	108	108	0.01	< 0.005	0.18	110
Vendor	< 0.005	< 0.005	0.08	0.04	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	< 0.005	—	52.3	52.3	< 0.005	0.01	0.06	54.6
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.8. Building Construction (2025) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.35	1.13	10.4	13.0	0.02	0.43	—	0.43	0.40	—	0.40	—	2,398	2,398	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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Off-Road Equipment	1.35	1.13	10.4	13.0	0.02	0.43	—	0.43	0.40	—	0.40	—	2,398	2,398	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.72	0.60	5.58	6.97	0.01	0.23	—	0.23	0.21	—	0.21	—	1,281	1,281	0.05	0.01	—	1,285
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	0.11	1.02	1.27	< 0.005	0.04	—	0.04	0.04	—	0.04	—	212	212	0.01	< 0.005	—	213
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.59	0.54	0.41	6.25	0.00	0.00	1.14	1.14	0.00	0.27	0.27	—	1,281	1,281	0.06	0.04	4.80	1,300
Vendor	0.05	0.02	0.79	0.37	< 0.005	0.01	0.15	0.16	0.01	0.04	0.05	—	591	591	0.03	0.08	1.53	618
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.58	0.54	0.46	5.47	0.00	0.00	1.14	1.14	0.00	0.27	0.27	—	1,209	1,209	0.07	0.05	0.12	1,225
Vendor	0.05	0.02	0.82	0.38	< 0.005	0.01	0.15	0.16	0.01	0.04	0.05	—	592	592	0.03	0.08	0.04	617
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.31	0.28	0.24	2.97	0.00	0.00	0.60	0.60	0.00	0.14	0.14	—	652	652	0.03	0.03	1.11	661
Vendor	0.03	0.01	0.43	0.20	< 0.005	< 0.005	0.08	0.08	< 0.005	0.02	0.03	—	316	316	0.01	0.04	0.36	330

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.05	0.04	0.54	0.00	0.00	0.11	0.11	0.00	0.03	0.03	—	108	108	0.01	< 0.005	0.18	110
Vendor	< 0.005	< 0.005	0.08	0.04	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	< 0.005	—	52.3	52.3	< 0.005	0.01	0.06	54.6
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Paving (2025) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.95	0.80	7.45	9.98	0.01	0.35	—	0.35	0.32	—	0.32	—	1,511	1,511	0.06	0.01	—	1,517
Paving	—	0.29	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.95	0.80	7.45	9.98	0.01	0.35	—	0.35	0.32	—	0.32	—	1,511	1,511	0.06	0.01	—	1,517
Paving	—	0.29	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	0.10	0.92	1.23	< 0.005	0.04	—	0.04	0.04	—	0.04	—	186	186	0.01	< 0.005	—	187
Paving	—	0.04	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.17	0.22	< 0.005	0.01	—	0.01	0.01	—	0.01	—	30.9	30.9	< 0.005	< 0.005	—	31.0
Paving	—	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.05	0.69	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	142	142	0.01	< 0.005	0.53	144
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.06	0.05	0.61	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	134	134	0.01	0.01	0.01	136
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.08	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	16.7	16.7	< 0.005	< 0.005	0.03	17.0
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.77	2.77	< 0.005	< 0.005	< 0.005	2.81
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.10. Paving (2025) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.95	0.80	7.45	9.98	0.01	0.35	—	0.35	0.32	—	0.32	—	1,511	1,511	0.06	0.01	—	1,517
Paving	—	0.29	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.95	0.80	7.45	9.98	0.01	0.35	—	0.35	0.32	—	0.32	—	1,511	1,511	0.06	0.01	—	1,517
Paving	—	0.29	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	0.10	0.92	1.23	< 0.005	0.04	—	0.04	0.04	—	0.04	—	186	186	0.01	< 0.005	—	187
Paving	—	0.04	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.17	0.22	< 0.005	0.01	—	0.01	0.01	—	0.01	—	30.9	30.9	< 0.005	< 0.005	—	31.0
Paving	—	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.05	0.69	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	142	142	0.01	< 0.005	0.53	144
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.06	0.05	0.61	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	134	134	0.01	0.01	0.01	136
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.08	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	16.7	16.7	< 0.005	< 0.005	0.03	17.0
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.77	2.77	< 0.005	< 0.005	< 0.005	2.81
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.11. Architectural Coating (2025) - Unmitigated

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

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

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Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.13	0.88	1.14	< 0.005	0.03	—	0.03	0.03	—	0.03	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	—	44.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.10	0.13	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	15.7	15.7	< 0.005	< 0.005	—	15.8
Architectural Coatings	—	5.21	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.60	2.60	< 0.005	< 0.005	—	2.61
Architectural Coatings	—	0.95	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.12	0.11	0.09	1.09	0.00	0.00	0.23	0.23	0.00	0.05	0.05	—	242	242	0.01	0.01	0.02	245
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.13	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	28.8	28.8	< 0.005	< 0.005	0.05	29.2
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	4.76	4.76	< 0.005	< 0.005	0.01	4.83
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.12. Architectural Coating (2025) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.13	0.88	1.14	< 0.005	0.03	—	0.03	0.03	—	0.03	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	—	44.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.10	0.13	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	15.7	15.7	< 0.005	< 0.005	—	15.8
Architectural Coatings	—	5.21	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.60	2.60	< 0.005	< 0.005	—	2.61
Architectural Coatings	—	0.95	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.12	0.11	0.09	1.09	0.00	0.00	0.23	0.23	0.00	0.05	0.05	—	242	242	0.01	0.01	0.02	245
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.13	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	28.8	28.8	< 0.005	< 0.005	0.05	29.2
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	4.76	4.76	< 0.005	< 0.005	0.01	4.83
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	5.93	5.46	3.73	38.6	0.09	0.07	7.99	8.06	0.07	2.03	2.09	—	9,367	9,367	0.44	0.36	31.4	9,517
Single Family Housing	2.93	2.70	1.84	19.1	0.05	0.04	3.95	3.98	0.03	1.00	1.03	—	4,629	4,629	0.22	0.18	15.5	4,704
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	8.86	8.16	5.57	57.7	0.14	0.11	11.9	12.0	0.10	3.03	3.13	—	13,997	13,997	0.66	0.54	46.9	14,221
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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Apartments Low Rise	5.82	5.34	4.09	36.5	0.09	0.07	7.99	8.06	0.07	2.03	2.09	—	8,952	8,952	0.47	0.38	0.81	9,078
Single Family Housing	2.88	2.64	2.02	18.1	0.04	0.04	3.95	3.98	0.03	1.00	1.03	—	4,424	4,424	0.23	0.19	0.40	4,487
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	8.69	7.98	6.12	54.6	0.13	0.11	11.9	12.0	0.10	3.03	3.13	—	13,376	13,376	0.71	0.57	1.22	13,565
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	0.94	0.86	0.66	5.95	0.01	0.01	1.29	1.30	0.01	0.33	0.34	—	1,336	1,336	0.07	0.06	2.01	1,356
Single Family Housing	0.51	0.47	0.36	3.21	0.01	0.01	0.70	0.70	0.01	0.18	0.18	—	721	721	0.04	0.03	1.08	732
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	1.45	1.33	1.02	9.17	0.02	0.02	1.98	2.00	0.02	0.50	0.52	—	2,057	2,057	0.11	0.09	3.09	2,088

4.1.2. Mitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	5.52	5.09	3.47	35.9	0.09	0.07	7.44	7.51	0.06	1.89	1.95	—	8,725	8,725	0.41	0.34	29.2	8,865

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Single Family Housing	2.87	2.64	1.80	18.7	0.04	0.03	3.86	3.90	0.03	0.98	1.01	—	4,529	4,529	0.21	0.17	15.2	4,601
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	8.39	7.73	5.27	54.6	0.13	0.10	11.3	11.4	0.09	2.87	2.96	—	13,254	13,254	0.63	0.51	44.4	13,466
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	5.42	4.97	3.81	34.0	0.08	0.07	7.44	7.51	0.06	1.89	1.95	—	8,338	8,338	0.44	0.36	0.76	8,456
Single Family Housing	2.81	2.58	1.98	17.7	0.04	0.03	3.86	3.90	0.03	0.98	1.01	—	4,328	4,328	0.23	0.18	0.39	4,389
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	8.23	7.56	5.79	51.7	0.12	0.10	11.3	11.4	0.09	2.87	2.96	—	12,666	12,666	0.67	0.54	1.15	12,845
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	0.87	0.80	0.61	5.55	0.01	0.01	1.20	1.21	0.01	0.30	0.31	—	1,244	1,244	0.06	0.05	1.87	1,263
Single Family Housing	0.50	0.45	0.35	3.14	0.01	0.01	0.68	0.69	0.01	0.17	0.18	—	705	705	0.04	0.03	1.06	716
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	1.37	1.26	0.96	8.69	0.02	0.02	1.88	1.90	0.02	0.48	0.49	—	1,949	1,949	0.10	0.08	2.93	1,979

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	868	868	0.05	0.01	—	871
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	664	664	0.04	< 0.005	—	666
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	1,532	1,532	0.09	0.01	—	1,537
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	868	868	0.05	0.01	—	871
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	664	664	0.04	< 0.005	—	666
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	1,532	1,532	0.09	0.01	—	1,537
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	144	144	0.01	< 0.005	—	144

Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	110	110	0.01	< 0.005	—	110
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	254	254	0.01	< 0.005	—	255

4.2.2. Electricity Emissions By Land Use - Mitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	439	439	0.02	< 0.005	—	440
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	335	335	0.02	< 0.005	—	336
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	773	773	0.04	0.01	—	776
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	432	432	0.02	< 0.005	—	433
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	332	332	0.02	< 0.005	—	333

Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	764	764	0.04	0.01	—	766
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	72.1	72.1	< 0.005	< 0.005	—	72.3
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	55.2	55.2	< 0.005	< 0.005	—	55.3
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	127	127	0.01	< 0.005	—	128

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	0.06	0.03	0.53	0.22	< 0.005	0.04	—	0.04	0.04	—	0.04	—	670	670	0.06	< 0.005	—	671
Single Family Housing	0.06	0.03	0.48	0.21	< 0.005	0.04	—	0.04	0.04	—	0.04	—	612	612	0.05	< 0.005	—	614
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.12	0.06	1.01	0.43	0.01	0.08	—	0.08	0.08	—	0.08	—	1,282	1,282	0.11	< 0.005	—	1,285

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	0.06	0.03	0.53	0.22	< 0.005	0.04	—	0.04	0.04	—	0.04	—	670	670	0.06	< 0.005	—	671
Single Family Housing	0.06	0.03	0.48	0.21	< 0.005	0.04	—	0.04	0.04	—	0.04	—	612	612	0.05	< 0.005	—	614
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.12	0.06	1.01	0.43	0.01	0.08	—	0.08	0.08	—	0.08	—	1,282	1,282	0.11	< 0.005	—	1,285
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	0.01	0.01	0.10	0.04	< 0.005	0.01	—	0.01	0.01	—	0.01	—	111	111	0.01	< 0.005	—	111
Single Family Housing	0.01	0.01	0.09	0.04	< 0.005	0.01	—	0.01	0.01	—	0.01	—	101	101	0.01	< 0.005	—	102
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.02	0.01	0.18	0.08	< 0.005	0.01	—	0.01	0.01	—	0.01	—	212	212	0.02	< 0.005	—	213

4.2.4. Natural Gas Emissions By Land Use - Mitigated

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

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

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Apartments Low Rise	0.06	0.03	0.48	0.20	< 0.005	0.04	—	0.04	0.04	—	0.04	—	609	609	0.05	< 0.005	—	611
Single Family Housing	0.05	0.03	0.44	0.19	< 0.005	0.04	—	0.04	0.04	—	0.04	—	554	554	0.05	< 0.005	—	556
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.11	0.05	0.92	0.39	0.01	0.07	—	0.07	0.07	—	0.07	—	1,164	1,164	0.10	< 0.005	—	1,167
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	0.06	0.03	0.48	0.20	< 0.005	0.04	—	0.04	0.04	—	0.04	—	609	609	0.05	< 0.005	—	611
Single Family Housing	0.05	0.03	0.44	0.19	< 0.005	0.04	—	0.04	0.04	—	0.04	—	554	554	0.05	< 0.005	—	556
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.11	0.05	0.92	0.39	0.01	0.07	—	0.07	0.07	—	0.07	—	1,164	1,164	0.10	< 0.005	—	1,167
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	0.01	0.01	0.09	0.04	< 0.005	0.01	—	0.01	0.01	—	0.01	—	101	101	0.01	< 0.005	—	101
Single Family Housing	0.01	< 0.005	0.08	0.03	< 0.005	0.01	—	0.01	0.01	—	0.01	—	91.8	91.8	0.01	< 0.005	—	92.1
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.02	0.01	0.17	0.07	< 0.005	0.01	—	0.01	0.01	—	0.01	—	193	193	0.02	< 0.005	—	193

4.3. Area Emissions by Source

4.3.1. Unmitigated

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

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Consumer Products	—	6.31	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.52	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	1.17	1.11	0.12	12.5	< 0.005	< 0.005	—	< 0.005	0.01	—	0.01	—	33.5	33.5	< 0.005	< 0.005	—	33.6
Total	1.17	7.94	0.12	12.5	< 0.005	< 0.005	—	< 0.005	0.01	—	0.01	0.00	33.5	33.5	< 0.005	< 0.005	—	33.6
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Consumer Products	—	6.31	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.52	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	0.00	6.83	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00

Consum Products	—	1.15	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architect ural Coatings	—	0.10	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipme nt	0.11	0.10	0.01	1.13	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.74	2.74	< 0.005	< 0.005	—	2.75
Total	0.11	1.35	0.01	1.13	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	2.74	2.74	< 0.005	< 0.005	—	2.75

4.3.2. Mitigated

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

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Consum er Products	—	6.31	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architect ural Coatings	—	0.52	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	0.00	6.83	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Consum er Products	—	6.31	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Architectural Coatings	—	0.52	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	0.00	6.83	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Consumer Products	—	1.15	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.10	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	0.00	1.25	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	10.4	79.5	89.9	1.07	0.03	—	124
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	4.51	45.9	50.4	0.47	0.01	—	65.4
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	14.9	125	140	1.53	0.04	—	190

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	10.4	79.5	89.9	1.07	0.03	—	124
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	4.51	45.9	50.4	0.47	0.01	—	65.4
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	14.9	125	140	1.53	0.04	—	190
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	1.72	13.2	14.9	0.18	< 0.005	—	20.6
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	0.75	7.60	8.35	0.08	< 0.005	—	10.8
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	2.46	20.8	23.2	0.25	0.01	—	31.4

4.4.2. Mitigated

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

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

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Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	10.4	59.6	70.0	1.07	0.03	—	104
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	4.51	26.1	30.6	0.46	0.01	—	45.5
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	14.9	85.7	101	1.53	0.04	—	150
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	10.4	59.6	70.0	1.07	0.03	—	104
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	4.51	26.1	30.6	0.46	0.01	—	45.5
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	14.9	85.7	101	1.53	0.04	—	150
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	1.72	9.87	11.6	0.18	< 0.005	—	17.3
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	0.75	4.31	5.06	0.08	< 0.005	—	7.53
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	2.46	14.2	16.7	0.25	0.01	—	24.8

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	61.4	0.00	61.4	6.14	0.00	—	215
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	23.9	0.00	23.9	2.39	0.00	—	83.6
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	85.3	0.00	85.3	8.53	0.00	—	298
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	61.4	0.00	61.4	6.14	0.00	—	215
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	23.9	0.00	23.9	2.39	0.00	—	83.6
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	85.3	0.00	85.3	8.53	0.00	—	298
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Apartments	—	—	—	—	—	—	—	—	—	—	—	10.2	0.00	10.2	1.02	0.00	—	35.6
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	3.96	0.00	3.96	0.40	0.00	—	13.8
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	14.1	0.00	14.1	1.41	0.00	—	49.4

4.5.2. Mitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	61.4	0.00	61.4	6.14	0.00	—	215
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	23.9	0.00	23.9	2.39	0.00	—	83.6
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	85.3	0.00	85.3	8.53	0.00	—	298
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	61.4	0.00	61.4	6.14	0.00	—	215

Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	23.9	0.00	23.9	2.39	0.00	—	83.6
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	85.3	0.00	85.3	8.53	0.00	—	298
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	10.2	0.00	10.2	1.02	0.00	—	35.6
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	3.96	0.00	3.96	0.40	0.00	—	13.8
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	14.1	0.00	14.1	1.41	0.00	—	49.4

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.17	1.17
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.94	0.94

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.10	2.10
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.17	1.17
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.94	0.94
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.10	2.10
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.19	0.19
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.15	0.15
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.35	0.35

4.6.2. Mitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.17	1.17
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.94	0.94
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.10	2.10

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.17	1.17
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.94	0.94
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.10	2.10
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.19	0.19
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.15	0.15
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.35	0.35

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

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

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

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

4.7.2. Mitigated

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

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

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

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

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

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

4.8.2. Mitigated

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

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

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

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

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

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

4.9.2. Mitigated

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

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

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

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

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

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

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

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

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

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

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

Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

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

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

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

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

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

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

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

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

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

—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Site Preparation	Site Preparation	1/1/2024	1/31/2024	5.00	23.0	—
Grading	Grading	2/1/2024	4/30/2024	5.00	64.0	—
Building Construction	Building Construction	5/1/2024	9/30/2025	5.00	370	—
Paving	Paving	9/1/2025	10/31/2025	5.00	45.0	—
Architectural Coating	Architectural Coating	11/1/2025	12/31/2025	5.00	43.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00	8.00	367	0.40

Nakano (No Mitigation, with PDFs, 2022 Title 24 Baseline) Detailed Report, 12/8/2023

Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	4.00	8.00	84.0	0.37
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Excavators	Diesel	Average	2.00	8.00	36.0	0.38
Grading	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Grading	Scrapers	Diesel	Average	2.00	8.00	423	0.48
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Building Construction	Forklifts	Diesel	Average	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Cranes	Diesel	Average	1.00	7.00	367	0.29
Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	3.00	7.00	84.0	0.37
Paving	Pavers	Diesel	Average	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	4.00	8.00	84.0	0.37
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Excavators	Diesel	Average	2.00	8.00	36.0	0.38
Grading	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Grading	Scrapers	Diesel	Average	2.00	8.00	423	0.48
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40

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

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	—	—	—	—
Site Preparation	Worker	17.5	12.0	LDA,LDT1,LDT2
Site Preparation	Vendor	—	7.63	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	20.0	12.0	LDA,LDT1,LDT2
Grading	Vendor	—	7.63	HHDT,MHDT
Grading	Hauling	44.1	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	135	12.0	LDA,LDT1,LDT2
Building Construction	Vendor	23.6	7.63	HHDT,MHDT

Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	15.0	12.0	LDA,LDT1,LDT2
Paving	Vendor	—	7.63	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	27.0	12.0	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	7.63	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	—	—	—	—
Site Preparation	Worker	17.5	12.0	LDA,LDT1,LDT2
Site Preparation	Vendor	—	7.63	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	20.0	12.0	LDA,LDT1,LDT2
Grading	Vendor	—	7.63	HHDT,MHDT
Grading	Hauling	44.1	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	135	12.0	LDA,LDT1,LDT2

Building Construction	Vendor	23.6	7.63	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	15.0	12.0	LDA,LDT1,LDT2
Paving	Vendor	—	7.63	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	27.0	12.0	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	7.63	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	595,127	198,376	0.00	0.00	13,068

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
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Site Preparation	0.00	0.00	34.5	0.00	—
Grading	22,600	0.00	192	0.00	—
Paving	0.00	0.00	0.00	0.00	5.74

5.6.2. Construction Earthmoving Control Strategies

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

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Apartments Low Rise	—	0%
Single Family Housing	0.74	0%
Other Asphalt Surfaces	5.00	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2024	0.00	589	0.03	< 0.005
2025	0.00	589	0.03	< 0.005

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Apartments Low Rise	1,232	1,371	1,056	447,753	10,168	11,312	8,719	3,695,355

Single Family Housing	670	677	607	241,650	5,530	5,590	5,010	1,994,368
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Apartments Low Rise	1,148	1,277	984	417,071	9,471	10,537	8,121	3,442,136
Single Family Housing	655	663	594	236,392	5,409	5,469	4,901	1,950,974
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

Hearth Type	Unmitigated (number)
Apartments Low Rise	—
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	154
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0

Pellet Wood Stoves	0
Single Family Housing	—
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	67
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0

5.10.1.2. Mitigated

Hearth Type	Unmitigated (number)
Apartments Low Rise	—
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	154
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0
Single Family Housing	—
Wood Fireplaces	0
Gas Fireplaces	0

Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	67
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
595127.25	198,376	0.00	0.00	13,068

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	180

5.10.4. Landscape Equipment - Mitigated

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	180

5.11. Operational Energy Consumption

5.11.1. Unmitigated

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

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Apartments Low Rise	537,959	589	0.0330	0.0040	2,089,073
Single Family Housing	411,466	589	0.0330	0.0040	1,910,635
Other Asphalt Surfaces	0.00	589	0.0330	0.0040	0.00

5.11.2. Mitigated

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

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Apartments Low Rise	267,674	589	0.0330	0.0040	1,900,279
Single Family Housing	205,547	589	0.0330	0.0040	1,730,182
Other Asphalt Surfaces	0.00	589	0.0330	0.0040	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Apartments Low Rise	5,410,494	2,343,022
Single Family Housing	2,353,916	2,343,022
Other Asphalt Surfaces	0.00	0.00

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Apartments Low Rise	5,410,494	23,430
Single Family Housing	2,353,916	23,430
Other Asphalt Surfaces	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments Low Rise	114	—
Single Family Housing	44.3	—
Other Asphalt Surfaces	0.00	—

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments Low Rise	114	—
Single Family Housing	44.3	—
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
Apartments Low Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Low Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
Single Family Housing	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Single Family Housing	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00

5.14.2. Mitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Apartments Low Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Low Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
Single Family Housing	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Single Family Housing	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

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

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
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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
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5.16.2. Process Boilers

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

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres
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5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres
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5.18.1.2. Mitigated

Biomass Cover Type	Initial Acres	Final Acres
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5.18.2. Sequestration

5.18.2.1. Unmitigated

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

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)
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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	7.94	annual days of extreme heat
Extreme Precipitation	2.15	annual days with precipitation above 20 mm
Sea Level Rise	0.00	meters of inundation depth
Wildfire	1.25	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters

Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	0	0	N/A
Wildfire	1	0	0	N/A

Flooding	0	0	0	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	N/A	N/A	N/A	N/A

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

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

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

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

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores 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	35.3
AQ-PM	91.2
AQ-DPM	40.2
Drinking Water	23.5
Lead Risk Housing	23.3
Pesticides	0.00
Toxic Releases	83.2
Traffic	35.6
Effect Indicators	—
CleanUp Sites	58.2
Groundwater	78.9
Haz Waste Facilities/Generators	87.7
Impaired Water Bodies	23.9
Solid Waste	98.0
Sensitive Population	—
Asthma	44.2
Cardio-vascular	32.2
Low Birth Weights	63.3
Socioeconomic Factor Indicators	—
Education	63.4
Housing	28.7
Linguistic	59.0
Poverty	28.4

Unemployment	43.1
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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	75.43949698
Employed	5.838573078
Median HI	79.10945721
Education	—
Bachelor's or higher	36.87925061
High school enrollment	100
Preschool enrollment	28.78224047
Transportation	—
Auto Access	98.98626973
Active commuting	31.93891954
Social	—
2-parent households	63.27473374
Voting	50.45553702
Neighborhood	—
Alcohol availability	88.24586167
Park access	62.71012447
Retail density	19.73566021
Supermarket access	30.0012832
Tree canopy	7.609393045
Housing	—
Homeownership	50.03208007

Housing habitability	62.77428461
Low-inc homeowner severe housing cost burden	69.56242782
Low-inc renter severe housing cost burden	76.63287566
Uncrowded housing	34.15886052
Health Outcomes	—
Insured adults	38.36776594
Arthritis	94.2
Asthma ER Admissions	45.5
High Blood Pressure	96.6
Cancer (excluding skin)	93.3
Asthma	72.9
Coronary Heart Disease	94.7
Chronic Obstructive Pulmonary Disease	89.8
Diagnosed Diabetes	67.4
Life Expectancy at Birth	58.2
Cognitively Disabled	92.5
Physically Disabled	92.6
Heart Attack ER Admissions	59.6
Mental Health Not Good	49.5
Chronic Kidney Disease	85.5
Obesity	60.5
Pedestrian Injuries	45.3
Physical Health Not Good	66.1
Stroke	91.3
Health Risk Behaviors	—
Binge Drinking	17.1
Current Smoker	52.6

No Leisure Time for Physical Activity	45.0
Climate Change Exposures	—
Wildfire Risk	73.6
SLR Inundation Area	0.0
Children	33.8
Elderly	92.4
English Speaking	61.8
Foreign-born	71.1
Outdoor Workers	75.2
Climate Change Adaptive Capacity	—
Impervious Surface Cover	63.1
Traffic Density	67.4
Traffic Access	55.4
Other Indices	—
Hardship	46.0
Other Decision Support	—
2016 Voting	51.0

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	57.0
Healthy Places Index Score for Project Location (b)	50.0
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	221 Units, 23.8 acres Landscape - 260,783 sf (22,482 sf Rec Areas)
Construction: Construction Phases	Construction schedule provided by applicant
Operations: Vehicle Data	Detached - 10 weekday trips/unit Multi-family - 8 weekday trips/unit Weekend trips adjusted proportionately based on weekday trip rates and CalEEMod defaults
Operations: Hearths	No fireplaces or wood stoves

ATTACHMENT 2

Health Risk Analysis Calculations

Nakano

Operational Roadway Health Risk Assessment - Roadway Emission Inventory

Vehicle Class	Fuel Type	Buildout Year Vehicle Volume (2024) ²	Distance (meter) ³	Distance (miles)	Daily VMT	PM10					Adjusted Indoor Emissions Exposure ⁴	
						EF (g/mile)	Emission (g/day)	Emission (lb/hr)	Emission (lb/yr)	Emission (ton/yr)	Emission (lb/hr)	Emission (lb/yr)
SLINE1: I-805, Northbound												
All Trucks	DSL	4,656	1,224	0.76	3,542	0.0313	110.99	0.0102	89.31	0.0446551		
Non-Trucks	DSL	668	1,224	0.76	508	0.0218	11.09	0.0010	8.92	0.0044618		
All Diesel Trucks							122.08	0.0112	98.23	0.0491169	0.0034	29.86
SLINE2: I-805, Southbound												
All Trucks	DSL	5,055	1,217	0.76	3,824	0.0313	119.83	0.0110	96.43	0.0482127		
Non-Trucks	DSL	687	1,217	0.76	520	0.0218	11.34	0.0010	9.12	0.0045625		
All Diesel Trucks							131.17	0.0120	105.55	0.0527752	0.0037	32.09

1. Estimated based on the EMFAC2017 emission rates and vehicle fleet breakdown, and Caltrans average daily vehicle and truck traffic provided by PeMs (Caltrans 2019).
2. Estimated based on Caltrans annual growth projection between 2014 and 2019 using PeMs (Caltrans 2019). When annual growth was a negative number, no growth (0%) was conservatively assumed instead.
3. Based on the modeled link length used in the AERMOD model.
4. Adjusted indoor exposure assumes the following:
 % Reduction Assumed
 87% % Time Indoors
 80% % MERV13 PM10 Reduction
 69.60% Total Reduction

Percent by Emissions	Vehicle Category	Plume Height by Type	Weighted Plume Height	Weighted Release Height
91%	Truck		6.8	6.42
9%	Non-trucks		2.6	3.21
91%	Truck		6.8	6.44
9%	Non-trucks		2.6	3.22

Estimate the Top of Plume Height using an emissions-weighted average. For example, if light-duty and heavy-duty vehicles contribute 40 percent and 60 percent of the emissions of a given volume source, respectively, the Top of Plume Height would be calculated as: $(0.4 * 2.6) + (0.6 * 6.8) = 5.1$ meters.

Year 2019 and 2024 Daily Traffic Volumes on I-805					
Segment of I-805, between Main Street and Palm Avenue	Year 2019 ADT	Year 2019 Truck ADT	Year 2019 Truck %	Year 2024 ³ Truck	Year 2024 ³ ADT
Total ¹	199,000	13,930	7.0%	14,627	208,950
Northbound ²	97,915	6,678	6.8%	7,012	102,811
Southbound ²	101,085	7,252	7.2%	7,614	106,139

¹ Total average daily traffic (ADT) from Caltrans Traffic Census Program accessed at <https://dot.ca.gov/programs/traffic-operations/census>

² Directional split for daily traffic estimated by aggregating data available at Caltrans PeMS 20.0.1 for corresponding locations; ADT and Truck % based on aggregate data from January 2019 to January 2020.

³ Year 2024 ADT was estimated by applying a growth rate of 1.0% per year for a period of 5 years. The growth rate was calculated using year 2017 and 2018 Caltrans daily volumes for the I-805 freeway segment between Main Street and Palm Avenue.

Growth estimated from Caltrans Census 1.0% per year

Direction Split estimated using PeMS Data	
ADT	Truck
49.2%	47.94%
50.8%	52.06%

Diesel NonTru	Diesel Truck
668	4,656
687	5,055

Year 2019 Annual Average Truck Traffic - accessed at <https://dot.ca.gov/programs/traffic-operations/census>

LEG	DESCRIPTION	VEHICLE_AADT_TOTAL	TRUCK_AADT_TOTAL	TRUCK_PERCENT_TOT	TRK_2_AXLE	TRK_3_AXLE	TRK_4_AXLE	TRK_5_AXLE	TRK_2_AXLE_PCT	TRK_3_AXLE_PCT	TRK_4_AXLE_PCT	TRK_5_AXLE_PCT
I-805 between Main Street and Palm Avenue		199,000	13,930	7	7,303	1,217	405	5,004	52	9	3	36

Nakano

Operational Roadway Health Risk Assessment - Emission Factors and Diesel Adjustments

Source: EMFAC2021 (v1.0.1) Emission Rates

Region Type: County

Region: San Diego

Calendar Year: 2024

Season: Annual

Vehicle Classification: EMFAC2007 Categories

Units: miles/day for CVMT and EVMT, trips/day for Trips, kWh/day for Energy Consumption, g/mile for RUNEX, PMBW and PMTW, g/trip for STREX, HOTSOAK and RUNLOSS, g/vehicle/day for IDLEX and DIURN

Heavy-Duty Diesel Truck Weighted Emission Factor

Region	Calendar		Vehicle		Speed	Fuel	Population	VMT	Trips	PM10_RUNEX
	Year	Category	Model Year	Model Year						
San Diego	2024	HHDT	Aggregate	Aggregate	Aggregate	Diesel	14,732	1,859,685	220,551	0.0278
San Diego	2024	LHDT1	Aggregate	Aggregate	Aggregate	Diesel	30,083	1,194,853	378,412	0.0450
San Diego	2024	LHDT2	Aggregate	Aggregate	Aggregate	Diesel	11,684	483,249	146,971	0.0383
San Diego	2024	MHDT	Aggregate	Aggregate	Aggregate	Diesel	17,479	748,443	202,508	0.0138
										0.0313

Non-Truck Diesel Vehicles Weighted Emission Factor

Region	Calendar		Vehicle		Speed	Fuel	Population	VMT	Trips	PM10_RUNEX
	Year	Category	Model Year	Model Year						
San Diego	2024	LDA	Aggregate	Aggregate	Aggregate	Diesel	5,631	172,213	23,871	0.016385173
San Diego	2024	LDT1	Aggregate	Aggregate	Aggregate	Diesel	61	888	174	0.282515534
San Diego	2024	LDT2	Aggregate	Aggregate	Aggregate	Diesel	2,079	87,678	9,900	0.005589806
San Diego	2024	MDV	Aggregate	Aggregate	Aggregate	Diesel	5,837	235,562	27,174	0.007898905
San Diego	2024	MH	Aggregate	Aggregate	Aggregate	Diesel	4,095	39,602	409	0.118987731
San Diego	2024	OBUS	Aggregate	Aggregate	Aggregate	Diesel	595	47,363	7,618	0.045592772
San Diego	2024	SBUS	Aggregate	Aggregate	Aggregate	Diesel	2,131	45,339	30,853	0.031385849
San Diego	2024	UBUS	Aggregate	Aggregate	Aggregate	Diesel	0	0	0	0
										0.0218

Heavy-Duty Truck Diesel v Non-Diesel Percent

Region	Calendar		Vehicle		Speed	Fuel	Population	VMT	Trips	PM10_RUNEX	
	Year	Category	Model Year	Model Year							
San Diego	2024	HHDT	Aggregate	Aggregate	Aggregate	Gasoline	8	492	164	0	0.03%
San Diego	2024	HHDT	Aggregate	Aggregate	Aggregate	Diesel	14,732	1,859,685	220,551	0.0278	96.37%
San Diego	2024	HHDT	Aggregate	Aggregate	Aggregate	Natural Ga:	1,074	69,525	6,691	0	3.60%
										1,929,702	100.00%
San Diego	2024	LHDT1	Aggregate	Aggregate	Aggregate	Gasoline	42,014	1,671,762	625,940	0	46.68%
San Diego	2024	LHDT1	Aggregate	Aggregate	Aggregate	Diesel	30,083	1,194,853	378,412	0.0450	33.36%
San Diego	2024	LHDT2	Aggregate	Aggregate	Aggregate	Gasoline	5,983	231,444	89,138	0	6.46%
San Diego	2024	LHDT2	Aggregate	Aggregate	Aggregate	Diesel	11,684	483,249	146,971	0.0383	13.49%
										3,581,308	100.00%

San Diego	2024	MHDT	Aggregate	Aggregate	Gasoline	3,473	196,459	69,488	0	20.79%
San Diego	2024	MHDT	Aggregate	Aggregate	Diesel	17,479	748,443	202,508	0.0138	79.21%
							944,902			100.00%

	Non-Diesel	Diesel
6,455,913	2,169,683	4,286,230
	33.61%	66.39%

Non-Truck Diesel v Non-Diesel Percent

Region	Calendar Y	Vehicle Cat	Model Year	Speed	Fuel	Population	VMT	Trips	PM10_RUNEX
San Diego	2024	LDA	Aggregate	Aggregate	Gasoline	1,175,418	46,842,847	5,461,506	0.001667136
San Diego	2024	LDA	Aggregate	Aggregate	Diesel	5,631	172,213	23,871	0.016385173
San Diego	2024	LDA	Aggregate	Aggregate	Plug-in Hyt	32,449	1,552,287	134,177	0.00085389
San Diego	2024	LDT1	Aggregate	Aggregate	Gasoline	129,009	4,429,823	561,039	0.00267929
San Diego	2024	LDT1	Aggregate	Aggregate	Diesel	61	888	174	0.282515534
San Diego	2024	LDT1	Aggregate	Aggregate	Plug-in Hyt	134	6,961	553	0.000521498
San Diego	2024	LDT2	Aggregate	Aggregate	Gasoline	556,633	22,430,753	2,594,887	0.001717038
San Diego	2024	LDT2	Aggregate	Aggregate	Diesel	2,079	87,678	9,900	0.005589806
San Diego	2024	LDT2	Aggregate	Aggregate	Plug-in Hyt	3,943	197,505	16,305	0.000653888
San Diego	2024	MCY	Aggregate	Aggregate	Gasoline	70,200	430,236	140,399	0.00237051
San Diego	2024	MDV	Aggregate	Aggregate	Gasoline	333,953	13,160,207	1,535,373	0.001717569
San Diego	2024	MDV	Aggregate	Aggregate	Diesel	5,837	235,562	27,174	0.007898905
San Diego	2024	MDV	Aggregate	Aggregate	Electricity	3,229	123,365	16,518	0
San Diego	2024	MDV	Aggregate	Aggregate	Plug-in Hyt	2,430	122,488	10,050	0.000796804
San Diego	2024	MH	Aggregate	Aggregate	Gasoline	10,136	93,222	1,014	0.001774987
San Diego	2024	MH	Aggregate	Aggregate	Diesel	4,095	39,602	409	0.118987731
San Diego	2024	OBUS	Aggregate	Aggregate	Diesel	595	47,363	7,618	0.045592772
San Diego	2024	SBUS	Aggregate	Aggregate	Gasoline	273	15,743	1,092	0.001589425
San Diego	2024	SBUS	Aggregate	Aggregate	Diesel	2,131	45,339	30,853	0.031385849
San Diego	2024	UBUS	Aggregate	Aggregate	Gasoline	135	13,565	541	0.000921764
San Diego	2024	UBUS	Aggregate	Aggregate	Electricity	25	3,155	102	0
San Diego	2024	UBUS	Aggregate	Aggregate	Natural Ga:	894	109,904	3,578	0.000230843
					Diesel		628,645		0.70%
					Total VMT		90,160,707		

HARP2 - HRACalc (dated 19044) 8/31/2021 1:53:36 PM - Output Log

GLCs loaded successfully
Pollutants loaded successfully
Pathway receptors loaded successfully

RISK SCENARIO SETTINGS

Receptor Type: Resident
Scenario: Cancer
Calculation Method: Derived

EXPOSURE DURATION PARAMETERS FOR CANCER

Start Age: -0.25
Total Exposure Duration: 30

Exposure Duration Bin Distribution

3rd Trimester Bin: 0.25
0<2 Years Bin: 2
2<9 Years Bin: 0
2<16 Years Bin: 14
16<30 Years Bin: 14
16 to 70 Years Bin: 0

PATHWAYS ENABLED

NOTE: Inhalation is always enabled and used for all assessments. The remaining pathways are only used for cancer and noncancer chronic assessments.

Inhalation: True
Soil: True
Dermal: True
Mother's milk: True
Water: False
Fish: False
Homegrown crops: False
Beef: False
Dairy: False
Pig: False
Chicken: False
Egg: False

INHALATION

Daily breathing rate: RMP

****Worker Adjustment Factors****
Worker adjustment factors enabled: NO

****Fraction at time at home****
3rd Trimester to 16 years: OFF
16 years to 70 years: ON

SOIL & DERMAL PATHWAY SETTINGS

Deposition rate (m/s): 0.05
Soil mixing depth (m): 0.01
Dermal climate: Mixed

TIER 2 SETTINGS
Tier2 not used.

Calculating cancer risk
Cancer risk breakdown by pollutant and receptor saved to:
C:\Users\swang\Desktop\NAKANOROADWAY\hra\30yCancerCancerRisk.csv
Cancer risk total by receptor saved to:
C:\Users\swang\Desktop\NAKANOROADWAY\hra\30yCancerCancerRiskSumByRec.csv
HRA ran successfully

HARP2 - HRACalc (dated 19044) 8/31/2021 1:54:12 PM - Output Log

GLCs loaded successfully
Pollutants loaded successfully
Pathway receptors loaded successfully

RISK SCENARIO SETTINGS

Receptor Type: Resident
Scenario: NCChronic
Calculation Method: Derived

EXPOSURE DURATION PARAMETERS FOR CANCER
Exposure duration are only adjusted for cancer assessments

PATHWAYS ENABLED

NOTE: Inhalation is always enabled and used for all assessments. The remaining pathways are only used for cancer and noncancer chronic assessments.

Inhalation: True
Soil: True
Dermal: True
Mother's milk: True
Water: False
Fish: False
Homegrown crops: False
Beef: False
Dairy: False
Pig: False
Chicken: False
Egg: False

INHALATION

Daily breathing rate: LongTerm24HR

Worker Adjustment Factors
Worker adjustment factors enabled: NO

Fraction at time at home
NOTE: Exposure duration (i.e., start age, end age, ED, & FAH) are only adjusted for cancer assessments.

SOIL & DERMAL PATHWAY SETTINGS

Deposition rate (m/s): 0.05
Soil mixing depth (m): 0.01
Dermal climate: Mixed

TIER 2 SETTINGS

Tier2 not used.

Calculating chronic risk

Chronic risk breakdown by pollutant and receptor saved to:

C:\Users\swang\Desktop\NAKANOROADWAY\hra\ChronicNCChronicRisk.csv

Chronic risk total by receptor saved to:

C:\Users\swang\Desktop\NAKANOROADWAY\hra\ChronicNCChronicRiskSumByRec.csv

HRA ran successfully

**

**
** AERMOD Input Produced by:
** AERMOD View Ver. 10.0.0
** Lakes Environmental Software Inc.
** Date: 8/30/2021
** File: C:\Lakes\AERMOD View\NakanoFreeway\NakanoFreeway.ADI
**

**
**

** AERMOD Control Pathway

**
**
CO STARTING
TITLEONE Nakano Freeway HRA
MODELOPT DFAULT CONC
AVERTIME PERIOD
POLLUTID PM_10
RUNORNOT RUN
ERRORFIL NakanoFreeway.err

CO FINISHED
**

** AERMOD Source Pathway

**
**
SO STARTING
** Source Location **
** Source ID - Type - X Coord. - Y Coord. **
** -----
** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = 805NB
** DESCRSRC I-805 Northbound
** PREFIX
** Length of Side = 20.73
** Configuration = Adjacent
** Emission Rate = 1.0
** Vertical Dimension = 6.39
** SZINIT = 2.97
** Nodes = 5
** 496606.528, 3606360.234, 41.48, 3.19, 9.64
** 496604.640, 3605678.552, 41.57, 3.19, 9.64
** 496598.975, 3605579.415, 46.36, 3.19, 9.64
** 496578.204, 3605363.203, 53.33, 3.19, 9.64
** 496540.437, 3605140.381, 59.63, 3.19, 9.64

**

LOCATION	L0000119	VOLUME	496606.500	3606349.871	43.71
LOCATION	L0000120	VOLUME	496606.442	3606329.145	44.27
LOCATION	L0000121	VOLUME	496606.385	3606308.419	43.73
LOCATION	L0000122	VOLUME	496606.328	3606287.692	43.20
LOCATION	L0000123	VOLUME	496606.270	3606266.966	42.81
LOCATION	L0000124	VOLUME	496606.213	3606246.240	42.46
LOCATION	L0000125	VOLUME	496606.155	3606225.513	42.11
LOCATION	L0000126	VOLUME	496606.098	3606204.787	41.75
LOCATION	L0000127	VOLUME	496606.040	3606184.061	41.37
LOCATION	L0000128	VOLUME	496605.983	3606163.334	40.96
LOCATION	L0000129	VOLUME	496605.926	3606142.608	40.51
LOCATION	L0000130	VOLUME	496605.868	3606121.882	40.05
LOCATION	L0000131	VOLUME	496605.811	3606101.155	39.60
LOCATION	L0000132	VOLUME	496605.753	3606080.429	39.10
LOCATION	L0000133	VOLUME	496605.696	3606059.703	38.67
LOCATION	L0000134	VOLUME	496605.639	3606038.977	38.37
LOCATION	L0000135	VOLUME	496605.581	3606018.250	38.25
LOCATION	L0000136	VOLUME	496605.524	3605997.524	36.85
LOCATION	L0000137	VOLUME	496605.466	3605976.798	33.49
LOCATION	L0000138	VOLUME	496605.409	3605956.071	27.85
LOCATION	L0000139	VOLUME	496605.351	3605935.345	24.51
LOCATION	L0000140	VOLUME	496605.294	3605914.619	24.58
LOCATION	L0000141	VOLUME	496605.237	3605893.892	25.38
LOCATION	L0000142	VOLUME	496605.179	3605873.166	29.56
LOCATION	L0000143	VOLUME	496605.122	3605852.440	37.80
LOCATION	L0000144	VOLUME	496605.064	3605831.713	38.85
LOCATION	L0000145	VOLUME	496605.007	3605810.987	39.47
LOCATION	L0000146	VOLUME	496604.950	3605790.261	39.90
LOCATION	L0000147	VOLUME	496604.892	3605769.534	40.40
LOCATION	L0000148	VOLUME	496604.835	3605748.808	40.92
LOCATION	L0000149	VOLUME	496604.777	3605728.082	41.46
LOCATION	L0000150	VOLUME	496604.720	3605707.355	42.06
LOCATION	L0000151	VOLUME	496604.663	3605686.629	42.64
LOCATION	L0000152	VOLUME	496603.919	3605665.923	43.24
LOCATION	L0000153	VOLUME	496602.736	3605645.231	43.89
LOCATION	L0000154	VOLUME	496601.554	3605624.538	44.59
LOCATION	L0000155	VOLUME	496600.371	3605603.845	45.31
LOCATION	L0000156	VOLUME	496599.189	3605583.153	46.05
LOCATION	L0000157	VOLUME	496597.351	3605562.510	46.75
LOCATION	L0000158	VOLUME	496595.369	3605541.879	47.37
LOCATION	L0000159	VOLUME	496593.387	3605521.247	48.04
LOCATION	L0000160	VOLUME	496591.405	3605500.616	48.69
LOCATION	L0000161	VOLUME	496589.423	3605479.985	49.33
LOCATION	L0000162	VOLUME	496587.441	3605459.353	49.98
LOCATION	L0000163	VOLUME	496585.459	3605438.722	50.56
LOCATION	L0000164	VOLUME	496583.477	3605418.090	51.11
LOCATION	L0000165	VOLUME	496581.495	3605397.459	51.84
LOCATION	L0000166	VOLUME	496579.513	3605376.828	52.61
LOCATION	L0000167	VOLUME	496577.027	3605356.263	53.31

LOCATION L0000168	VOLUME	496573.564	3605335.828	53.77
LOCATION L0000169	VOLUME	496570.100	3605315.393	54.23
LOCATION L0000170	VOLUME	496566.637	3605294.958	54.90
LOCATION L0000171	VOLUME	496563.173	3605274.523	55.55
LOCATION L0000172	VOLUME	496559.710	3605254.088	56.14
LOCATION L0000173	VOLUME	496556.246	3605233.653	56.72
LOCATION L0000174	VOLUME	496552.783	3605213.218	57.62
LOCATION L0000175	VOLUME	496549.319	3605192.783	58.37
LOCATION L0000176	VOLUME	496545.855	3605172.348	58.56
LOCATION L0000177	VOLUME	496542.392	3605151.913	59.08

** End of LINE VOLUME Source ID = 805NB

** -----

** Line Source Represented by Adjacent Volume Sources

** LINE VOLUME Source ID = 805SB

** DESCRSRC I-805 Southbound

** PREFIX

** Length of Side = 20.73

** Configuration = Adjacent

** Emission Rate = 1.0

** Vertical Dimension = 6.41

** SZINIT = 2.98

** Nodes = 6

** 496577.260, 3606362.123, 42.86, 3.20, 9.64

** 496578.204, 3605715.374, 42.09, 3.20, 9.64

** 496570.650, 3605572.806, 46.16, 3.20, 9.64

** 496555.544, 3605430.238, 50.67, 3.20, 9.64

** 496532.884, 3605260.289, 56.01, 3.20, 9.64

** 496514.945, 3605148.879, 59.81, 3.20, 9.64

** -----

LOCATION L0000178	VOLUME	496577.275	3606351.760	43.82
LOCATION L0000179	VOLUME	496577.305	3606331.033	44.93
LOCATION L0000180	VOLUME	496577.335	3606310.307	44.44
LOCATION L0000181	VOLUME	496577.365	3606289.580	43.95
LOCATION L0000182	VOLUME	496577.396	3606268.854	43.46
LOCATION L0000183	VOLUME	496577.426	3606248.128	42.97
LOCATION L0000184	VOLUME	496577.456	3606227.401	42.48
LOCATION L0000185	VOLUME	496577.486	3606206.675	41.98
LOCATION L0000186	VOLUME	496577.517	3606185.949	41.48
LOCATION L0000187	VOLUME	496577.547	3606165.222	40.97
LOCATION L0000188	VOLUME	496577.577	3606144.496	40.50
LOCATION L0000189	VOLUME	496577.607	3606123.769	40.05
LOCATION L0000190	VOLUME	496577.638	3606103.043	39.61
LOCATION L0000191	VOLUME	496577.668	3606082.317	39.25
LOCATION L0000192	VOLUME	496577.698	3606061.590	38.94
LOCATION L0000193	VOLUME	496577.729	3606040.864	38.66
LOCATION L0000194	VOLUME	496577.759	3606020.138	38.44
LOCATION L0000195	VOLUME	496577.789	3605999.411	38.12
LOCATION L0000196	VOLUME	496577.819	3605978.685	37.51
LOCATION L0000197	VOLUME	496577.850	3605957.958	31.34
LOCATION L0000198	VOLUME	496577.880	3605937.232	25.94

LOCATION	L0000199	VOLUME	496577.910	3605916.506	24.52
LOCATION	L0000200	VOLUME	496577.940	3605895.779	24.43
LOCATION	L0000201	VOLUME	496577.971	3605875.053	26.87
LOCATION	L0000202	VOLUME	496578.001	3605854.327	33.36
LOCATION	L0000203	VOLUME	496578.031	3605833.600	37.20
LOCATION	L0000204	VOLUME	496578.061	3605812.874	39.46
LOCATION	L0000205	VOLUME	496578.092	3605792.147	39.86
LOCATION	L0000206	VOLUME	496578.122	3605771.421	40.34
LOCATION	L0000207	VOLUME	496578.152	3605750.695	40.86
LOCATION	L0000208	VOLUME	496578.182	3605729.968	41.43
LOCATION	L0000209	VOLUME	496577.879	3605709.250	42.07
LOCATION	L0000210	VOLUME	496576.783	3605688.553	42.71
LOCATION	L0000211	VOLUME	496575.686	3605667.856	43.34
LOCATION	L0000212	VOLUME	496574.590	3605647.158	43.97
LOCATION	L0000213	VOLUME	496573.493	3605626.461	44.59
LOCATION	L0000214	VOLUME	496572.397	3605605.764	45.20
LOCATION	L0000215	VOLUME	496571.300	3605585.066	45.83
LOCATION	L0000216	VOLUME	496569.760	3605564.404	46.58
LOCATION	L0000217	VOLUME	496567.576	3605543.793	47.51
LOCATION	L0000218	VOLUME	496565.392	3605523.182	48.53
LOCATION	L0000219	VOLUME	496563.208	3605502.571	49.43
LOCATION	L0000220	VOLUME	496561.024	3605481.960	50.00
LOCATION	L0000221	VOLUME	496558.840	3605461.349	50.54
LOCATION	L0000222	VOLUME	496556.656	3605440.738	50.84
LOCATION	L0000223	VOLUME	496554.200	3605420.160	50.90
LOCATION	L0000224	VOLUME	496551.461	3605399.615	51.43
LOCATION	L0000225	VOLUME	496548.722	3605379.070	52.03
LOCATION	L0000226	VOLUME	496545.982	3605358.526	52.70
LOCATION	L0000227	VOLUME	496543.243	3605337.981	53.95
LOCATION	L0000228	VOLUME	496540.504	3605317.437	54.80
LOCATION	L0000229	VOLUME	496537.764	3605296.892	55.28
LOCATION	L0000230	VOLUME	496535.025	3605276.347	55.78
LOCATION	L0000231	VOLUME	496532.165	3605255.821	56.14
LOCATION	L0000232	VOLUME	496528.870	3605235.358	56.47
LOCATION	L0000233	VOLUME	496525.575	3605214.895	57.12
LOCATION	L0000234	VOLUME	496522.280	3605194.432	57.77
LOCATION	L0000235	VOLUME	496518.985	3605173.969	58.61
LOCATION	L0000236	VOLUME	496515.690	3605153.507	59.88

** End of LINE VOLUME Source ID = 805SB

** Source Parameters **

** LINE VOLUME Source ID = 805NB

SRCPARAM	L0000119	0.0169491525	3.19	9.64	2.97
SRCPARAM	L0000120	0.0169491525	3.19	9.64	2.97
SRCPARAM	L0000121	0.0169491525	3.19	9.64	2.97
SRCPARAM	L0000122	0.0169491525	3.19	9.64	2.97
SRCPARAM	L0000123	0.0169491525	3.19	9.64	2.97
SRCPARAM	L0000124	0.0169491525	3.19	9.64	2.97
SRCPARAM	L0000125	0.0169491525	3.19	9.64	2.97
SRCPARAM	L0000126	0.0169491525	3.19	9.64	2.97
SRCPARAM	L0000127	0.0169491525	3.19	9.64	2.97

**

** LINE VOLUME Source ID = 805SB

SRCPARAM	L0000178	0.0169491525	3.20	9.64	2.98
SRCPARAM	L0000179	0.0169491525	3.20	9.64	2.98
SRCPARAM	L0000180	0.0169491525	3.20	9.64	2.98
SRCPARAM	L0000181	0.0169491525	3.20	9.64	2.98
SRCPARAM	L0000182	0.0169491525	3.20	9.64	2.98
SRCPARAM	L0000183	0.0169491525	3.20	9.64	2.98
SRCPARAM	L0000184	0.0169491525	3.20	9.64	2.98
SRCPARAM	L0000185	0.0169491525	3.20	9.64	2.98
SRCPARAM	L0000186	0.0169491525	3.20	9.64	2.98
SRCPARAM	L0000187	0.0169491525	3.20	9.64	2.98
SRCPARAM	L0000188	0.0169491525	3.20	9.64	2.98
SRCPARAM	L0000189	0.0169491525	3.20	9.64	2.98
SRCPARAM	L0000190	0.0169491525	3.20	9.64	2.98
SRCPARAM	L0000191	0.0169491525	3.20	9.64	2.98
SRCPARAM	L0000192	0.0169491525	3.20	9.64	2.98
SRCPARAM	L0000193	0.0169491525	3.20	9.64	2.98
SRCPARAM	L0000194	0.0169491525	3.20	9.64	2.98
SRCPARAM	L0000195	0.0169491525	3.20	9.64	2.98
SRCPARAM	L0000196	0.0169491525	3.20	9.64	2.98
SRCPARAM	L0000197	0.0169491525	3.20	9.64	2.98
SRCPARAM	L0000198	0.0169491525	3.20	9.64	2.98
SRCPARAM	L0000199	0.0169491525	3.20	9.64	2.98
SRCPARAM	L0000200	0.0169491525	3.20	9.64	2.98
SRCPARAM	L0000201	0.0169491525	3.20	9.64	2.98
SRCPARAM	L0000202	0.0169491525	3.20	9.64	2.98
SRCPARAM	L0000203	0.0169491525	3.20	9.64	2.98
SRCPARAM	L0000204	0.0169491525	3.20	9.64	2.98
SRCPARAM	L0000205	0.0169491525	3.20	9.64	2.98
SRCPARAM	L0000206	0.0169491525	3.20	9.64	2.98
SRCPARAM	L0000207	0.0169491525	3.20	9.64	2.98
SRCPARAM	L0000208	0.0169491525	3.20	9.64	2.98
SRCPARAM	L0000209	0.0169491525	3.20	9.64	2.98
SRCPARAM	L0000210	0.0169491525	3.20	9.64	2.98
SRCPARAM	L0000211	0.0169491525	3.20	9.64	2.98
SRCPARAM	L0000212	0.0169491525	3.20	9.64	2.98
SRCPARAM	L0000213	0.0169491525	3.20	9.64	2.98
SRCPARAM	L0000214	0.0169491525	3.20	9.64	2.98
SRCPARAM	L0000215	0.0169491525	3.20	9.64	2.98
SRCPARAM	L0000216	0.0169491525	3.20	9.64	2.98
SRCPARAM	L0000217	0.0169491525	3.20	9.64	2.98
SRCPARAM	L0000218	0.0169491525	3.20	9.64	2.98
SRCPARAM	L0000219	0.0169491525	3.20	9.64	2.98
SRCPARAM	L0000220	0.0169491525	3.20	9.64	2.98
SRCPARAM	L0000221	0.0169491525	3.20	9.64	2.98
SRCPARAM	L0000222	0.0169491525	3.20	9.64	2.98
SRCPARAM	L0000223	0.0169491525	3.20	9.64	2.98
SRCPARAM	L0000224	0.0169491525	3.20	9.64	2.98
SRCPARAM	L0000225	0.0169491525	3.20	9.64	2.98

SRCPARAM	L0000226	0.0169491525	3.20	9.64	2.98
SRCPARAM	L0000227	0.0169491525	3.20	9.64	2.98
SRCPARAM	L0000228	0.0169491525	3.20	9.64	2.98
SRCPARAM	L0000229	0.0169491525	3.20	9.64	2.98
SRCPARAM	L0000230	0.0169491525	3.20	9.64	2.98
SRCPARAM	L0000231	0.0169491525	3.20	9.64	2.98
SRCPARAM	L0000232	0.0169491525	3.20	9.64	2.98
SRCPARAM	L0000233	0.0169491525	3.20	9.64	2.98
SRCPARAM	L0000234	0.0169491525	3.20	9.64	2.98
SRCPARAM	L0000235	0.0169491525	3.20	9.64	2.98
SRCPARAM	L0000236	0.0169491525	3.20	9.64	2.98

**

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SRCGROUP 805NB L0000119 L0000120 L0000121 L0000122 L0000123 L0000124
SRCGROUP 805NB L0000125 L0000126 L0000127 L0000128 L0000129 L0000130
SRCGROUP 805NB L0000131 L0000132 L0000133 L0000134 L0000135 L0000136
SRCGROUP 805NB L0000137 L0000138 L0000139 L0000140 L0000141 L0000142
SRCGROUP 805NB L0000143 L0000144 L0000145 L0000146 L0000147 L0000148
SRCGROUP 805NB L0000149 L0000150 L0000151 L0000152 L0000153 L0000154
SRCGROUP 805NB L0000155 L0000156 L0000157 L0000158 L0000159 L0000160
SRCGROUP 805NB L0000161 L0000162 L0000163 L0000164 L0000165 L0000166
SRCGROUP 805NB L0000167 L0000168 L0000169 L0000170 L0000171 L0000172
SRCGROUP 805NB L0000173 L0000174 L0000175 L0000176 L0000177
SRCGROUP 805SB L0000178 L0000179 L0000180 L0000181 L0000182 L0000183
SRCGROUP 805SB L0000184 L0000185 L0000186 L0000187 L0000188 L0000189
SRCGROUP 805SB L0000190 L0000191 L0000192 L0000193 L0000194 L0000195
SRCGROUP 805SB L0000196 L0000197 L0000198 L0000199 L0000200 L0000201
SRCGROUP 805SB L0000202 L0000203 L0000204 L0000205 L0000206 L0000207
SRCGROUP 805SB L0000208 L0000209 L0000210 L0000211 L0000212 L0000213
SRCGROUP 805SB L0000214 L0000215 L0000216 L0000217 L0000218 L0000219
SRCGROUP 805SB L0000220 L0000221 L0000222 L0000223 L0000224 L0000225
SRCGROUP 805SB L0000226 L0000227 L0000228 L0000229 L0000230 L0000231
SRCGROUP 805SB L0000232 L0000233 L0000234 L0000235 L0000236
SRCGROUP ALL

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SO FINISHED

**

** AERMOD Receptor Pathway

**

**

RE STARTING

INCLUDED NakanoFreeway.rou

RE FINISHED

**

** AERMOD Meteorology Pathway

**

**

ME STARTING

SURFFILE "C:\Users\swang\Documents\1. Projects\12476.02 Pardee Homes
Nakano\Met\CVA_2010_2012_v18081.SFC"
PROFFILE "C:\Users\swang\Documents\1. Projects\12476.02 Pardee Homes
Nakano\Met\CVA_2010_2012_v18081.PFL"
SURFDATA 23188 2010 SAN_DIEGO/LINDBERGH_FIELD
UAIRDATA 3190 2010
SITEDATA 1 2010
PROFBASE 174.0 FEET

ME FINISHED

**

** AERMOD Output Pathway

**

**

OU STARTING

** Auto-Generated Plotfiles

PLOTFILE PERIOD ALL NakanoFreeway.AD\PE00GALL.PLT 31

PLOTFILE PERIOD 805NB NakanoFreeway.AD\PE00G001.PLT 32

PLOTFILE PERIOD 805SB NakanoFreeway.AD\PE00G002.PLT 33

SUMMFILE NakanoFreeway.sum

OU FINISHED

*** Message Summary For AERMOD Model Setup ***

----- Summary of Total Messages -----

A Total of 0 Fatal Error Message(s)
A Total of 2 Warning Message(s)
A Total of 0 Informational Message(s)

***** FATAL ERROR MESSAGES *****
 *** NONE ***

***** WARNING MESSAGES *****
ME W186 357 MEOPEN: THRESH_1MIN 1-min ASOS wind speed threshold used
 0.50
ME W187 357 MEOPEN: ADJ_U* Option for Stable Low Winds used in AERMET

*** SETUP Finishes Successfully ***

▲ *** AERMOD - VERSION 21112 *** *** Nakano Freeway HRA
 *** 08/30/21
*** AERMET - VERSION 18081 *** ***

*** 14:31:50

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*** MODELOPTs: RegDEFAULT CONC ELEV RURAL ADJ_U*

*** MODEL SETUP OPTIONS SUMMARY

**Model Is Setup For Calculation of Average CONCentration Values.

-- DEPOSITION LOGIC --

**NO GAS DEPOSITION Data Provided.

**NO PARTICLE DEPOSITION Data Provided.

**Model Uses NO DRY DEPLETION. DRYDPLT = F

**Model Uses NO WET DEPLETION. WETDPLT = F

**Model Uses RURAL Dispersion Only.

**Model Uses Regulatory DEFAULT Options:

1. Stack-tip Downwash.
2. Model Accounts for ELEVated Terrain Effects.
3. Use Calms Processing Routine.
4. Use Missing Data Processing Routine.
5. No Exponential Decay.

**Other Options Specified:

ADJ_U* - Use ADJ_U* option for SBL in AERMET

CCVR_Sub - Meteorological data includes CCVR substitutions

TEMP_Sub - Meteorological data includes TEMP substitutions

**Model Assumes No FLAGPOLE Receptor Heights.

**The User Specified a Pollutant Type of: PM_10

**Model Calculates PERIOD Averages Only

**This Run Includes: 118 Source(s); 3 Source Group(s); and 619 Receptor(s)

with: 0 POINT(s), including
0 POINTCAP(s) and 0 POINTHOR(s)
and: 118 VOLUME source(s)
and: 0 AREA type source(s)
and: 0 LINE source(s)
and: 0 RLINE/RLINEXT source(s)
and: 0 OPENPIT source(s)
and: 0 BUOYANT LINE source(s) with a total of 0 line(s)

**Model Set To Continue RUNning After the Setup Testing.

**The AERMET Input Meteorological Data Version Date: 18081

**Output Options Selected:

Model Outputs Tables of PERIOD Averages by Receptor
Model Outputs External File(s) of High Values for Plotting (PLOTFILE

Keyword)

Model Outputs Separate Summary File of High Ranked Values (SUMMFILE

Keyword)

**NOTE: The Following Flags May Appear Following CONC Values: c for Calm Hours
m for Missing Hours
b for Both Calm and

Missing Hours

**Misc. Inputs: Base Elev. for Pot. Temp. Profile (m MSL) = 53.04 ; Decay
Coef. = 0.000 ; Rot. Angle = 0.0
Emission Units = GRAMS/SEC ;
Emission Rate Unit Factor = 0.10000E+07
Output Units = MICROGRAMS/M**3

**Approximate Storage Requirements of Model = 3.7 MB of RAM.

**Input Runstream File: aermod.inp

**Output Print File: aermod.out

**Detailed Error/Message File: NakanoFreeway.err

**File for Summary of Results: NakanoFreeway.sum

▲ *** AERMOD - VERSION 21112 *** *** Nakano Freeway HRA
*** 08/30/21
*** AERMET - VERSION 18081 *** ***
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*** MODELOPTs: RegDFault CONC ELEV RURAL ADJ_U*

*** VOLUME SOURCE DATA ***

INIT.	URBAN	NUMBER EMISSION RATE			BASE	RELEASE	INIT.
SZ	SOURCE	EMISSION RATE			ELEV.	HEIGHT	SY
ID	SOURCE	SCALAR VARY	X	Y	(METERS)	(METERS)	(METERS)
		PART. (GRAMS/SEC)					
		CATS.	(METERS)	(METERS)	(METERS)	(METERS)	(METERS)

(METERS)

BY

L0000119	0	0.16949E-01	496606.5	3606349.9	43.7	3.19	9.64
2.97 NO							
L0000120	0	0.16949E-01	496606.4	3606329.1	44.3	3.19	9.64
2.97 NO							
L0000121	0	0.16949E-01	496606.4	3606308.4	43.7	3.19	9.64
2.97 NO							
L0000122	0	0.16949E-01	496606.3	3606287.7	43.2	3.19	9.64
2.97 NO							
L0000123	0	0.16949E-01	496606.3	3606267.0	42.8	3.19	9.64
2.97 NO							
L0000124	0	0.16949E-01	496606.2	3606246.2	42.5	3.19	9.64
2.97 NO							
L0000125	0	0.16949E-01	496606.2	3606225.5	42.1	3.19	9.64
2.97 NO							
L0000126	0	0.16949E-01	496606.1	3606204.8	41.8	3.19	9.64
2.97 NO							
L0000127	0	0.16949E-01	496606.0	3606184.1	41.4	3.19	9.64
2.97 NO							
L0000128	0	0.16949E-01	496606.0	3606163.3	41.0	3.19	9.64
2.97 NO							
L0000129	0	0.16949E-01	496605.9	3606142.6	40.5	3.19	9.64
2.97 NO							
L0000130	0	0.16949E-01	496605.9	3606121.9	40.0	3.19	9.64
2.97 NO							
L0000131	0	0.16949E-01	496605.8	3606101.2	39.6	3.19	9.64
2.97 NO							
L0000132	0	0.16949E-01	496605.8	3606080.4	39.1	3.19	9.64
2.97 NO							
L0000133	0	0.16949E-01	496605.7	3606059.7	38.7	3.19	9.64
2.97 NO							
L0000134	0	0.16949E-01	496605.6	3606039.0	38.4	3.19	9.64
2.97 NO							
L0000135	0	0.16949E-01	496605.6	3606018.2	38.2	3.19	9.64
2.97 NO							
L0000136	0	0.16949E-01	496605.5	3605997.5	36.8	3.19	9.64
2.97 NO							
L0000137	0	0.16949E-01	496605.5	3605976.8	33.5	3.19	9.64
2.97 NO							
L0000138	0	0.16949E-01	496605.4	3605956.1	27.9	3.19	9.64
2.97 NO							
L0000139	0	0.16949E-01	496605.4	3605935.3	24.5	3.19	9.64
2.97 NO							
L0000140	0	0.16949E-01	496605.3	3605914.6	24.6	3.19	9.64
2.97 NO							
L0000141	0	0.16949E-01	496605.2	3605893.9	25.4	3.19	9.64
2.97 NO							

L0000142	0	0.16949E-01	496605.2	3605873.2	29.6	3.19	9.64
2.97 NO							
L0000143	0	0.16949E-01	496605.1	3605852.4	37.8	3.19	9.64
2.97 NO							
L0000144	0	0.16949E-01	496605.1	3605831.7	38.8	3.19	9.64
2.97 NO							
L0000145	0	0.16949E-01	496605.0	3605811.0	39.5	3.19	9.64
2.97 NO							
L0000146	0	0.16949E-01	496605.0	3605790.3	39.9	3.19	9.64
2.97 NO							
L0000147	0	0.16949E-01	496604.9	3605769.5	40.4	3.19	9.64
2.97 NO							
L0000148	0	0.16949E-01	496604.8	3605748.8	40.9	3.19	9.64
2.97 NO							
L0000149	0	0.16949E-01	496604.8	3605728.1	41.5	3.19	9.64
2.97 NO							
L0000150	0	0.16949E-01	496604.7	3605707.4	42.1	3.19	9.64
2.97 NO							
L0000151	0	0.16949E-01	496604.7	3605686.6	42.6	3.19	9.64
2.97 NO							
L0000152	0	0.16949E-01	496603.9	3605665.9	43.2	3.19	9.64
2.97 NO							
L0000153	0	0.16949E-01	496602.7	3605645.2	43.9	3.19	9.64
2.97 NO							
L0000154	0	0.16949E-01	496601.6	3605624.5	44.6	3.19	9.64
2.97 NO							
L0000155	0	0.16949E-01	496600.4	3605603.8	45.3	3.19	9.64
2.97 NO							
L0000156	0	0.16949E-01	496599.2	3605583.2	46.0	3.19	9.64
2.97 NO							
L0000157	0	0.16949E-01	496597.4	3605562.5	46.8	3.19	9.64
2.97 NO							
L0000158	0	0.16949E-01	496595.4	3605541.9	47.4	3.19	9.64
2.97 NO							

▲ *** AERMOD - VERSION 21112 *** *** Nakano Freeway HRA
 *** 08/30/21

*** AERMET - VERSION 18081 *** ***
 *** 14:31:50

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*** MODELOPTs: RegDFault CONC ELEV RURAL ADJ_U*

*** VOLUME SOURCE DATA ***

INIT.	URBAN	NUMBER	EMISSION	RATE		BASE	RELEASE	INIT.
SZ	SOURCE	EMISSION	RATE			ELEV.	HEIGHT	SY
ID	SOURCE	SCALAR	VARY		X	Y		
		CATS.			(METERS)	(METERS)	(METERS)	(METERS)

(METERS)

BY

L0000159	0	0.16949E-01	496593.4	3605521.2	48.0	3.19	9.64
2.97 NO							
L0000160	0	0.16949E-01	496591.4	3605500.6	48.7	3.19	9.64
2.97 NO							
L0000161	0	0.16949E-01	496589.4	3605480.0	49.3	3.19	9.64
2.97 NO							
L0000162	0	0.16949E-01	496587.4	3605459.4	50.0	3.19	9.64
2.97 NO							
L0000163	0	0.16949E-01	496585.5	3605438.7	50.6	3.19	9.64
2.97 NO							
L0000164	0	0.16949E-01	496583.5	3605418.1	51.1	3.19	9.64
2.97 NO							
L0000165	0	0.16949E-01	496581.5	3605397.5	51.8	3.19	9.64
2.97 NO							
L0000166	0	0.16949E-01	496579.5	3605376.8	52.6	3.19	9.64
2.97 NO							
L0000167	0	0.16949E-01	496577.0	3605356.3	53.3	3.19	9.64
2.97 NO							
L0000168	0	0.16949E-01	496573.6	3605335.8	53.8	3.19	9.64
2.97 NO							
L0000169	0	0.16949E-01	496570.1	3605315.4	54.2	3.19	9.64
2.97 NO							
L0000170	0	0.16949E-01	496566.6	3605295.0	54.9	3.19	9.64
2.97 NO							
L0000171	0	0.16949E-01	496563.2	3605274.5	55.5	3.19	9.64
2.97 NO							
L0000172	0	0.16949E-01	496559.7	3605254.1	56.1	3.19	9.64
2.97 NO							
L0000173	0	0.16949E-01	496556.2	3605233.7	56.7	3.19	9.64
2.97 NO							
L0000174	0	0.16949E-01	496552.8	3605213.2	57.6	3.19	9.64
2.97 NO							
L0000175	0	0.16949E-01	496549.3	3605192.8	58.4	3.19	9.64
2.97 NO							
L0000176	0	0.16949E-01	496545.9	3605172.3	58.6	3.19	9.64
2.97 NO							
L0000177	0	0.16949E-01	496542.4	3605151.9	59.1	3.19	9.64
2.97 NO							
L0000178	0	0.16949E-01	496577.3	3606351.8	43.8	3.20	9.64
2.98 NO							
L0000179	0	0.16949E-01	496577.3	3606331.0	44.9	3.20	9.64
2.98 NO							
L0000180	0	0.16949E-01	496577.3	3606310.3	44.4	3.20	9.64
2.98 NO							
L0000181	0	0.16949E-01	496577.4	3606289.6	43.9	3.20	9.64
2.98 NO							

L0000182	0	0.16949E-01	496577.4	3606268.9	43.5	3.20	9.64
2.98 NO							
L0000183	0	0.16949E-01	496577.4	3606248.1	43.0	3.20	9.64
2.98 NO							
L0000184	0	0.16949E-01	496577.5	3606227.4	42.5	3.20	9.64
2.98 NO							
L0000185	0	0.16949E-01	496577.5	3606206.7	42.0	3.20	9.64
2.98 NO							
L0000186	0	0.16949E-01	496577.5	3606185.9	41.5	3.20	9.64
2.98 NO							
L0000187	0	0.16949E-01	496577.5	3606165.2	41.0	3.20	9.64
2.98 NO							
L0000188	0	0.16949E-01	496577.6	3606144.5	40.5	3.20	9.64
2.98 NO							
L0000189	0	0.16949E-01	496577.6	3606123.8	40.0	3.20	9.64
2.98 NO							
L0000190	0	0.16949E-01	496577.6	3606103.0	39.6	3.20	9.64
2.98 NO							
L0000191	0	0.16949E-01	496577.7	3606082.3	39.2	3.20	9.64
2.98 NO							
L0000192	0	0.16949E-01	496577.7	3606061.6	38.9	3.20	9.64
2.98 NO							
L0000193	0	0.16949E-01	496577.7	3606040.9	38.7	3.20	9.64
2.98 NO							
L0000194	0	0.16949E-01	496577.8	3606020.1	38.4	3.20	9.64
2.98 NO							
L0000195	0	0.16949E-01	496577.8	3605999.4	38.1	3.20	9.64
2.98 NO							
L0000196	0	0.16949E-01	496577.8	3605978.7	37.5	3.20	9.64
2.98 NO							
L0000197	0	0.16949E-01	496577.8	3605958.0	31.3	3.20	9.64
2.98 NO							
L0000198	0	0.16949E-01	496577.9	3605937.2	25.9	3.20	9.64
2.98 NO							

▲ *** AERMOD - VERSION 21112 *** *** Nakano Freeway HRA
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*** MODELOPTs: RegDFault CONC ELEV RURAL ADJ_U*

*** VOLUME SOURCE DATA ***

INIT.	URBAN	NUMBER	EMISSION	RATE		BASE	RELEASE	INIT.
SZ	SOURCE	EMISSION	RATE			ELEV.	HEIGHT	SY
ID	SOURCE	SCALAR	VARY		X	Y		
		CATS.			(METERS)	(METERS)	(METERS)	(METERS)

(METERS)

BY

L0000199	0	0.16949E-01	496577.9	3605916.5	24.5	3.20	9.64
2.98 NO							
L0000200	0	0.16949E-01	496577.9	3605895.8	24.4	3.20	9.64
2.98 NO							
L0000201	0	0.16949E-01	496578.0	3605875.1	26.9	3.20	9.64
2.98 NO							
L0000202	0	0.16949E-01	496578.0	3605854.3	33.4	3.20	9.64
2.98 NO							
L0000203	0	0.16949E-01	496578.0	3605833.6	37.2	3.20	9.64
2.98 NO							
L0000204	0	0.16949E-01	496578.1	3605812.9	39.5	3.20	9.64
2.98 NO							
L0000205	0	0.16949E-01	496578.1	3605792.1	39.9	3.20	9.64
2.98 NO							
L0000206	0	0.16949E-01	496578.1	3605771.4	40.3	3.20	9.64
2.98 NO							
L0000207	0	0.16949E-01	496578.2	3605750.7	40.9	3.20	9.64
2.98 NO							
L0000208	0	0.16949E-01	496578.2	3605730.0	41.4	3.20	9.64
2.98 NO							
L0000209	0	0.16949E-01	496577.9	3605709.2	42.1	3.20	9.64
2.98 NO							
L0000210	0	0.16949E-01	496576.8	3605688.6	42.7	3.20	9.64
2.98 NO							
L0000211	0	0.16949E-01	496575.7	3605667.9	43.3	3.20	9.64
2.98 NO							
L0000212	0	0.16949E-01	496574.6	3605647.2	44.0	3.20	9.64
2.98 NO							
L0000213	0	0.16949E-01	496573.5	3605626.5	44.6	3.20	9.64
2.98 NO							
L0000214	0	0.16949E-01	496572.4	3605605.8	45.2	3.20	9.64
2.98 NO							
L0000215	0	0.16949E-01	496571.3	3605585.1	45.8	3.20	9.64
2.98 NO							
L0000216	0	0.16949E-01	496569.8	3605564.4	46.6	3.20	9.64
2.98 NO							
L0000217	0	0.16949E-01	496567.6	3605543.8	47.5	3.20	9.64
2.98 NO							
L0000218	0	0.16949E-01	496565.4	3605523.2	48.5	3.20	9.64
2.98 NO							
L0000219	0	0.16949E-01	496563.2	3605502.6	49.4	3.20	9.64
2.98 NO							
L0000220	0	0.16949E-01	496561.0	3605482.0	50.0	3.20	9.64
2.98 NO							
L0000221	0	0.16949E-01	496558.8	3605461.3	50.5	3.20	9.64
2.98 NO							

L0000222	0	0.16949E-01	496556.7	3605440.7	50.8	3.20	9.64
2.98 NO							
L0000223	0	0.16949E-01	496554.2	3605420.2	50.9	3.20	9.64
2.98 NO							
L0000224	0	0.16949E-01	496551.5	3605399.6	51.4	3.20	9.64
2.98 NO							
L0000225	0	0.16949E-01	496548.7	3605379.1	52.0	3.20	9.64
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L0000226	0	0.16949E-01	496546.0	3605358.5	52.7	3.20	9.64
2.98 NO							
L0000227	0	0.16949E-01	496543.2	3605338.0	53.9	3.20	9.64
2.98 NO							
L0000228	0	0.16949E-01	496540.5	3605317.4	54.8	3.20	9.64
2.98 NO							
L0000229	0	0.16949E-01	496537.8	3605296.9	55.3	3.20	9.64
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L0000230	0	0.16949E-01	496535.0	3605276.3	55.8	3.20	9.64
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L0000231	0	0.16949E-01	496532.2	3605255.8	56.1	3.20	9.64
2.98 NO							
L0000232	0	0.16949E-01	496528.9	3605235.4	56.5	3.20	9.64
2.98 NO							
L0000233	0	0.16949E-01	496525.6	3605214.9	57.1	3.20	9.64
2.98 NO							
L0000234	0	0.16949E-01	496522.3	3605194.4	57.8	3.20	9.64
2.98 NO							
L0000235	0	0.16949E-01	496519.0	3605174.0	58.6	3.20	9.64
2.98 NO							
L0000236	0	0.16949E-01	496515.7	3605153.5	59.9	3.20	9.64
2.98 NO							

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*** MODELOPTs: RegDFault CONC ELEV RURAL ADJ_U*

*** SOURCE IDs DEFINING SOURCE GROUPS ***

SRCGROUP ID	SOURCE IDs
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805NB L0000124	L0000119 , L0000120 , L0000121 , L0000122 , L0000123 , L0000124 , L0000125 , L0000126 ,
L0000132	L0000127 , L0000128 , L0000129 , L0000130 , L0000131 , L0000132 , L0000133 , L0000134 ,

L0000140	L0000135 , L0000141	, L0000136 , L0000142	, L0000137 ,	, L0000138	, L0000139	,
L0000148	L0000143 , L0000149	, L0000144 , L0000150	, L0000145 ,	, L0000146	, L0000147	,
L0000156	L0000151 , L0000157	, L0000152 , L0000158	, L0000153 ,	, L0000154	, L0000155	,
L0000164	L0000159 , L0000165	, L0000160 , L0000166	, L0000161 ,	, L0000162	, L0000163	,
L0000172	L0000167 , L0000173	, L0000168 , L0000174	, L0000169 ,	, L0000170	, L0000171	,
	L0000175	, L0000176	, L0000177	,		
805SB L0000183	L0000178 , L0000184	, L0000179 , L0000185	, L0000180 ,	, L0000181	, L0000182	,
L0000191	L0000186 , L0000192	, L0000187 , L0000193	, L0000188 ,	, L0000189	, L0000190	,
L0000199	L0000194 , L0000200	, L0000195 , L0000201	, L0000196 ,	, L0000197	, L0000198	,
L0000207	L0000202 , L0000208	, L0000203 , L0000209	, L0000204 ,	, L0000205	, L0000206	,
L0000215	L0000210 , L0000216	, L0000211 , L0000217	, L0000212 ,	, L0000213	, L0000214	,
L0000223	L0000218 , L0000224	, L0000219 , L0000225	, L0000220 ,	, L0000221	, L0000222	,
L0000231	L0000226 , L0000232	, L0000227 , L0000233	, L0000228 ,	, L0000229	, L0000230	,
	L0000234	, L0000235	, L0000236	,		
ALL L0000124	L0000119 , L0000125	, L0000120 , L0000126	, L0000121 ,	, L0000122	, L0000123	,
L0000132	L0000127 , L0000133	, L0000128 , L0000134	, L0000129 ,	, L0000130	, L0000131	,
L0000140	L0000135 , L0000141	, L0000136 , L0000142	, L0000137 ,	, L0000138	, L0000139	,

L0000143 , L0000144 , L0000145 , L0000146 , L0000147 ,
 L0000148 , L0000149 , L0000150 ,
 ▲ *** AERMOD - VERSION 21112 *** *** Nakano Freeway HRA
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*** MODELOPTs: RegDEFAULT CONC ELEV RURAL ADJ_U*

*** SOURCE IDs DEFINING SOURCE GROUPS ***

SRCGROUP ID	SOURCE IDs
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L0000156	L0000151 , L0000152 , L0000153 , L0000154 , L0000155 , , L0000157 , L0000158 ,
L0000164	L0000159 , L0000160 , L0000161 , L0000162 , L0000163 , , L0000165 , L0000166 ,
L0000172	L0000167 , L0000168 , L0000169 , L0000170 , L0000171 , , L0000173 , L0000174 ,
L0000180	L0000175 , L0000176 , L0000177 , L0000178 , L0000179 , , L0000181 , L0000182 ,
L0000188	L0000183 , L0000184 , L0000185 , L0000186 , L0000187 , , L0000189 , L0000190 ,
L0000196	L0000191 , L0000192 , L0000193 , L0000194 , L0000195 , , L0000197 , L0000198 ,
L0000204	L0000199 , L0000200 , L0000201 , L0000202 , L0000203 , , L0000205 , L0000206 ,
L0000212	L0000207 , L0000208 , L0000209 , L0000210 , L0000211 , , L0000213 , L0000214 ,
L0000220	L0000215 , L0000216 , L0000217 , L0000218 , L0000219 , , L0000221 , L0000222 ,
L0000228	L0000223 , L0000224 , L0000225 , L0000226 , L0000227 , , L0000229 , L0000230 ,
L0000236	L0000231 , L0000232 , L0000233 , L0000234 , L0000235 , ,

▲ *** AERMOD - VERSION 21112 *** *** Nakano Freeway HRA

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*** AERMET - VERSION 18081 ***
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*** MODELOPTs: RegDEFAULT CONC ELEV RURAL ADJ_U*

*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

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(496747.1, 3605624.0,	38.6,	150.4,	0.0);	(496757.1,
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(496827.1, 3605634.0,	37.2,	150.4,	0.0);	(496837.1,
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(496847.1, 3605634.0,	37.7,	150.4,	0.0);	(496857.1,
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 ▲ *** AERMOD - VERSION 21112 *** *** Nakano Freeway HRA
 *** 08/30/21
 *** AERMET - VERSION 18081 *** ***
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*** MODELOPTs: RegDFAULT CONC ELEV RURAL ADJ_U*

*** DISCRETE CARTESIAN RECEPTORS ***
 (X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
 (METERS)

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(496727.1, 3605664.0,	34.1,	150.4,	0.0);	(496737.1,
3605664.0, 34.2,	150.4,	0.0);		
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(496767.1, 3605664.0,	34.6,	150.4,	0.0);	(496777.1,
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(496937.1, 3605674.0, 38.4, 150.4, 0.0); (496947.1,
3605674.0, 38.2, 150.4, 0.0);
(496667.1, 3605684.0, 33.9, 150.3, 0.0); (496677.1,
3605684.0, 33.8, 150.4, 0.0);
(496687.1, 3605684.0, 33.8, 150.4, 0.0); (496697.1,
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(496707.1, 3605684.0, 33.7, 150.4, 0.0); (496717.1,
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(496727.1, 3605684.0, 33.5, 150.4, 0.0); (496737.1,
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(496747.1, 3605684.0, 33.7, 150.4, 0.0); (496757.1,
3605684.0, 33.8, 150.4, 0.0);
(496767.1, 3605684.0, 33.9, 150.4, 0.0); (496777.1,
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(496787.1, 3605684.0, 34.3, 150.4, 0.0); (496797.1,
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(496807.1, 3605684.0, 34.8, 150.4, 0.0); (496817.1,
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(496827.1, 3605684.0, 35.5, 150.4, 0.0); (496837.1,
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(496847.1, 3605684.0, 36.2, 150.4, 0.0); (496857.1,
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(496867.1, 3605684.0, 36.9, 150.4, 0.0); (496877.1,
3605684.0, 37.2, 150.4, 0.0);
(496887.1, 3605684.0, 37.5, 150.4, 0.0); (496897.1,
3605684.0, 37.8, 150.4, 0.0);
(496907.1, 3605684.0, 38.2, 150.4, 0.0); (496917.1,

3605684.0, 38.2, 150.4, 0.0);
(496927.1, 3605684.0, 38.1, 150.4, 0.0); (496937.1,
3605684.0, 38.1, 150.4, 0.0);

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*** MODELOPTs: RegDEFAULT CONC ELEV RURAL ADJ_U*

*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

(496947.1, 3605684.0, 37.9, 150.4, 0.0); (496677.1,
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3605694.0, 33.5, 150.4, 0.0);
(496707.1, 3605694.0, 33.4, 150.4, 0.0); (496717.1,
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(496727.1, 3605694.0, 33.2, 150.4, 0.0); (496737.1,
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(496747.1, 3605694.0, 33.4, 150.4, 0.0); (496757.1,
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(496767.1, 3605694.0, 33.6, 150.4, 0.0); (496777.1,
3605694.0, 33.8, 150.4, 0.0);
(496787.1, 3605694.0, 34.0, 150.4, 0.0); (496797.1,
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(496827.1, 3605694.0, 35.3, 150.4, 0.0); (496837.1,
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(496847.1, 3605694.0, 36.0, 150.4, 0.0); (496857.1,
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(496867.1, 3605694.0, 36.6, 150.4, 0.0); (496877.1,
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(496887.1, 3605694.0, 37.1, 150.4, 0.0); (496897.1,
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(496907.1, 3605694.0, 37.8, 150.4, 0.0); (496917.1,
3605694.0, 37.8, 150.4, 0.0);
(496927.1, 3605694.0, 37.8, 150.4, 0.0); (496937.1,
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(496947.1, 3605694.0, 37.7, 150.4, 0.0); (496677.1,
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(496707.1, 3605704.0, 33.1, 150.4, 0.0); (496717.1,
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 (496747.1, 3605704.0, 33.1, 150.4, 0.0); (496757.1,
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 (496767.1, 3605704.0, 33.4, 150.4, 0.0); (496777.1,
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 (496787.1, 3605704.0, 33.8, 150.4, 0.0); (496797.1,
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 (496827.1, 3605704.0, 35.0, 150.4, 0.0); (496837.1,
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 (496847.1, 3605704.0, 35.7, 150.4, 0.0); (496857.1,
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 (496887.1, 3605704.0, 36.7, 150.4, 0.0); (496897.1,
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 (496907.1, 3605704.0, 37.3, 150.4, 0.0); (496917.1,
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 (496947.1, 3605704.0, 37.3, 150.4, 0.0); (496677.1,
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 (496707.1, 3605714.0, 32.9, 150.3, 0.0); (496717.1,
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 (496727.1, 3605714.0, 32.8, 150.4, 0.0); (496737.1,
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 (496747.1, 3605714.0, 32.9, 150.4, 0.0); (496757.1,
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 (496767.1, 3605714.0, 33.2, 150.4, 0.0); (496777.1,
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 (496787.1, 3605714.0, 33.6, 150.4, 0.0); (496797.1,
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 (496827.1, 3605714.0, 34.8, 150.4, 0.0); (496837.1,
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 (496847.1, 3605714.0, 35.3, 150.4, 0.0); (496857.1,
 3605714.0, 35.6, 150.4, 0.0);
 (496867.1, 3605714.0, 35.8, 150.4, 0.0); (496877.1,
 3605714.0, 36.0, 150.4, 0.0);
 (496887.1, 3605714.0, 36.3, 150.4, 0.0); (496897.1,
 3605714.0, 36.5, 150.4, 0.0);
 (496907.1, 3605714.0, 36.8, 150.4, 0.0); (496917.1,
 3605714.0, 36.8, 150.4, 0.0);
 (496927.1, 3605714.0, 36.8, 150.4, 0.0); (496937.1,
 3605714.0, 36.8, 150.4, 0.0);
 (496947.1, 3605714.0, 36.8, 150.4, 0.0); (496677.1,

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(496687.1, 3605724.0, 32.6, 150.3, 0.0); (496697.1,
3605724.0, 32.7, 150.3, 0.0);
(496707.1, 3605724.0, 32.7, 150.3, 0.0); (496717.1,
3605724.0, 32.6, 150.3, 0.0);

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*** MODELOPTs: RegDEFAULT CONC ELEV RURAL ADJ_U*

*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

(496727.1, 3605724.0, 32.6, 150.3, 0.0); (496737.1,
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(496747.1, 3605724.0, 32.7, 150.3, 0.0); (496757.1,
3605724.0, 32.8, 150.3, 0.0);
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(496787.1, 3605724.0, 33.4, 150.4, 0.0); (496797.1,
3605724.0, 33.7, 150.4, 0.0);
(496807.1, 3605724.0, 33.9, 150.4, 0.0); (496817.1,
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(496827.1, 3605724.0, 34.5, 150.3, 0.0); (496837.1,
3605724.0, 34.7, 150.3, 0.0);
(496847.1, 3605724.0, 35.0, 150.3, 0.0); (496857.1,
3605724.0, 35.2, 150.3, 0.0);
(496867.1, 3605724.0, 35.4, 150.3, 0.0); (496877.1,
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(496887.1, 3605724.0, 35.9, 150.3, 0.0); (496897.1,
3605724.0, 36.0, 150.3, 0.0);
(496907.1, 3605724.0, 36.2, 150.3, 0.0); (496917.1,
3605724.0, 36.3, 150.3, 0.0);
(496927.1, 3605724.0, 36.3, 150.3, 0.0); (496937.1,
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(496947.1, 3605724.0, 36.3, 150.3, 0.0); (496677.1,
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(496687.1, 3605734.0, 32.4, 150.3, 0.0); (496697.1,
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(496707.1, 3605734.0, 32.5, 150.3, 0.0); (496717.1,
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(496727.1, 3605734.0, 32.4, 150.3, 0.0); (496737.1,
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(496747.1, 3605734.0, 32.6, 150.3, 0.0); (496757.1,
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(496767.1, 3605734.0, 32.9, 150.3, 0.0); (496777.1,

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(496807.1, 3605734.0, 33.7, 150.3, 0.0); (496817.1,
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(496827.1, 3605734.0, 34.2, 150.3, 0.0); (496837.1,
3605734.0, 34.4, 150.3, 0.0);
(496847.1, 3605734.0, 34.6, 150.3, 0.0); (496857.1,
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(496867.1, 3605734.0, 35.1, 150.3, 0.0); (496877.1,
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(496887.1, 3605734.0, 35.5, 150.3, 0.0); (496897.1,
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(496907.1, 3605734.0, 35.8, 150.3, 0.0); (496917.1,
3605734.0, 35.8, 150.3, 0.0);
(496927.1, 3605734.0, 35.9, 150.3, 0.0); (496937.1,
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(496947.1, 3605734.0, 35.9, 150.3, 0.0); (496677.1,
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(496747.1, 3605744.0, 32.4, 150.3, 0.0); (496757.1,
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(496827.1, 3605744.0, 33.9, 150.3, 0.0); (496837.1,
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(496847.1, 3605744.0, 34.3, 150.3, 0.0); (496857.1,
3605744.0, 34.5, 150.3, 0.0);
(496867.1, 3605744.0, 34.7, 150.3, 0.0); (496877.1,
3605744.0, 34.9, 150.3, 0.0);
(496887.1, 3605744.0, 35.1, 150.3, 0.0); (496897.1,
3605744.0, 35.3, 150.3, 0.0);
(496907.1, 3605744.0, 35.4, 150.3, 0.0); (496917.1,
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(496927.1, 3605744.0, 35.5, 150.3, 0.0); (496937.1,
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(496687.1, 3605754.0, 32.1, 150.2, 0.0); (496697.1,
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(496707.1, 3605754.0, 32.2, 150.2, 0.0); (496717.1,

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 (496727.1, 3605754.0, 32.0, 150.2, 0.0); (496737.1,
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 (496747.1, 3605754.0, 32.2, 150.3, 0.0); (496757.1,
 3605754.0, 32.4, 150.3, 0.0);
 (496767.1, 3605754.0, 32.6, 150.3, 0.0); (496777.1,
 3605754.0, 32.9, 150.3, 0.0);

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*** MODELOPTs: RegDEFAULT CONC ELEV RURAL ADJ_U*

*** DISCRETE CARTESIAN RECEPTORS ***
 (X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
 (METERS)

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 (496807.1, 3605754.0, 33.3, 150.3, 0.0); (496817.1,
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 (496827.1, 3605754.0, 33.7, 150.3, 0.0); (496837.1,
 3605754.0, 33.8, 150.3, 0.0);
 (496847.1, 3605754.0, 34.0, 150.3, 0.0); (496857.1,
 3605754.0, 34.2, 150.3, 0.0);
 (496867.1, 3605754.0, 34.4, 150.3, 0.0); (496877.1,
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 (496887.1, 3605754.0, 34.8, 150.3, 0.0); (496897.1,
 3605754.0, 34.9, 150.3, 0.0);
 (496907.1, 3605754.0, 35.0, 150.3, 0.0); (496917.1,
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 (496927.1, 3605754.0, 35.2, 150.3, 0.0); (496937.1,
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 (496707.1, 3605764.0, 32.0, 150.2, 0.0); (496717.1,
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(496877.1, 3605774.0, 33.9, 150.2, 0.0); (496887.1,
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(496897.1, 3605774.0, 34.2, 150.2, 0.0); (496907.1,
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(496917.1, 3605774.0, 34.4, 150.2, 0.0); (496927.1,
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(496937.1, 3605774.0, 34.7, 150.2, 0.0); (496947.1,
3605774.0, 34.7, 150.2, 0.0);
(496687.1, 3605784.0, 31.6, 80.5, 0.0); (496697.1,
3605784.0, 31.7, 80.5, 0.0);
(496707.1, 3605784.0, 31.8, 80.5, 0.0); (496717.1,
3605784.0, 31.7, 80.5, 0.0);
(496727.1, 3605784.0, 31.7, 150.2, 0.0); (496737.1,
3605784.0, 31.8, 150.2, 0.0);
(496747.1, 3605784.0, 31.9, 150.2, 0.0); (496757.1,
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(496767.1, 3605784.0, 32.1, 150.2, 0.0); (496777.1,

3605784.0, 32.3, 150.2, 0.0);
 (496787.1, 3605784.0, 32.4, 150.2, 0.0); (496797.1,
 3605784.0, 32.5, 150.2, 0.0);
 (496807.1, 3605784.0, 32.6, 150.2, 0.0); (496817.1,
 3605784.0, 32.8, 150.2, 0.0);
 (496827.1, 3605784.0, 32.9, 150.2, 0.0); (496837.1,
 3605784.0, 33.0, 150.2, 0.0);
 (496847.1, 3605784.0, 33.2, 150.2, 0.0); (496857.1,
 3605784.0, 33.3, 150.2, 0.0);

▲ *** AERMOD - VERSION 21112 *** *** Nakano Freeway HRA

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*** MODELOPTs: RegDFAULT CONC ELEV RURAL ADJ_U*

*** DISCRETE CARTESIAN RECEPTORS ***
 (X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
 (METERS)

(496867.1, 3605784.0, 33.5, 150.2, 0.0); (496877.1,
 3605784.0, 33.7, 150.2, 0.0);
 (496887.1, 3605784.0, 33.8, 150.2, 0.0); (496897.1,
 3605784.0, 33.9, 150.2, 0.0);
 (496907.1, 3605784.0, 34.0, 150.2, 0.0); (496917.1,
 3605784.0, 34.1, 150.2, 0.0);
 (496927.1, 3605784.0, 34.3, 150.2, 0.0); (496937.1,
 3605784.0, 34.4, 150.2, 0.0);
 (496947.1, 3605784.0, 34.5, 150.2, 0.0); (496687.1,
 3605794.0, 31.5, 80.5, 0.0);
 (496697.1, 3605794.0, 31.6, 80.5, 0.0); (496707.1,
 3605794.0, 31.7, 80.5, 0.0);
 (496717.1, 3605794.0, 31.6, 80.5, 0.0); (496727.1,
 3605794.0, 31.6, 80.5, 0.0);
 (496737.1, 3605794.0, 31.7, 80.5, 0.0); (496747.1,
 3605794.0, 31.8, 80.5, 0.0);
 (496757.1, 3605794.0, 31.9, 80.5, 0.0); (496767.1,
 3605794.0, 31.9, 149.6, 0.0);
 (496777.1, 3605794.0, 32.0, 150.2, 0.0); (496787.1,
 3605794.0, 32.1, 150.2, 0.0);
 (496797.1, 3605794.0, 32.3, 150.2, 0.0); (496807.1,
 3605794.0, 32.4, 150.2, 0.0);
 (496817.1, 3605794.0, 32.5, 150.2, 0.0); (496827.1,
 3605794.0, 32.6, 150.2, 0.0);
 (496837.1, 3605794.0, 32.8, 150.2, 0.0); (496847.1,
 3605794.0, 32.9, 150.2, 0.0);
 (496857.1, 3605794.0, 33.1, 150.2, 0.0); (496867.1,
 3605794.0, 33.2, 150.2, 0.0);
 (496877.1, 3605794.0, 33.4, 150.2, 0.0); (496887.1,

3605794.0, 33.5, 150.2, 0.0);
(496897.1, 3605794.0, 33.6, 150.2, 0.0); (496907.1,
3605794.0, 33.7, 150.2, 0.0);
(496917.1, 3605794.0, 33.8, 150.2, 0.0); (496927.1,
3605794.0, 34.0, 150.2, 0.0);
(496937.1, 3605794.0, 34.2, 150.2, 0.0); (496947.1,
3605794.0, 34.2, 150.2, 0.0);
(496687.1, 3605804.0, 31.5, 80.2, 0.0); (496697.1,
3605804.0, 31.6, 80.2, 0.0);
(496707.1, 3605804.0, 31.7, 80.4, 0.0); (496717.1,
3605804.0, 31.6, 80.4, 0.0);
(496727.1, 3605804.0, 31.6, 80.5, 0.0); (496737.1,
3605804.0, 31.6, 80.5, 0.0);
(496747.1, 3605804.0, 31.6, 80.5, 0.0); (496757.1,
3605804.0, 31.6, 80.5, 0.0);
(496767.1, 3605804.0, 31.7, 80.5, 0.0); (496777.1,
3605804.0, 31.7, 80.5, 0.0);
(496787.1, 3605804.0, 31.8, 80.5, 0.0); (496797.1,
3605804.0, 32.0, 80.5, 0.0);
(496807.1, 3605804.0, 32.1, 80.5, 0.0); (496817.1,
3605804.0, 32.3, 86.9, 0.0);
(496827.1, 3605804.0, 32.4, 86.9, 0.0); (496837.1,
3605804.0, 32.5, 150.2, 0.0);
(496847.1, 3605804.0, 32.7, 150.2, 0.0); (496857.1,
3605804.0, 32.8, 150.2, 0.0);
(496867.1, 3605804.0, 33.0, 150.2, 0.0); (496877.1,
3605804.0, 33.1, 150.2, 0.0);
(496887.1, 3605804.0, 33.3, 150.2, 0.0); (496897.1,
3605804.0, 33.4, 150.2, 0.0);
(496907.1, 3605804.0, 33.5, 150.2, 0.0); (496917.1,
3605804.0, 33.6, 150.2, 0.0);
(496927.1, 3605804.0, 33.8, 150.2, 0.0); (496937.1,
3605804.0, 33.9, 150.2, 0.0);
(496947.1, 3605804.0, 34.0, 150.2, 0.0); (496687.1,
3605814.0, 31.5, 80.0, 0.0);
(496697.1, 3605814.0, 31.6, 80.0, 0.0); (496707.1,
3605814.0, 31.7, 80.0, 0.0);
(496717.1, 3605814.0, 31.6, 80.0, 0.0); (496727.1,
3605814.0, 31.6, 80.0, 0.0);
(496737.1, 3605814.0, 31.5, 80.0, 0.0); (496747.1,
3605814.0, 31.5, 80.2, 0.0);
(496757.1, 3605814.0, 31.4, 80.4, 0.0); (496767.1,
3605814.0, 31.4, 80.5, 0.0);
(496777.1, 3605814.0, 31.4, 80.5, 0.0); (496787.1,
3605814.0, 31.5, 80.5, 0.0);
(496797.1, 3605814.0, 31.7, 80.5, 0.0); (496807.1,
3605814.0, 31.9, 80.0, 0.0);
(496817.1, 3605814.0, 32.0, 80.0, 0.0); (496827.1,
3605814.0, 32.1, 80.0, 0.0);
(496837.1, 3605814.0, 32.3, 80.0, 0.0); (496847.1,

3605814.0, 32.4, 86.9, 0.0);
 (496857.1, 3605814.0, 32.6, 86.9, 0.0); (496867.1,
 3605814.0, 32.8, 86.9, 0.0);
 (496877.1, 3605814.0, 32.9, 86.9, 0.0); (496887.1,
 3605814.0, 33.0, 87.0, 0.0);
 (496897.1, 3605814.0, 33.1, 87.0, 0.0); (496907.1,
 3605814.0, 33.2, 87.0, 0.0);
 (496917.1, 3605814.0, 33.3, 87.0, 0.0); (496927.1,
 3605814.0, 33.5, 87.0, 0.0);
 (496937.1, 3605814.0, 33.6, 87.0, 0.0); (496947.1,
 3605814.0, 33.7, 87.0, 0.0);

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*** MODELOPTs: RegDFAULT CONC ELEV RURAL ADJ_U*

*** DISCRETE CARTESIAN RECEPTORS ***
 (X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
 (METERS)

(496687.1, 3605824.0, 31.3, 79.7, 0.0); (496697.1,
 3605824.0, 31.4, 80.0, 0.0);
 (496707.1, 3605824.0, 31.4, 80.0, 0.0); (496717.1,
 3605824.0, 31.5, 80.0, 0.0);
 (496727.1, 3605824.0, 31.5, 80.0, 0.0); (496737.1,
 3605824.0, 31.4, 80.0, 0.0);
 (496747.1, 3605824.0, 31.4, 80.0, 0.0); (496757.1,
 3605824.0, 31.3, 80.0, 0.0);
 (496767.1, 3605824.0, 31.2, 80.0, 0.0); (496777.1,
 3605824.0, 31.2, 80.0, 0.0);
 (496787.1, 3605824.0, 31.2, 80.0, 0.0); (496797.1,
 3605824.0, 31.4, 80.0, 0.0);
 (496807.1, 3605824.0, 31.6, 80.0, 0.0); (496817.1,
 3605824.0, 31.7, 80.0, 0.0);
 (496827.1, 3605824.0, 31.9, 80.0, 0.0); (496837.1,
 3605824.0, 32.0, 80.0, 0.0);
 (496847.1, 3605824.0, 32.2, 80.0, 0.0); (496857.1,
 3605824.0, 32.4, 80.0, 0.0);
 (496867.1, 3605824.0, 32.5, 80.0, 0.0); (496877.1,
 3605824.0, 32.6, 80.0, 0.0);
 (496887.1, 3605824.0, 32.8, 80.0, 0.0); (496897.1,
 3605824.0, 32.9, 86.9, 0.0);
 (496907.1, 3605824.0, 33.0, 86.9, 0.0); (496917.1,
 3605824.0, 33.1, 86.9, 0.0);
 (496927.1, 3605824.0, 33.2, 86.9, 0.0); (496937.1,
 3605824.0, 33.4, 86.9, 0.0);
 (496947.1, 3605824.0, 33.5, 86.9, 0.0); (496727.1,

3605834.0, 31.4, 79.7, 0.0);
(496737.1, 3605834.0, 31.4, 80.0, 0.0); (496747.1,
3605834.0, 31.3, 80.0, 0.0);
(496757.1, 3605834.0, 31.2, 80.0, 0.0); (496767.1,
3605834.0, 31.1, 80.0, 0.0);
(496777.1, 3605834.0, 31.0, 80.0, 0.0); (496787.1,
3605834.0, 31.0, 80.0, 0.0);
(496797.1, 3605834.0, 31.1, 80.0, 0.0); (496807.1,
3605834.0, 31.2, 80.0, 0.0);
(496817.1, 3605834.0, 31.4, 80.0, 0.0); (496827.1,
3605834.0, 31.6, 80.0, 0.0);
(496837.1, 3605834.0, 31.8, 80.0, 0.0); (496847.1,
3605834.0, 32.0, 80.0, 0.0);
(496857.1, 3605834.0, 32.2, 80.0, 0.0); (496867.1,
3605834.0, 32.3, 80.0, 0.0);
(496877.1, 3605834.0, 32.4, 79.5, 0.0); (496887.1,
3605834.0, 32.6, 79.5, 0.0);
(496897.1, 3605834.0, 32.7, 79.5, 0.0); (496907.1,
3605834.0, 32.8, 79.5, 0.0);
(496917.1, 3605834.0, 32.9, 79.5, 0.0); (496927.1,
3605834.0, 33.0, 79.5, 0.0);
(496937.1, 3605834.0, 33.2, 79.5, 0.0); (496947.1,
3605834.0, 33.3, 79.5, 0.0);
(496797.1, 3605844.0, 30.8, 80.0, 0.0); (496807.1,
3605844.0, 30.9, 80.0, 0.0);
(496817.1, 3605844.0, 31.1, 80.0, 0.0); (496827.1,
3605844.0, 31.3, 80.0, 0.0);
(496837.1, 3605844.0, 31.6, 79.5, 0.0); (496847.1,
3605844.0, 31.8, 79.5, 0.0);
(496857.1, 3605844.0, 32.0, 79.5, 0.0); (496867.1,
3605844.0, 32.1, 79.5, 0.0);
(496877.1, 3605844.0, 32.2, 79.5, 0.0); (496887.1,
3605844.0, 32.4, 79.5, 0.0);
(496897.1, 3605844.0, 32.5, 79.5, 0.0); (496907.1,
3605844.0, 32.5, 79.5, 0.0);
(496917.1, 3605844.0, 32.7, 79.5, 0.0); (496927.1,
3605844.0, 32.8, 79.5, 0.0);
(496937.1, 3605844.0, 33.0, 79.5, 0.0); (496947.1,
3605844.0, 33.1, 79.5, 0.0);
(496857.1, 3605854.0, 31.8, 79.5, 0.0); (496867.1,
3605854.0, 31.9, 79.5, 0.0);
(496877.1, 3605854.0, 32.0, 79.5, 0.0); (496887.1,
3605854.0, 32.2, 79.5, 0.0);
(496897.1, 3605854.0, 32.2, 79.5, 0.0); (496907.1,
3605854.0, 32.3, 79.5, 0.0);
(496917.1, 3605854.0, 32.5, 79.5, 0.0); (496927.1,
3605854.0, 32.6, 79.5, 0.0);
(496937.1, 3605854.0, 32.8, 79.5, 0.0); (496947.1,
3605854.0, 33.0, 77.6, 0.0);
(496927.1, 3605864.0, 32.4, 77.6, 0.0); (496937.1,

Y-COORD (M)	X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)
3605623.96	496667.09	3605623.96	44.16849	496677.09
3605623.96	496687.09	3605623.96	36.15617	496697.09
3605623.96	496707.09	3605623.96	30.38890	496717.09
3605623.96	496727.09	3605623.96	26.01242	496737.09
3605623.96	496747.09	3605623.96	22.79335	496757.09
3605623.96	496767.09	3605623.96	20.22825	496777.09
3605623.96	496787.09	3605623.96	18.14963	496797.09
3605623.96	496807.09	3605623.96	16.44799	496817.09
3605633.96	496667.09	3605633.96	42.79751	496677.09
3605633.96	496687.09	3605633.96	35.02849	496697.09
3605633.96	496707.09	3605633.96	29.64186	496717.09
3605633.96	496727.09	3605633.96	25.53718	496737.09
3605633.96	496747.09	3605633.96	22.52512	496757.09
3605633.96	496767.09	3605633.96	20.03353	496777.09
3605633.96	496787.09	3605633.96	17.99140	496797.09
3605633.96	496807.09	3605633.96	16.33702	496817.09
3605633.96	496827.09	3605633.96	14.92308	496837.09
3605633.96	496847.09	3605633.96	13.70236	496857.09
3605633.96	496867.09	3605633.96	12.64535	496877.09
3605643.96	496667.09	3605643.96	42.62726	496677.09
3605643.96	496687.09	3605643.96	34.84444	496697.09
3605643.96	496707.09	3605643.96	29.49350	496717.09
3605643.96	496727.09	3605643.96	25.44438	496737.09

3605643.96	23.86263			
496747.09	3605643.96	22.46385		496757.09
3605643.96	21.18921			
496767.09	3605643.96	20.00462		496777.09
3605643.96	18.93345			
496787.09	3605643.96	17.98139		496797.09
3605643.96	17.12069			
496807.09	3605643.96	16.32890		496817.09
3605643.96	15.60902			
496827.09	3605643.96	14.94001		496837.09
3605643.96	14.31492			
496847.09	3605643.96	13.72910		496857.09
3605643.96	13.18175			
496867.09	3605643.96	12.67249		496877.09
3605643.96	12.19471			
496887.09	3605643.96	11.73274		496897.09
3605643.96	11.30937			
496907.09	3605643.96	10.90877		496917.09
3605643.96	10.52685			
496927.09	3605643.96	10.16531		496667.09
3605653.96	42.74904			
496677.09	3605653.96	38.39501		496687.09
3605653.96	34.91625			
496697.09	3605653.96	32.01349		496707.09
3605653.96	29.52038			
496717.09	3605653.96	27.35346		496727.09
3605653.96	25.46663			
496737.09	3605653.96	23.87323		496747.09
3605653.96	22.46242			
496757.09	3605653.96	21.18948		496767.09
3605653.96	20.02202			
496777.09	3605653.96	18.96439		496787.09
3605653.96	18.01555			
496797.09	3605653.96	17.15275		496807.09
3605653.96	16.35942			

▲ *** AERMOD - VERSION 21112 *** *** Nakano Freeway HRA
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*** MODELOPTs: RegDEFAULT CONC ELEV RURAL ADJ_U*

*** THE PERIOD (26304 HRS) AVERAGE CONCENTRATION
 VALUES FOR SOURCE GROUP: 805NB ***
 INCLUDING SOURCE(S): L0000119 , L0000120
 , L0000121 , L0000122 , L0000123 ,
 L0000124 , L0000125 , L0000126 , L0000127 , L0000128
 , L0000129 , L0000130 , L0000131 ,
 L0000132 , L0000133 , L0000134 , L0000135 , L0000136

, L0000137 , L0000138 , L0000139 ,
 , L0000140 , L0000141 , L0000142 , L0000143 , L0000144
 , L0000145 , L0000146 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM₁₀ IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)
Y-COORD (M)	CONC		
496817.09	3605653.96	15.63830	496827.09
3605653.96	14.96803		
496837.09	3605653.96	14.34323	496847.09
3605653.96	13.75904		
496857.09	3605653.96	13.21251	496867.09
3605653.96	12.70245		
496877.09	3605653.96	12.22357	496887.09
3605653.96	11.77306		
496897.09	3605653.96	11.33567	496907.09
3605653.96	10.93427		
496917.09	3605653.96	10.55166	496927.09
3605653.96	10.18927		
496937.09	3605653.96	9.84756	496947.09
3605653.96	9.52753		
496667.09	3605663.96	42.88440	496677.09
3605663.96	38.52605		
496687.09	3605663.96	35.00167	496697.09
3605663.96	32.07481		
496707.09	3605663.96	29.57199	496717.09
3605663.96	27.39851		
496727.09	3605663.96	25.50934	496737.09
3605663.96	23.90751		
496747.09	3605663.96	22.48595	496757.09
3605663.96	21.21255		
496767.09	3605663.96	20.03271	496777.09
3605663.96	18.98925		
496787.09	3605663.96	18.04450	496797.09
3605663.96	17.18046		
496807.09	3605663.96	16.38603	496817.09
3605663.96	15.66409		
496827.09	3605663.96	14.99319	496837.09
3605663.96	14.36883		
496847.09	3605663.96	13.78622	496857.09
3605663.96	13.24097		
496867.09	3605663.96	12.73032	496877.09
3605663.96	12.25058		

*** MODELOPTs: RegDFAULT CONC ELEV RURAL ADJ_U*

*** THE PERIOD (26304 HRS) AVERAGE CONCENTRATION
VALUES FOR SOURCE GROUP: 805NB ***
INCLUDING SOURCE(S): L0000119 , L0000120
, L0000121 , L0000122 , L0000123 ,
L0000124 , L0000125 , L0000126 , L0000127 , L0000128
, L0000129 , L0000130 , L0000131 ,
L0000132 , L0000133 , L0000134 , L0000135 , L0000136
, L0000137 , L0000138 , L0000139 ,
L0000140 , L0000141 , L0000142 , L0000143 , L0000144
, L0000145 , L0000146 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_10 IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)
Y-COORD (M)	CONC		
496747.09	3605683.96	22.54947	496757.09
3605683.96	21.26986		
496767.09	3605683.96	20.11997	496777.09
3605683.96	19.07447		
496787.09	3605683.96	18.12986	496797.09
3605683.96	17.24009		
496807.09	3605683.96	16.44733	496817.09
3605683.96	15.72273		
496827.09	3605683.96	15.04932	496837.09
3605683.96	14.42235		
496847.09	3605683.96	13.83678	496857.09
3605683.96	13.29011		
496867.09	3605683.96	12.77653	496877.09
3605683.96	12.29367		
496887.09	3605683.96	11.84067	496897.09
3605683.96	11.41502		
496907.09	3605683.96	11.01360	496917.09
3605683.96	10.63062		
496927.09	3605683.96	10.26730	496937.09
3605683.96	9.92444		
496947.09	3605683.96	9.60012	496677.09
3605693.96	38.79448		
496687.09	3605693.96	35.21591	496697.09
3605693.96	32.24609		
496707.09	3605693.96	29.71871	496717.09
3605693.96	27.53288		
496727.09	3605693.96	25.63361	496737.09

3605693.96	24.01503			
496747.09	3605693.96	22.58184	496757.09	
3605693.96	21.29717			
496767.09	3605693.96	20.14476	496777.09	
3605693.96	19.09739			
496787.09	3605693.96	18.15388	496797.09	
3605693.96	17.29390			
496807.09	3605693.96	16.47526	496817.09	
3605693.96	15.74927			
496827.09	3605693.96	15.07444	496837.09	
3605693.96	14.44621			
496847.09	3605693.96	13.86020	496857.09	
3605693.96	13.31200			
496867.09	3605693.96	12.79686	496877.09	
3605693.96	12.31345			
496887.09	3605693.96	11.85958	496897.09	
3605693.96	11.43425			
496907.09	3605693.96	11.03320	496917.09	
3605693.96	10.65084			
496927.09	3605693.96	10.28821	496937.09	
3605693.96	9.94573			
496947.09	3605693.96	9.62176	496677.09	
3605703.96	38.84614			
496687.09	3605703.96	35.27264	496697.09	
3605703.96	32.30263			
496707.09	3605703.96	29.77144	496717.09	
3605703.96	27.58541			
496727.09	3605703.96	25.68299	496737.09	
3605703.96	24.05854			
496747.09	3605703.96	22.61837	496757.09	
3605703.96	21.32989			
496767.09	3605703.96	20.17444	496777.09	
3605703.96	19.12607			
496787.09	3605703.96	18.18151	496797.09	
3605703.96	17.31966			
496807.09	3605703.96	16.52464	496817.09	
3605703.96	15.77079			
496827.09	3605703.96	15.09538	496837.09	
3605703.96	14.46549			
496847.09	3605703.96	13.87831	496857.09	
3605703.96	13.32977			
496867.09	3605703.96	12.81379	496877.09	
3605703.96	12.32999			
496887.09	3605703.96	11.87734	496897.09	
3605703.96	11.45182			
496907.09	3605703.96	11.05074	496917.09	
3605703.96	10.66886			
496927.09	3605703.96	10.30669	496937.09	
3605703.96	9.96466			
496947.09	3605703.96	9.64112	496677.09	

3605713.96 38.88690
 496687.09 3605713.96 35.32057 496697.09

3605713.96 32.35570

▲ *** AERMOD - VERSION 21112 *** *** Nakano Freeway HRA
 *** 08/30/21

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*** MODELOPTs: RegDFAULT CONC ELEV RURAL ADJ_U*

*** THE PERIOD (26304 HRS) AVERAGE CONCENTRATION
 VALUES FOR SOURCE GROUP: 805NB ***

INCLUDING SOURCE(S): L0000119 , L0000120
 , L0000121 , L0000122 , L0000123 ,
 L0000124 , L0000125 , L0000126 , L0000127 , L0000128
 , L0000129 , L0000130 , L0000131 ,
 L0000132 , L0000133 , L0000134 , L0000135 , L0000136
 , L0000137 , L0000138 , L0000139 ,
 L0000140 , L0000141 , L0000142 , L0000143 , L0000144
 , L0000145 , L0000146 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_10 IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)
Y-COORD (M)	CONC		
496707.09	3605713.96	29.83139	496717.09
3605713.96	27.66680		
496727.09	3605713.96	25.76251	496737.09
3605713.96	24.12941		
496747.09	3605713.96	22.65730	496757.09
3605713.96	21.36476		
496767.09	3605713.96	20.20747	496777.09
3605713.96	19.15770		
496787.09	3605713.96	18.20816	496797.09
3605713.96	17.34232		
496807.09	3605713.96	16.54619	496817.09
3605713.96	15.81159		
496827.09	3605713.96	15.11241	496837.09
3605713.96	14.48174		
496847.09	3605713.96	13.89395	496857.09
3605713.96	13.34462		
496867.09	3605713.96	12.82969	496877.09
3605713.96	12.34652		

496887.09	3605713.96	11.89348	496897.09
3605713.96	11.46776		
496907.09	3605713.96	11.06683	496917.09
3605713.96	10.68531		
496927.09	3605713.96	10.32342	496937.09
3605713.96	9.98151		
496947.09	3605713.96	9.65844	496677.09
3605723.96	38.94360		
496687.09	3605723.96	35.38547	496697.09
3605723.96	32.43036		
496707.09	3605723.96	29.90612	496717.09
3605723.96	27.71539		
496727.09	3605723.96	25.81093	496737.09
3605723.96	24.17010		
496747.09	3605723.96	22.71872	496757.09
3605723.96	21.42116		
496767.09	3605723.96	20.23653	496777.09
3605723.96	19.18577		
496787.09	3605723.96	18.23303	496797.09
3605723.96	17.36356		
496807.09	3605723.96	16.56477	496817.09
3605723.96	15.82732		
496827.09	3605723.96	15.14523	496837.09
3605723.96	14.49682		
496847.09	3605723.96	13.90825	496857.09
3605723.96	13.35892		
496867.09	3605723.96	12.84463	496877.09
3605723.96	12.36248		
496887.09	3605723.96	11.90958	496897.09
3605723.96	11.48314		
496907.09	3605723.96	11.08133	496917.09
3605723.96	10.69993		
496927.09	3605723.96	10.33809	496937.09
3605723.96	9.99627		
496947.09	3605723.96	9.67389	496677.09
3605733.96	38.99418		
496687.09	3605733.96	35.43823	496697.09
3605733.96	32.47991		
496707.09	3605733.96	29.95265	496717.09
3605733.96	27.75936		
496727.09	3605733.96	25.85512	496737.09
3605733.96	24.20960		
496747.09	3605733.96	22.75230	496757.09
3605733.96	21.45362		
496767.09	3605733.96	20.26677	496777.09
3605733.96	19.21620		
496787.09	3605733.96	18.26010	496797.09
3605733.96	17.38605		
496807.09	3605733.96	16.58276	496817.09
3605733.96	15.84286		

3605743.96	21.48601		
496767.09	3605743.96	20.32853	496777.09
3605743.96	19.24926		
496787.09	3605743.96	18.28866	496797.09
3605743.96	17.40821		
496807.09	3605743.96	16.60011	496817.09
3605743.96	15.85865		
496827.09	3605743.96	15.17370	496837.09
3605743.96	14.53700		
496847.09	3605743.96	13.94482	496857.09
3605743.96	13.39228		
496867.09	3605743.96	12.87639	496877.09
3605743.96	12.39509		
496887.09	3605743.96	11.94265	496897.09
3605743.96	11.51571		
496907.09	3605743.96	11.11313	496917.09
3605743.96	10.73177		
496927.09	3605743.96	10.37031	496937.09
3605743.96	10.02838		
496947.09	3605743.96	9.70360	496677.09
3605753.96	39.13533		
496687.09	3605753.96	35.55800	496697.09
3605753.96	32.58478		
496707.09	3605753.96	30.04335	496717.09
3605753.96	27.84056		
496727.09	3605753.96	25.92661	496737.09
3605753.96	24.27534		
496747.09	3605753.96	22.81362	496757.09
3605753.96	21.51560		
496767.09	3605753.96	20.35912	496777.09
3605753.96	19.28058		
496787.09	3605753.96	18.31613	496797.09
3605753.96	17.43001		
496807.09	3605753.96	16.61745	496817.09
3605753.96	15.87476		
496827.09	3605753.96	15.18807	496837.09
3605753.96	14.55132		
496847.09	3605753.96	13.95814	496857.09
3605753.96	13.40554		
496867.09	3605753.96	12.88957	496877.09
3605753.96	12.41111		
496887.09	3605753.96	11.95791	496897.09
3605753.96	11.53049		
496907.09	3605753.96	11.12797	496917.09
3605753.96	10.74655		
496927.09	3605753.96	10.38530	496937.09
3605753.96	10.04341		
496947.09	3605753.96	9.71641	496677.09
3605763.96	39.20017		
496687.09	3605763.96	35.61621	496697.09

496907.09	3605763.96	11.14151	496917.09
3605763.96	10.75964		
496927.09	3605763.96	10.39866	496937.09
3605763.96	10.05691		
496947.09	3605763.96	9.72880	496687.09
3605773.96	35.67398		
496697.09	3605773.96	32.68531	496707.09
3605773.96	30.13335		
496717.09	3605773.96	27.92665	496727.09
3605773.96	26.01024		
496737.09	3605773.96	24.35400	496747.09
3605773.96	22.88839		
496757.09	3605773.96	21.58123	496767.09
3605773.96	20.41294		
496777.09	3605773.96	19.35439	496787.09
3605773.96	18.38488		
496797.09	3605773.96	17.49700	496807.09
3605773.96	16.68234		
496817.09	3605773.96	15.90994	496827.09
3605773.96	15.22074		
496837.09	3605773.96	14.58178	496847.09
3605773.96	13.98816		
496857.09	3605773.96	13.43504	496867.09
3605773.96	12.91791		
496877.09	3605773.96	12.43294	496887.09
3605773.96	11.97751		
496897.09	3605773.96	11.54724	496907.09
3605773.96	11.14160		
496917.09	3605773.96	10.75938	496927.09
3605773.96	10.41150		
496937.09	3605773.96	10.06934	496947.09
3605773.96	9.74131		
496687.09	3605783.96	35.73359	496697.09
3605783.96	32.73479		
496707.09	3605783.96	30.17943	496717.09
3605783.96	27.97147		
496727.09	3605783.96	26.05455	496737.09
3605783.96	24.39524		
496747.09	3605783.96	22.92902	496757.09
3605783.96	21.61843		
496767.09	3605783.96	20.44040	496777.09
3605783.96	19.37422		
496787.09	3605783.96	18.40425	496797.09
3605783.96	17.51742		
496807.09	3605783.96	16.70237	496817.09
3605783.96	15.95227		
496827.09	3605783.96	15.23824	496837.09
3605783.96	14.59804		
496847.09	3605783.96	14.00423	496857.09
3605783.96	13.44992		

** CONC OF PM_10 IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)
Y-COORD (M)	CONC		
496897.09	3605793.96	11.56697	496907.09
3605793.96	11.15884		
496917.09	3605793.96	10.77601	496927.09
3605793.96	10.41465		
496937.09	3605793.96	10.07260	496947.09
3605793.96	9.74489		
496687.09	3605803.96	35.91898	496697.09
3605803.96	32.89344		
496707.09	3605803.96	30.32350	496717.09
3605803.96	28.10275		
496727.09	3605803.96	26.17791	496737.09
3605803.96	24.49680		
496747.09	3605803.96	23.00974	496757.09
3605803.96	21.68227		
496767.09	3605803.96	20.49140	496777.09
3605803.96	19.41402		
496787.09	3605803.96	18.44231	496797.09
3605803.96	17.55613		
496807.09	3605803.96	16.74168	496817.09
3605803.96	15.98830		
496827.09	3605803.96	15.29142	496837.09
3605803.96	14.64677		
496847.09	3605803.96	14.04768	496857.09
3605803.96	13.48916		
496867.09	3605803.96	12.95862	496877.09
3605803.96	12.46928		
496887.09	3605803.96	12.00985	496897.09
3605803.96	11.57575		
496907.09	3605803.96	11.16715	496917.09
3605803.96	10.78256		
496927.09	3605803.96	10.41996	496937.09
3605803.96	10.07637		
496947.09	3605803.96	9.74902	496687.09
3605813.96	36.03590		
496697.09	3605813.96	32.99563	496707.09
3605813.96	30.41426		
496717.09	3605813.96	28.18803	496727.09
3605813.96	26.25626		
496737.09	3605813.96	24.55986	496747.09
3605813.96	23.05614		
496757.09	3605813.96	21.71715	496767.09

3605813.96	20.51848			
	496777.09	3605813.96	19.43397	496787.09
3605813.96	18.46004			
	496797.09	3605813.96	17.57597	496807.09
3605813.96	16.76227			
	496817.09	3605813.96	16.00665	496827.09
3605813.96	15.30748			
	496837.09	3605813.96	14.65986	496847.09
3605813.96	14.05984			
	496857.09	3605813.96	13.49893	496867.09
3605813.96	12.97381			
	496877.09	3605813.96	12.47915	496887.09
3605813.96	12.01769			
	496897.09	3605813.96	11.58252	496907.09
3605813.96	11.17300			
	496917.09	3605813.96	10.78698	496927.09
3605813.96	10.42253			
	496937.09	3605813.96	10.07788	496947.09
3605813.96	9.75067			
	496687.09	3605823.96	36.10616	496697.09
3605823.96	33.05819			
	496707.09	3605823.96	30.47931	496717.09
3605823.96	28.26539			
	496727.09	3605823.96	26.34296	496737.09
3605823.96	24.63532			
	496747.09	3605823.96	23.12077	496757.09
3605823.96	21.76975			
	496767.09	3605823.96	20.55796	496777.09
3605823.96	19.46246			
	496787.09	3605823.96	18.48127	496797.09
3605823.96	17.59245			
	496807.09	3605823.96	16.77742	496817.09
3605823.96	16.02107			
	496827.09	3605823.96	15.32100	496837.09
3605823.96	14.67183			
	496847.09	3605823.96	14.06928	496857.09
3605823.96	13.50698			
	496867.09	3605823.96	12.97968	496877.09

^ *** AERMOD - VERSION 21112 *** *** Nakano Freeway HRA
 *** 08/30/21

*** AERMET - VERSION 18081 *** ***
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*** MODELOPTs: RegDFAULT CONC ELEV RURAL ADJ_U*

*** THE PERIOD (26304 HRS) AVERAGE CONCENTRATION

 VALUES FOR SOURCE GROUP: 805NB

INCLUDING SOURCE(S): L0000119 , L0000120

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, L0000121 , L0000122 , L0000123 ,
      L0000124 , L0000125 , L0000126 , L0000127 , L0000128
, L0000129 , L0000130 , L0000131 ,
      L0000132 , L0000133 , L0000134 , L0000135 , L0000136
, L0000137 , L0000138 , L0000139 ,
      L0000140 , L0000141 , L0000142 , L0000143 , L0000144
, L0000145 , L0000146 , . . . ,

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*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM₁₀ IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)
Y-COORD (M)	CONC		
496887.09	3605823.96	12.02078	496897.09
3605823.96	11.58711		
496907.09	3605823.96	11.17590	496917.09
3605823.96	10.78877		
496927.09	3605823.96	10.42339	496937.09
3605823.96	10.07739		
496947.09	3605823.96	9.75051	496727.09
3605833.96	26.43657		
496737.09	3605833.96	24.72928	496747.09
3605833.96	23.20794		
496757.09	3605833.96	21.84718	496767.09
3605833.96	20.61497		
496777.09	3605833.96	19.50068	496787.09
3605833.96	18.50650		
496797.09	3605833.96	17.60733	496807.09
3605833.96	16.78261		
496817.09	3605833.96	16.02640	496827.09
3605833.96	15.32828		
496837.09	3605833.96	14.68000	496847.09
3605833.96	14.07690		
496857.09	3605833.96	13.51320	496867.09
3605833.96	12.98361		
496877.09	3605833.96	12.48759	496887.09
3605833.96	12.02150		
496897.09	3605833.96	11.58256	496907.09
3605833.96	11.16945		
496917.09	3605833.96	10.78855	496927.09
3605833.96	10.42228		
496937.09	3605833.96	10.07618	496947.09
3605833.96	9.74930		
496797.09	3605843.96	17.61770	496807.09
3605843.96	16.78360		

** CONC OF PM₁₀ IN MICROGRAMS/M**3

**

Y-COORD (M)	X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)
3605623.96	496667.09	3605623.96	33.41148	496677.09
3605623.96	496687.09	3605623.96	28.51566	496697.09
3605623.96	496707.09	3605623.96	24.71491	496717.09
3605623.96	496727.09	3605623.96	21.67141	496737.09
3605623.96	496747.09	3605623.96	19.31908	496757.09
3605623.96	496767.09	3605623.96	17.37375	496777.09
3605623.96	496787.09	3605623.96	15.76201	496797.09
3605623.96	496807.09	3605623.96	14.42094	496817.09
3605633.96	496667.09	3605633.96	32.62375	496677.09
3605633.96	496687.09	3605633.96	27.87224	496697.09
3605633.96	496707.09	3605633.96	24.28345	496717.09
3605633.96	496727.09	3605633.96	21.40339	496737.09
3605633.96	496747.09	3605633.96	19.16685	496757.09
3605633.96	496767.09	3605633.96	17.27281	496777.09
3605633.96	496787.09	3605633.96	15.69521	496797.09
3605633.96	496807.09	3605633.96	14.36294	496817.09
3605633.96	496827.09	3605633.96	13.21980	496837.09
3605633.96	496847.09	3605633.96	12.21962	496857.09
3605633.96	496867.09	3605633.96	11.34260	496877.09
3605643.96	496667.09	3605643.96	32.52076	496677.09
3605643.96	496687.09	3605643.96	27.77546	496697.09
3605643.96	496707.09	3605643.96	24.21024	496717.09


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, L0000188      , L0000189      , L0000190      ,
                  L0000191      , L0000192      , L0000193      , L0000194      , L0000195
, L0000196      , L0000197      , L0000198      ,
                  L0000199      , L0000200      , L0000201      , L0000202      , L0000203
, L0000204      , L0000205      , . . .          ,

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*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM₁₀ IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)
Y-COORD (M)	CONC		
496817.09	3605653.96	13.82746	496827.09
3605653.96	13.26857		
496837.09	3605653.96	12.75693	496847.09
3605653.96	12.27629		
496857.09	3605653.96	11.82427	496867.09
3605653.96	11.39988		
496877.09	3605653.96	10.99920	496887.09
3605653.96	10.61251		
496897.09	3605653.96	10.25494	496907.09
3605653.96	9.91546		
496917.09	3605653.96	9.59129	496927.09
3605653.96	9.28327		
496937.09	3605653.96	8.99155	496947.09
3605653.96	8.71663		
496667.09	3605663.96	32.66527	496677.09
3605663.96	30.08730		
496687.09	3605663.96	27.88082	496697.09
3605663.96	25.96505		
496707.09	3605663.96	24.26739	496717.09
3605663.96	22.74954		
496727.09	3605663.96	21.39680	496737.09
3605663.96	20.22286		
496747.09	3605663.96	19.16172	496757.09
3605663.96	18.19624		
496767.09	3605663.96	17.31281	496777.09
3605663.96	16.50146		
496787.09	3605663.96	15.75836	496797.09
3605663.96	15.07250		
496807.09	3605663.96	14.43669	496817.09
3605663.96	13.85406		
496827.09	3605663.96	13.30915	496837.09
3605663.96	12.78392		
496847.09	3605663.96	12.30381	496857.09
3605663.96	11.85265		

*** MODELOPTs: RegDFAULT CONC ELEV RURAL ADJ_U*

*** THE PERIOD (26304 HRS) AVERAGE CONCENTRATION
 VALUES FOR SOURCE GROUP: 805SB ***

INCLUDING SOURCE(S): L0000178 , L0000179
 , L0000180 , L0000181 , L0000182 ,
 L0000183 , L0000184 , L0000185 , L0000186 , L0000187
 , L0000188 , L0000189 , L0000190 ,
 L0000191 , L0000192 , L0000193 , L0000194 , L0000195
 , L0000196 , L0000197 , L0000198 ,
 L0000199 , L0000200 , L0000201 , L0000202 , L0000203
 , L0000204 , L0000205 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_10 IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)
Y-COORD (M)	CONC		
496747.09	3605683.96	19.22596	496757.09
3605683.96	18.25627		
496767.09	3605683.96	17.37342	496777.09
3605683.96	16.56112		
496787.09	3605683.96	15.81879	496797.09
3605683.96	15.13478		
496807.09	3605683.96	14.49958	496817.09
3605683.96	13.91381		
496827.09	3605683.96	13.36633	496837.09
3605683.96	12.85355		
496847.09	3605683.96	12.37188	496857.09
3605683.96	11.90422		
496867.09	3605683.96	11.47678	496877.09
3605683.96	11.07339		
496887.09	3605683.96	10.69299	496897.09
3605683.96	10.33364		
496907.09	3605683.96	9.99309	496917.09
3605683.96	9.66724		
496927.09	3605683.96	9.35702	496937.09
3605683.96	9.06303		
496947.09	3605683.96	8.78371	496677.09
3605693.96	30.31827		
496687.09	3605693.96	28.07334	496697.09
3605693.96	26.12536		
496707.09	3605693.96	24.40767	496717.09

3605693.96	22.87837			
496727.09	3605693.96	21.51656	496737.09	
3605693.96	20.32976			
496747.09	3605693.96	19.25998	496757.09	
3605693.96	18.28639			
496767.09	3605693.96	17.40103	496777.09	
3605693.96	16.58754			
496787.09	3605693.96	15.84656	496797.09	
3605693.96	15.16392			
496807.09	3605693.96	14.52950	496817.09	
3605693.96	13.94231			
496827.09	3605693.96	13.39316	496837.09	
3605693.96	12.87905			
496847.09	3605693.96	12.39679	496857.09	
3605693.96	11.94316			
496867.09	3605693.96	11.49959	496877.09	
3605693.96	11.09517			
496887.09	3605693.96	10.71395	496897.09	
3605693.96	10.35496			
496907.09	3605693.96	10.01473	496917.09	
3605693.96	9.68910			
496927.09	3605693.96	9.37900	496937.09	
3605693.96	9.08486			
496947.09	3605693.96	8.80548	496677.09	
3605703.96	30.37648			
496687.09	3605703.96	28.13106	496697.09	
3605703.96	26.18001			
496707.09	3605703.96	24.45760	496717.09	
3605703.96	22.92672			
496727.09	3605703.96	21.56176	496737.09	
3605703.96	20.37101			
496747.09	3605703.96	19.29661	496757.09	
3605703.96	18.32076			
496767.09	3605703.96	17.43358	496777.09	
3605703.96	16.61917			
496787.09	3605703.96	15.87697	496797.09	
3605703.96	15.19347			
496807.09	3605703.96	14.55727	496817.09	
3605703.96	13.96780			
496827.09	3605703.96	13.41736	496837.09	
3605703.96	12.90135			
496847.09	3605703.96	12.41763	496857.09	
3605703.96	11.96328			
496867.09	3605703.96	11.53351	496877.09	
3605703.96	11.11515			
496887.09	3605703.96	10.73390	496897.09	
3605703.96	10.37433			
496907.09	3605703.96	10.03404	496917.09	
3605703.96	9.70847			
496927.09	3605703.96	9.39831	496937.09	

3605703.96 9.10413
 496947.09 3605703.96 8.82471 496677.09
 3605713.96 30.42643
 496687.09 3605713.96 28.18169 496697.09
 3605713.96 26.23117
 ▲ *** AERMOD - VERSION 21112 *** *** Nakano Freeway HRA
 *** 08/30/21
 *** AERMET - VERSION 18081 *** ***
 *** 14:31:50

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*** MODELOPTs: RegDEFAULT CONC ELEV RURAL ADJ_U*

 *** THE PERIOD (26304 HRS) AVERAGE CONCENTRATION
 VALUES FOR SOURCE GROUP: 805SB ***
 INCLUDING SOURCE(S): L0000178 , L0000179
 , L0000180 , L0000181 , L0000182 ,
 L0000183 , L0000184 , L0000185 , L0000186 , L0000187
 , L0000188 , L0000189 , L0000190 ,
 L0000191 , L0000192 , L0000193 , L0000194 , L0000195
 , L0000196 , L0000197 , L0000198 ,
 L0000199 , L0000200 , L0000201 , L0000202 , L0000203
 , L0000204 , L0000205 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_10 IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)
496707.09	3605713.96	24.51135	496717.09
3605713.96	22.97640		
496727.09	3605713.96	21.61063	496737.09
3605713.96	20.41363		
496747.09	3605713.96	19.33479	496757.09
3605713.96	18.35676		
496767.09	3605713.96	17.46872	496777.09
3605713.96	16.65365		
496787.09	3605713.96	15.90772	496797.09
3605713.96	15.22130		
496807.09	3605713.96	14.58455	496817.09
3605713.96	13.99193		
496827.09	3605713.96	13.43942	496837.09
3605713.96	12.92178		
496847.09	3605713.96	12.43679	496857.09
3605713.96	11.98112		

496867.09	3605713.96	11.55158	496877.09
3605713.96	11.14643		
496887.09	3605713.96	10.76450	496897.09
3605713.96	10.39253		
496907.09	3605713.96	10.05139	496917.09
3605713.96	9.72565		
496927.09	3605713.96	9.41528	496937.09
3605713.96	9.12080		
496947.09	3605713.96	8.84144	496677.09
3605723.96	30.46700		
496687.09	3605723.96	28.22373	496697.09
3605723.96	26.27692		
496707.09	3605723.96	24.55620	496717.09
3605723.96	23.02164		
496727.09	3605723.96	21.65608	496737.09
3605723.96	20.45359		
496747.09	3605723.96	19.37127	496757.09
3605723.96	18.38962		
496767.09	3605723.96	17.50161	496777.09
3605723.96	16.68618		
496787.09	3605723.96	15.93831	496797.09
3605723.96	15.24861		
496807.09	3605723.96	14.61016	496817.09
3605723.96	14.01560		
496827.09	3605723.96	13.46121	496837.09
3605723.96	12.94200		
496847.09	3605723.96	12.45530	496857.09
3605723.96	11.99857		
496867.09	3605723.96	11.56880	496877.09
3605723.96	11.16368		
496887.09	3605723.96	10.78118	496897.09
3605723.96	10.41924		
496907.09	3605723.96	10.07652	496917.09
3605723.96	9.74954		
496927.09	3605723.96	9.43775	496937.09
3605723.96	9.14202		
496947.09	3605723.96	8.86218	496677.09
3605733.96	30.52255		
496687.09	3605733.96	28.27643	496697.09
3605733.96	26.32502		
496707.09	3605733.96	24.60116	496717.09
3605733.96	23.06464		
496727.09	3605733.96	21.69942	496737.09
3605733.96	20.49381		
496747.09	3605733.96	19.40778	496757.09
3605733.96	18.42509		
496767.09	3605733.96	17.53568	496777.09
3605733.96	16.72119		
496787.09	3605733.96	15.97113	496797.09
3605733.96	15.27825		

3605743.96	20.53206		
496747.09	3605743.96	19.44535	496757.09
3605743.96	18.46207		
496767.09	3605743.96	17.57343	496777.09
3605743.96	16.75885		
496787.09	3605743.96	16.00575	496797.09
3605743.96	15.30824		
496807.09	3605743.96	14.66169	496817.09
3605743.96	14.06290		
496827.09	3605743.96	13.50596	496837.09
3605743.96	12.98411		
496847.09	3605743.96	12.49519	496857.09
3605743.96	12.03587		
496867.09	3605743.96	11.60436	496877.09
3605743.96	11.19784		
496887.09	3605743.96	10.81393	496897.09
3605743.96	10.45005		
496907.09	3605743.96	10.10545	496917.09
3605743.96	9.77755		
496927.09	3605743.96	9.46545	496937.09
3605743.96	9.16908		
496947.09	3605743.96	8.88655	496677.09
3605753.96	30.65078		
496687.09	3605753.96	28.38658	496697.09
3605753.96	26.42399		
496707.09	3605753.96	24.69104	496717.09
3605753.96	23.14902		
496727.09	3605753.96	21.77819	496737.09
3605753.96	20.56975		
496747.09	3605753.96	19.48137	496757.09
3605753.96	18.49880		
496767.09	3605753.96	17.61054	496777.09
3605753.96	16.79615		
496787.09	3605753.96	16.04028	496797.09
3605753.96	15.33811		
496807.09	3605753.96	14.68775	496817.09
3605753.96	14.08738		
496827.09	3605753.96	13.52756	496837.09
3605753.96	13.00474		
496847.09	3605753.96	12.51433	496857.09
3605753.96	12.05418		
496867.09	3605753.96	11.62165	496877.09
3605753.96	11.21376		
496887.09	3605753.96	10.82884	496897.09
3605753.96	10.46366		
496907.09	3605753.96	10.11833	496917.09
3605753.96	9.78990		
496927.09	3605753.96	9.47766	496937.09
3605753.96	9.18111		
496947.09	3605753.96	8.89653	496677.09

496907.09	3605763.96	10.12987	496917.09
3605763.96	9.80082		
496927.09	3605763.96	9.48841	496937.09
3605763.96	9.19167		
496947.09	3605763.96	8.90622	496687.09
3605773.96	28.56956		
496697.09	3605773.96	26.58855	496707.09
3605773.96	24.78555		
496717.09	3605773.96	23.28666	496727.09
3605773.96	21.90551		
496737.09	3605773.96	20.66106	496747.09
3605773.96	19.56959		
496757.09	3605773.96	18.58067	496767.09
3605773.96	17.68356		
496777.09	3605773.96	16.85999	496787.09
3605773.96	16.09798		
496797.09	3605773.96	15.39273	496807.09
3605773.96	14.73952		
496817.09	3605773.96	14.13476	496827.09
3605773.96	13.57120		
496837.09	3605773.96	13.04430	496847.09
3605773.96	12.55105		
496857.09	3605773.96	12.08831	496867.09
3605773.96	11.65301		
496877.09	3605773.96	11.24296	496887.09
3605773.96	10.85563		
496897.09	3605773.96	10.48801	496907.09
3605773.96	10.13983		
496917.09	3605773.96	9.81039	496927.09
3605773.96	9.49805		
496937.09	3605773.96	9.20112	496947.09
3605773.96	8.91562		
496687.09	3605783.96	28.62191	496697.09
3605783.96	26.63505		
496707.09	3605783.96	24.88500	496717.09
3605783.96	23.33072		
496727.09	3605783.96	21.94895	496737.09
3605783.96	20.72762		
496747.09	3605783.96	19.61875	496757.09
3605783.96	18.62607		
496767.09	3605783.96	17.72097	496777.09
3605783.96	16.89113		
496787.09	3605783.96	16.12663	496797.09
3605783.96	15.42044		
496807.09	3605783.96	14.76532	496817.09
3605783.96	14.15685		
496827.09	3605783.96	13.58997	496837.09
3605783.96	13.06164		

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_10 IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)
Y-COORD (M)	CONC		
496897.09	3605793.96	10.50405	496907.09
3605793.96	10.15327		
496917.09	3605793.96	9.82314	496927.09
3605793.96	9.51059		
496937.09	3605793.96	9.21367	496947.09
3605793.96	8.92837		
496687.09	3605803.96	28.77319	496697.09
3605803.96	26.77138		
496707.09	3605803.96	25.01286	496717.09
3605803.96	23.44969		
496727.09	3605803.96	22.06110	496737.09
3605803.96	20.82207		
496747.09	3605803.96	19.70555	496757.09
3605803.96	18.69254		
496767.09	3605803.96	17.77066	496777.09
3605803.96	16.92610		
496787.09	3605803.96	16.15586	496797.09
3605803.96	15.46768		
496807.09	3605803.96	14.81028	496817.09
3605803.96	14.19711		
496827.09	3605803.96	13.62511	496837.09
3605803.96	13.09234		
496847.09	3605803.96	12.59434	496857.09
3605803.96	12.12729		
496867.09	3605803.96	11.68777	496877.09
3605803.96	11.27304		
496887.09	3605803.96	10.88160	496897.09
3605803.96	10.51012		
496907.09	3605803.96	10.15901	496917.09
3605803.96	9.82735		
496927.09	3605803.96	9.51343	496937.09
3605803.96	9.21543		
496947.09	3605803.96	8.93058	496687.09
3605813.96	28.86786		
496697.09	3605813.96	26.85743	496707.09
3605813.96	25.09094		
496717.09	3605813.96	23.52277	496727.09
3605813.96	22.12768		
496737.09	3605813.96	20.87586	496747.09

3605813.96	19.74506			
	496757.09	3605813.96	18.72132	496767.09
3605813.96	17.79209			
	496777.09	3605813.96	16.94081	496787.09
3605813.96	16.16830			
	496797.09	3605813.96	15.45973	496807.09
3605813.96	14.82905			
	496817.09	3605813.96	14.21310	496827.09
3605813.96	13.63912			
	496837.09	3605813.96	13.10405	496847.09
3605813.96	12.60469			
	496857.09	3605813.96	12.13559	496867.09
3605813.96	11.69404			
	496877.09	3605813.96	11.27804	496887.09
3605813.96	10.88553			
	496897.09	3605813.96	10.51349	496907.09
3605813.96	10.16189			
	496917.09	3605813.96	9.82928	496927.09
3605813.96	9.51408			
	496937.09	3605813.96	9.21507	496947.09
3605813.96	8.93028			
	496687.09	3605823.96	28.92958	496697.09
3605823.96	26.91567			
	496707.09	3605823.96	25.14985	496717.09
3605823.96	23.58791			
	496727.09	3605823.96	22.19708	496737.09
3605823.96	20.93457			
	496747.09	3605823.96	19.79286	496757.09
3605823.96	18.75853			
	496767.09	3605823.96	17.81832	496777.09
3605823.96	16.95788			
	496787.09	3605823.96	16.17918	496797.09
3605823.96	15.46805			
	496807.09	3605823.96	14.80960	496817.09
3605823.96	14.19371			
	496827.09	3605823.96	13.64873	496837.09
3605823.96	13.11217			
	496847.09	3605823.96	12.61149	496857.09
3605823.96	12.14123			
	496867.09	3605823.96	11.69791	496877.09
3605823.96	11.28016			

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^ *** AERMOD - VERSION 21112 *** *** Nakano Freeway HRA
***                                *** 08/30/21
*** AERMET - VERSION 18081 *** ***
***                                *** 14:31:50

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*** MODELOPTs: RegDFAULT CONC ELEV RURAL ADJ_U*

*** THE PERIOD (26304 HRS) AVERAGE CONCENTRATION

VALUES FOR SOURCE GROUP: 805SB ***

INCLUDING SOURCE(S): L0000178 , L0000179
 , L0000180 , L0000181 , L0000182 ,
 L0000183 , L0000184 , L0000185 , L0000186 , L0000187
 , L0000188 , L0000189 , L0000190 ,
 L0000191 , L0000192 , L0000193 , L0000194 , L0000195
 , L0000196 , L0000197 , L0000198 ,
 L0000199 , L0000200 , L0000201 , L0000202 , L0000203
 , L0000204 , L0000205 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_10 IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)
Y-COORD (M)	CONC		
496887.09	3605823.96	10.88622	496897.09
3605823.96	10.51375		
496907.09	3605823.96	10.16139	496917.09
3605823.96	9.82832		
496927.09	3605823.96	9.51271	496937.09
3605823.96	9.21287		
496947.09	3605823.96	8.92862	496727.09
3605833.96	22.26523		
496737.09	3605833.96	21.00146	496747.09
3605833.96	19.85391		
496757.09	3605833.96	18.81182	496767.09
3605833.96	17.85537		
496777.09	3605833.96	16.97993	496787.09
3605833.96	16.19136		
496797.09	3605833.96	15.47181	496807.09
3605833.96	14.80608		
496817.09	3605833.96	14.19170	496827.09
3605833.96	13.61992		
496837.09	3605833.96	13.08561	496847.09
3605833.96	12.61482		
496857.09	3605833.96	12.14417	496867.09
3605833.96	11.69942		
496877.09	3605833.96	11.28055	496887.09
3605833.96	10.88537		
496897.09	3605833.96	10.51159	496907.09
3605833.96	10.15827		
496917.09	3605833.96	9.82474	496927.09
3605833.96	9.50910		
496937.09	3605833.96	9.20960	496947.09
3605833.96	8.92571		

496797.09	3605843.96	15.46168	496807.09
3605843.96	14.78773		
496817.09	3605843.96	14.18628	496827.09
3605843.96	13.61505		
496837.09	3605843.96	13.08249	496847.09
3605843.96	12.58298		
496857.09	3605843.96	12.14353	496867.09
3605843.96	11.69769		
496877.09	3605843.96	11.27735	496887.09
3605843.96	10.88139		
496897.09	3605843.96	10.50658	496907.09
3605843.96	10.15210		
496917.09	3605843.96	9.81853	496927.09
3605843.96	9.50265		
496937.09	3605843.96	9.20356	496947.09
3605843.96	8.92006		
496857.09	3605853.96	12.10700	496867.09
3605853.96	11.69077		
496877.09	3605853.96	11.27033	496887.09
3605853.96	10.87341		
496897.09	3605853.96	10.49815	496907.09
3605853.96	10.14373		
496917.09	3605853.96	9.80965	496927.09
3605853.96	9.49419		
496937.09	3605853.96	9.19476	496947.09
3605853.96	8.91204		
496927.09	3605863.96	9.48377	496937.09
3605863.96	9.18385		
496947.09	3605863.96	8.90168	

▲ *** AERMOD - VERSION 21112 *** *** Nakano Freeway HRA
*** 08/30/21
*** AERMET - VERSION 18081 *** ***
*** 14:31:50

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*** MODELOPTs: RegDFault CONC ELEV RURAL ADJ_U*

*** THE PERIOD (26304 HRS) AVERAGE CONCENTRATION

VALUES FOR SOURCE GROUP: ALL INCLUDING SOURCE(S): L0000119 , L0000120
, L0000121 , L0000122 , L0000123 ,
L0000124 , L0000125 , L0000126 , L0000127 , L0000128
, L0000129 , L0000130 , L0000131 ,
L0000132 , L0000133 , L0000134 , L0000135 , L0000136
, L0000137 , L0000138 , L0000139 ,
L0000140 , L0000141 , L0000142 , L0000143 , L0000144
, L0000145 , L0000146 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_10 IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)
Y-COORD (M)	CONC		
496667.09	3605623.96	77.57997	496677.09
3605623.96	70.67512		
496687.09	3605623.96	64.67183	496697.09
3605623.96	59.57570		
496707.09	3605623.96	55.10380	496717.09
3605623.96	51.14119		
496727.09	3605623.96	47.68383	496737.09
3605623.96	44.73554		
496747.09	3605623.96	42.11242	496757.09
3605623.96	39.74685		
496767.09	3605623.96	37.60201	496777.09
3605623.96	35.66812		
496787.09	3605623.96	33.91164	496797.09
3605623.96	32.32863		
496807.09	3605623.96	30.86893	496817.09
3605623.96	29.45348		
496667.09	3605633.96	75.42126	496677.09
3605633.96	68.53312		
496687.09	3605633.96	62.90074	496697.09
3605633.96	58.12280		
496707.09	3605633.96	53.92530	496717.09
3605633.96	50.21015		
496727.09	3605633.96	46.94058	496737.09
3605633.96	44.17477		
496747.09	3605633.96	41.69197	496757.09
3605633.96	39.43114		
496767.09	3605633.96	37.30634	496777.09
3605633.96	35.39438		
496787.09	3605633.96	33.68661	496797.09
3605633.96	32.12916		
496807.09	3605633.96	30.69996	496817.09
3605633.96	29.37430		
496827.09	3605633.96	28.14287	496837.09
3605633.96	26.99401		
496847.09	3605633.96	25.92198	496857.09
3605633.96	24.91854		
496867.09	3605633.96	23.98794	496877.09
3605633.96	23.08762		
496667.09	3605643.96	75.14803	496677.09
3605643.96	68.22045		
496687.09	3605643.96	62.61990	496697.09

3605643.96	57.86457			
	496707.09	3605643.96	53.70374	496717.09
3605643.96	50.02583			
	496727.09	3605643.96	46.79382	496737.09
3605643.96	44.05318			
	496747.09	3605643.96	41.61064	496757.09
3605643.96	39.37080			
	496767.09	3605643.96	37.27840	496777.09
3605643.96	35.37612			
	496787.09	3605643.96	33.67634	496797.09
3605643.96	32.13284			
	496807.09	3605643.96	30.70777	496817.09
3605643.96	29.39313			
	496827.09	3605643.96	28.17972	496837.09
3605643.96	27.04342			
	496847.09	3605643.96	25.97594	496857.09
3605643.96	24.97589			
	496867.09	3605643.96	24.04268	496877.09
3605643.96	23.16518			
	496887.09	3605643.96	22.31578	496897.09
3605643.96	21.53565			
	496907.09	3605643.96	20.79608	496917.09
3605643.96	20.09050			
	496927.09	3605643.96	19.42169	496667.09
3605653.96	75.34674			
	496677.09	3605653.96	68.40879	496687.09
3605653.96	62.74992			
	496697.09	3605653.96	57.94589	496707.09
3605653.96	53.76128			
	496717.09	3605653.96	50.08113	496727.09
3605653.96	46.84343			
	496737.09	3605653.96	44.08235	496747.09
3605653.96	41.61811			
	496757.09	3605653.96	39.38037	496767.09
3605653.96	37.31710			
	496777.09	3605653.96	35.43811	496787.09
3605653.96	33.74374			
	496797.09	3605653.96	32.19649	496807.09
3605653.96	30.76850			

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^ *** AERMOD - VERSION 21112 ***   *** Nakano Freeway HRA
                                     ***   08/30/21
*** AERMET - VERSION 18081 ***   ***
                                     ***   14:31:50

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*** MODELOPTs: RegDFAULT CONC ELEV RURAL ADJ_U*

```

*** THE PERIOD ( 26304 HRS) AVERAGE CONCENTRATION
***
VALUES FOR SOURCE GROUP: ALL
                                INCLUDING SOURCE(S):      L0000119      , L0000120

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```

, L0000121      , L0000122      , L0000123      ,
                  L0000124      , L0000125      , L0000126      , L0000127      , L0000128
, L0000129      , L0000130      , L0000131      ,
                  L0000132      , L0000133      , L0000134      , L0000135      , L0000136
, L0000137      , L0000138      , L0000139      ,
                  L0000140      , L0000141      , L0000142      , L0000143      , L0000144
, L0000145      , L0000146      , . . .

```

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM₁₀ IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)
Y-COORD (M)	CONC		
496817.09	3605653.96	29.46576	496827.09
3605653.96	28.23660		
496837.09	3605653.96	27.10017	496847.09
3605653.96	26.03533		
496857.09	3605653.96	25.03678	496867.09
3605653.96	24.10233		
496877.09	3605653.96	23.22277	496887.09
3605653.96	22.38556		
496897.09	3605653.96	21.59061	496907.09
3605653.96	20.84973		
496917.09	3605653.96	20.14295	496927.09
3605653.96	19.47254		
496937.09	3605653.96	18.83910	496947.09
3605653.96	18.24416		
496667.09	3605663.96	75.54968	496677.09
3605663.96	68.61335		
496687.09	3605663.96	62.88249	496697.09
3605663.96	58.03986		
496707.09	3605663.96	53.83938	496717.09
3605663.96	50.14805		
496727.09	3605663.96	46.90614	496737.09
3605663.96	44.13037		
496747.09	3605663.96	41.64767	496757.09
3605663.96	39.40878		
496767.09	3605663.96	37.34552	496777.09
3605663.96	35.49071		
496787.09	3605663.96	33.80285	496797.09
3605663.96	32.25296		
496807.09	3605663.96	30.82273	496817.09
3605663.96	29.51815		
496827.09	3605663.96	28.30234	496837.09
3605663.96	27.15275		

496847.09	3605663.96	26.09003	496857.09
3605663.96	25.09361		
496867.09	3605663.96	24.15828	496877.09
3605663.96	23.27732		
496887.09	3605663.96	22.44634	496897.09
3605663.96	21.64311		
496907.09	3605663.96	20.90100	496917.09
3605663.96	20.19262		
496927.09	3605663.96	19.52043	496937.09
3605663.96	18.88507		
496947.09	3605663.96	18.28559	496667.09
3605673.96	75.75968		
496677.09	3605673.96	68.79683	496687.09
3605673.96	63.02608		
496697.09	3605673.96	58.14758	496707.09
3605673.96	53.93216		
496717.09	3605673.96	50.23444	496727.09
3605673.96	46.98699		
496737.09	3605673.96	44.19513	496747.09
3605673.96	41.70335		
496757.09	3605673.96	39.46031	496767.09
3605673.96	37.43208		
496777.09	3605673.96	35.57817	496787.09
3605673.96	33.86332		
496797.09	3605673.96	32.31389	496807.09
3605673.96	30.88438		
496817.09	3605673.96	29.57691	496827.09
3605673.96	28.35872		
496837.09	3605673.96	27.22217	496847.09
3605673.96	26.14314		
496857.09	3605673.96	25.14603	496867.09
3605673.96	24.20775		
496877.09	3605673.96	23.32418	496887.09
3605673.96	22.49196		
496897.09	3605673.96	21.70676	496907.09
3605673.96	20.94886		
496917.09	3605673.96	20.24060	496927.09
3605673.96	19.56790		
496937.09	3605673.96	18.94287	496947.09
3605673.96	18.33880		
496667.09	3605683.96	75.96970	496677.09
3605683.96	68.96592		
496687.09	3605683.96	63.16617	496697.09
3605683.96	58.27292		
496707.09	3605683.96	54.03444	496717.09
3605683.96	50.33003		
496727.09	3605683.96	47.07320	496737.09
3605683.96	44.27568		

▲ *** AERMOD - VERSION 21112 ***

*** Nakano Freeway HRA
08/30/21

*** AERMET - VERSION 18081 ***
 *** 14:31:50

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*** MODELOPTs: RegDEFAULT CONC ELEV RURAL ADJ_U*

*** THE PERIOD (26304 HRS) AVERAGE CONCENTRATION

 VALUES FOR SOURCE GROUP: ALL

INCLUDING SOURCE(S): L0000119 , L0000120
 , L0000121 , L0000122 , L0000123 ,
 L0000124 , L0000125 , L0000126 , L0000127 , L0000128
 , L0000129 , L0000130 , L0000131 ,
 L0000132 , L0000133 , L0000134 , L0000135 , L0000136
 , L0000137 , L0000138 , L0000139 ,
 L0000140 , L0000141 , L0000142 , L0000143 , L0000144
 , L0000145 , L0000146 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM₁₀ IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)
Y-COORD (M)	CONC		
496747.09	3605683.96	41.77543	496757.09
3605683.96	39.52613		
496767.09	3605683.96	37.49339	496777.09
3605683.96	35.63559		
496787.09	3605683.96	33.94865	496797.09
3605683.96	32.37487		
496807.09	3605683.96	30.94691	496817.09
3605683.96	29.63654		
496827.09	3605683.96	28.41565	496837.09
3605683.96	27.27589		
496847.09	3605683.96	26.20866	496857.09
3605683.96	25.19433		
496867.09	3605683.96	24.25332	496877.09
3605683.96	23.36706		
496887.09	3605683.96	22.53366	496897.09
3605683.96	21.74866		
496907.09	3605683.96	21.00670	496917.09
3605683.96	20.29787		
496927.09	3605683.96	19.62431	496937.09
3605683.96	18.98747		
496947.09	3605683.96	18.38383	496677.09
3605693.96	69.11275		
496687.09	3605693.96	63.28925	496697.09

3605693.96	58.37145			
	496707.09	3605693.96	54.12639	496717.09
3605693.96	50.41125			
	496727.09	3605693.96	47.15017	496737.09
3605693.96	44.34478			
	496747.09	3605693.96	41.84182	496757.09
3605693.96	39.58356			
	496767.09	3605693.96	37.54579	496777.09
3605693.96	35.68493			
	496787.09	3605693.96	34.00044	496797.09
3605693.96	32.45783			
	496807.09	3605693.96	31.00476	496817.09
3605693.96	29.69158			
	496827.09	3605693.96	28.46759	496837.09
3605693.96	27.32527			
	496847.09	3605693.96	26.25698	496857.09
3605693.96	25.25517			
	496867.09	3605693.96	24.29645	496877.09
3605693.96	23.40862			
	496887.09	3605693.96	22.57353	496897.09
3605693.96	21.78921			
	496907.09	3605693.96	21.04794	496917.09
3605693.96	20.33994			
	496927.09	3605693.96	19.66721	496937.09
3605693.96	19.03059			
	496947.09	3605693.96	18.42724	496677.09
3605703.96	69.22262			
	496687.09	3605703.96	63.40370	496697.09
3605703.96	58.48264			
	496707.09	3605703.96	54.22904	496717.09
3605703.96	50.51213			
	496727.09	3605703.96	47.24475	496737.09
3605703.96	44.42955			
	496747.09	3605703.96	41.91498	496757.09
3605703.96	39.65065			
	496767.09	3605703.96	37.60802	496777.09
3605703.96	35.74524			
	496787.09	3605703.96	34.05849	496797.09
3605703.96	32.51313			
	496807.09	3605703.96	31.08191	496817.09
3605703.96	29.73860			
	496827.09	3605703.96	28.51274	496837.09
3605703.96	27.36684			
	496847.09	3605703.96	26.29594	496857.09
3605703.96	25.29305			
	496867.09	3605703.96	24.34730	496877.09
3605703.96	23.44514			
	496887.09	3605703.96	22.61124	496897.09
3605703.96	21.82615			
	496907.09	3605703.96	21.08478	496917.09

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3605703.96      20.37733
      496927.09    3605703.96      19.70501      496937.09
3605703.96      19.06879
      496947.09    3605703.96      18.46583      496677.09
3605713.96      69.31333
      496687.09    3605713.96      63.50226      496697.09
3605713.96      58.58686

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^ *** AERMOD - VERSION 21112 ***   *** Nakano Freeway HRA
      ***                               08/30/21
*** AERMET - VERSION 18081 ***   ***
      ***                               14:31:50

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*** MODELOPTs: RegDEFAULT CONC ELEV RURAL ADJ_U*

```

*** THE PERIOD ( 26304 HRS) AVERAGE CONCENTRATION
VALUES FOR SOURCE GROUP: ALL
***
      INCLUDING SOURCE(S):      L0000119      , L0000120
, L0000121      , L0000122      , L0000123      ,
      L0000124      , L0000125      , L0000126      , L0000127      , L0000128
, L0000129      , L0000130      , L0000131      ,
      L0000132      , L0000133      , L0000134      , L0000135      , L0000136
, L0000137      , L0000138      , L0000139      ,
      L0000140      , L0000141      , L0000142      , L0000143      , L0000144
, L0000145      , L0000146      , . . .      ,

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*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_10 IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)
496707.09	3605713.96	54.34274	496717.09
3605713.96	50.64319		
496727.09	3605713.96	47.37314	496737.09
3605713.96	44.54304		
496747.09	3605713.96	41.99209	496757.09
3605713.96	39.72152		
496767.09	3605713.96	37.67619	496777.09
3605713.96	35.81135		
496787.09	3605713.96	34.11588	496797.09
3605713.96	32.56362		
496807.09	3605713.96	31.13075	496817.09
3605713.96	29.80352		
496827.09	3605713.96	28.55183	496837.09
3605713.96	27.40352		

496847.09	3605713.96	26.33075	496857.09
3605713.96	25.32574		
496867.09	3605713.96	24.38127	496877.09
3605713.96	23.49295		
496887.09	3605713.96	22.65799	496897.09
3605713.96	21.86029		
496907.09	3605713.96	21.11823	496917.09
3605713.96	20.41096		
496927.09	3605713.96	19.73871	496937.09
3605713.96	19.10230		
496947.09	3605713.96	18.49988	496677.09
3605723.96	69.41060		
496687.09	3605723.96	63.60919	496697.09
3605723.96	58.70728		
496707.09	3605723.96	54.46232	496717.09
3605723.96	50.73703		
496727.09	3605723.96	47.46701	496737.09
3605723.96	44.62370		
496747.09	3605723.96	42.08998	496757.09
3605723.96	39.81078		
496767.09	3605723.96	37.73814	496777.09
3605723.96	35.87195		
496787.09	3605723.96	34.17134	496797.09
3605723.96	32.61217		
496807.09	3605723.96	31.17494	496817.09
3605723.96	29.84292		
496827.09	3605723.96	28.60643	496837.09
3605723.96	27.43882		
496847.09	3605723.96	26.36355	496857.09
3605723.96	25.35749		
496867.09	3605723.96	24.41343	496877.09
3605723.96	23.52616		
496887.09	3605723.96	22.69076	496897.09
3605723.96	21.90238		
496907.09	3605723.96	21.15785	496917.09
3605723.96	20.44947		
496927.09	3605723.96	19.77584	496937.09
3605723.96	19.13828		
496947.09	3605723.96	18.53608	496677.09
3605733.96	69.51673		
496687.09	3605733.96	63.71466	496697.09
3605733.96	58.80494		
496707.09	3605733.96	54.55381	496717.09
3605733.96	50.82399		
496727.09	3605733.96	47.55454	496737.09
3605733.96	44.70341		
496747.09	3605733.96	42.16007	496757.09
3605733.96	39.87871		
496767.09	3605733.96	37.80245	496777.09
3605733.96	35.93740		

496787.09	3605733.96	34.23123	496797.09
3605733.96	32.66430		
496807.09	3605733.96	31.21825	496817.09
3605733.96	29.88214		
496827.09	3605733.96	28.64220	496837.09
3605733.96	27.48646		
496847.09	3605733.96	26.39854	496857.09
3605733.96	25.39131		
496867.09	3605733.96	24.44673	496877.09
3605733.96	23.55941		
496887.09	3605733.96	22.72427	496897.09
3605733.96	21.93382		
496907.09	3605733.96	21.18832	496917.09
3605733.96	20.47903		
496927.09	3605733.96	19.80580	496937.09
3605733.96	19.16760		

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^ *** AERMOD - VERSION 21112 *** *** Nakano Freeway HRA
***                               *** 08/30/21
*** AERMET - VERSION 18081 *** ***
***                               *** 14:31:50

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*** MODELOPTs: RegDFAULT CONC ELEV RURAL ADJ_U*

```

*** THE PERIOD ( 26304 HRS) AVERAGE CONCENTRATION
***
VALUES FOR SOURCE GROUP: ALL
INCLUDING SOURCE(S): L0000119 , L0000120
, L0000121 , L0000122 , L0000123 ,
, L0000124 , L0000125 , L0000126 , L0000127 , L0000128
, L0000129 , L0000130 , L0000131 ,
, L0000132 , L0000133 , L0000134 , L0000135 , L0000136
, L0000137 , L0000138 , L0000139 ,
, L0000140 , L0000141 , L0000142 , L0000143 , L0000144
, L0000145 , L0000146 , . . . ,

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*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_10 IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)
Y-COORD (M)	CONC		
496947.09	3605733.96	18.56404	496677.09
3605743.96	69.66138		
496687.09	3605743.96	63.83160	496697.09
3605743.96	58.91231		
496707.09	3605743.96	54.64860	496717.09

3605743.96	50.90960			
	496727.09	3605743.96	47.62946	496737.09
3605743.96	44.77567			
	496747.09	3605743.96	42.23085	496757.09
3605743.96	39.94808			
	496767.09	3605743.96	37.90196	496777.09
3605743.96	36.00811			
	496787.09	3605743.96	34.29440	496797.09
3605743.96	32.71645			
	496807.09	3605743.96	31.26180	496817.09
3605743.96	29.92155			
	496827.09	3605743.96	28.67966	496837.09
3605743.96	27.52111			
	496847.09	3605743.96	26.44001	496857.09
3605743.96	25.42815			
	496867.09	3605743.96	24.48075	496877.09
3605743.96	23.59293			
	496887.09	3605743.96	22.75659	496897.09
3605743.96	21.96576			
	496907.09	3605743.96	21.21857	496917.09
3605743.96	20.50931			
	496927.09	3605743.96	19.83576	496937.09
3605743.96	19.19746			
	496947.09	3605743.96	18.59014	496677.09
3605753.96	69.78611			
	496687.09	3605753.96	63.94459	496697.09
3605753.96	59.00876			
	496707.09	3605753.96	54.73439	496717.09
3605753.96	50.98958			
	496727.09	3605753.96	47.70480	496737.09
3605753.96	44.84509			
	496747.09	3605753.96	42.29499	496757.09
3605753.96	40.01440			
	496767.09	3605753.96	37.96966	496777.09
3605753.96	36.07673			
	496787.09	3605753.96	34.35641	496797.09
3605753.96	32.76812			
	496807.09	3605753.96	31.30520	496817.09
3605753.96	29.96214			
	496827.09	3605753.96	28.71563	496837.09
3605753.96	27.55606			
	496847.09	3605753.96	26.47247	496857.09
3605753.96	25.45972			
	496867.09	3605753.96	24.51122	496877.09
3605753.96	23.62488			
	496887.09	3605753.96	22.78675	496897.09
3605753.96	21.99415			
	496907.09	3605753.96	21.24631	496917.09
3605753.96	20.53645			
	496927.09	3605753.96	19.86296	496937.09

3605753.96	19.22452			
496947.09	3605753.96	18.61294	496677.09	
3605763.96	69.99478			
496687.09	3605763.96	64.05514	496697.09	
3605763.96	59.10483			
496707.09	3605763.96	54.82566	496717.09	
3605763.96	51.07438			
496727.09	3605763.96	47.78855	496737.09	
3605763.96	44.92339			
496747.09	3605763.96	42.37171	496757.09	
3605763.96	40.08290			
496767.09	3605763.96	38.03466	496777.09	
3605763.96	36.16633			
496787.09	3605763.96	34.40958	496797.09	
3605763.96	32.81735			
496807.09	3605763.96	31.35084	496817.09	
3605763.96	30.00306			
496827.09	3605763.96	28.75382	496837.09	
3605763.96	27.59019			
496847.09	3605763.96	26.50539	496857.09	
3605763.96	25.49151			
496867.09	3605763.96	24.54090	496877.09	
3605763.96	23.64842			
496887.09	3605763.96	22.80702	496897.09	
3605763.96	22.01201			

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*** MODELOPTs: RegDFAULT CONC ELEV RURAL ADJ_U*

*** THE PERIOD (26304 HRS) AVERAGE CONCENTRATION

VALUES FOR SOURCE GROUP: ALL INCLUDING SOURCE(S): L0000119 , L0000120
, L0000121 , L0000122 , L0000123 ,
L0000124 , L0000125 , L0000126 , L0000127 , L0000128
, L0000129 , L0000130 , L0000131 ,
L0000132 , L0000133 , L0000134 , L0000135 , L0000136
, L0000137 , L0000138 , L0000139 ,
L0000140 , L0000141 , L0000142 , L0000143 , L0000144
, L0000145 , L0000146 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_10 IN MICROGRAMS/M**3

**

Y-COORD (M)	X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)
3605763.96	496907.09	3605763.96	21.27137	496917.09
3605763.96	496927.09	3605763.96	19.88708	496937.09
3605763.96	496947.09	3605763.96	18.63501	496687.09
3605773.96	496697.09	3605773.96	59.27386	496707.09
3605773.96	496717.09	3605773.96	51.21330	496727.09
3605773.96	496737.09	3605773.96	45.01506	496747.09
3605773.96	496757.09	3605773.96	40.16190	496767.09
3605773.96	496777.09	3605773.96	36.21439	496787.09
3605773.96	496797.09	3605773.96	32.88973	496807.09
3605773.96	496817.09	3605773.96	30.04470	496827.09
3605773.96	496837.09	3605773.96	27.62608	496847.09
3605773.96	496857.09	3605773.96	25.52335	496867.09
3605773.96	496877.09	3605773.96	23.67590	496887.09
3605773.96	496897.09	3605773.96	22.03526	496907.09
3605773.96	496917.09	3605773.96	20.56976	496927.09
3605773.96	496937.09	3605773.96	19.27046	496947.09
3605783.96	496687.09	3605783.96	64.35550	496697.09
3605783.96	496707.09	3605783.96	55.06443	496717.09
3605783.96	496727.09	3605783.96	48.00350	496737.09
3605783.96	496747.09	3605783.96	42.54777	496757.09
3605783.96	496767.09	3605783.96	38.16137	496777.09
3605783.96	496787.09	3605783.96	34.53088	496797.09
3605783.96	496807.09	3605783.96	31.46769	496817.09
3605783.96	496817.09	3605783.96	30.10912	

496827.09	3605783.96	28.82821	496837.09
3605783.96	27.65968		
496847.09	3605783.96	26.57196	496857.09
3605783.96	25.55332		
496867.09	3605783.96	24.59813	496877.09
3605783.96	23.70058		
496887.09	3605783.96	22.85443	496897.09
3605783.96	22.05436		
496907.09	3605783.96	21.29836	496917.09
3605783.96	20.58635		
496927.09	3605783.96	19.91305	496937.09
3605783.96	19.27443		
496947.09	3605783.96	18.66110	496687.09
3605793.96	64.49787		
496697.09	3605793.96	59.49428	496707.09
3605793.96	55.17720		
496717.09	3605793.96	51.41159	496727.09
3605793.96	48.10668		
496737.09	3605793.96	45.21655	496747.09
3605793.96	42.63777		
496757.09	3605793.96	40.31831	496767.09
3605793.96	38.22584		
496777.09	3605793.96	36.31709	496787.09
3605793.96	34.57706		
496797.09	3605793.96	32.98197	496807.09
3605793.96	31.51219		
496817.09	3605793.96	30.14923	496827.09
3605793.96	28.88414		
496837.09	3605793.96	27.70897	496847.09
3605793.96	26.60181		
496857.09	3605793.96	25.58177	496867.09
3605793.96	24.62318		
496877.09	3605793.96	23.72268	496887.09
3605793.96	22.87429		

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*** MODELOPTs: RegDEFAULT CONC ELEV RURAL ADJ_U*

*** THE PERIOD (26304 HRS) AVERAGE CONCENTRATION

VALUES FOR SOURCE GROUP: ALL INCLUDING SOURCE(S): L0000119 , L0000120
, L0000121 , L0000122 , L0000123 ,
, L0000124 , L0000125 , L0000126 , L0000127 , L0000128
, L0000129 , L0000130 , L0000131 ,
, L0000132 , L0000133 , L0000134 , L0000135 , L0000136
, L0000137 , L0000138 , L0000139 ,

L0000140 , L0000141 , L0000142 , L0000143 , L0000144
 , L0000145 , L0000146 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM₁₀ IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)
Y-COORD (M)	CONC		
496897.09	3605793.96	22.07102	496907.09
3605793.96	21.31211		
496917.09	3605793.96	20.59915	496927.09
3605793.96	19.92524		
496937.09	3605793.96	19.28627	496947.09
3605793.96	18.67326		
496687.09	3605803.96	64.69216	496697.09
3605803.96	59.66482		
496707.09	3605803.96	55.33636	496717.09
3605803.96	51.55243		
496727.09	3605803.96	48.23901	496737.09
3605803.96	45.31886		
496747.09	3605803.96	42.71530	496757.09
3605803.96	40.37481		
496767.09	3605803.96	38.26206	496777.09
3605803.96	36.34013		
496787.09	3605803.96	34.59817	496797.09
3605803.96	33.02381		
496807.09	3605803.96	31.55196	496817.09
3605803.96	30.18541		
496827.09	3605803.96	28.91653	496837.09
3605803.96	27.73912		
496847.09	3605803.96	26.64202	496857.09
3605803.96	25.61645		
496867.09	3605803.96	24.64639	496877.09
3605803.96	23.74232		
496887.09	3605803.96	22.89145	496897.09
3605803.96	22.08586		
496907.09	3605803.96	21.32616	496917.09
3605803.96	20.60991		
496927.09	3605803.96	19.93339	496937.09
3605803.96	19.29179		
496947.09	3605803.96	18.67959	496687.09
3605813.96	64.90376		
496697.09	3605813.96	59.85306	496707.09
3605813.96	55.50519		
496717.09	3605813.96	51.71080	496727.09

*** THE PERIOD (26304 HRS) AVERAGE CONCENTRATION

 VALUES FOR SOURCE GROUP: ALL
 INCLUDING SOURCE(S): L0000119 , L0000120
 , L0000121 , L0000122 , L0000123 ,
 L0000124 , L0000125 , L0000126 , L0000127 , L0000128
 , L0000129 , L0000130 , L0000131 ,
 L0000132 , L0000133 , L0000134 , L0000135 , L0000136
 , L0000137 , L0000138 , L0000139 ,
 L0000140 , L0000141 , L0000142 , L0000143 , L0000144
 , L0000145 , L0000146 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_10 IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)
Y-COORD (M)	CONC		
496887.09	3605823.96	22.90700	496897.09
3605823.96	22.10086		
496907.09	3605823.96	21.33729	496917.09
3605823.96	20.61709		
496927.09	3605823.96	19.93610	496937.09
3605823.96	19.29026		
496947.09	3605823.96	18.67913	496727.09
3605833.96	48.70180		
496737.09	3605833.96	45.73074	496747.09
3605833.96	43.06184		
496757.09	3605833.96	40.65900	496767.09
3605833.96	38.47035		
496777.09	3605833.96	36.48061	496787.09
3605833.96	34.69786		
496797.09	3605833.96	33.07914	496807.09
3605833.96	31.58869		
496817.09	3605833.96	30.21810	496827.09
3605833.96	28.94820		
496837.09	3605833.96	27.76562	496847.09
3605833.96	26.69172		
496857.09	3605833.96	25.65736	496867.09
3605833.96	24.68302		
496877.09	3605833.96	23.76815	496887.09
3605833.96	22.90687		
496897.09	3605833.96	22.09415	496907.09
3605833.96	21.32771		
496917.09	3605833.96	20.61329	496927.09
3605833.96	19.93139		

ZHILL, ZFLAG) OF TYPE GRID-ID

805NB	1ST HIGHEST VALUE IS	44.16849	AT (	496667.09,	3605623.96,	38.96,
150.41,	0.00) DC					
	2ND HIGHEST VALUE IS	43.12007	AT (	496667.09,	3605683.96,	33.86,
150.27,	0.00) DC					
	3RD HIGHEST VALUE IS	43.00423	AT (	496667.09,	3605673.96,	34.18,
150.41,	0.00) DC					
	4TH HIGHEST VALUE IS	42.88440	AT (	496667.09,	3605663.96,	34.54,
150.41,	0.00) DC					
	5TH HIGHEST VALUE IS	42.79751	AT (	496667.09,	3605633.96,	36.35,
150.41,	0.00) DC					
	6TH HIGHEST VALUE IS	42.74904	AT (	496667.09,	3605653.96,	34.98,
150.41,	0.00) DC					
	7TH HIGHEST VALUE IS	42.62726	AT (	496667.09,	3605643.96,	35.42,
150.41,	0.00) DC					
	8TH HIGHEST VALUE IS	39.84971	AT (	496677.09,	3605623.96,	39.26,
150.41,	0.00) DC					
	9TH HIGHEST VALUE IS	39.20017	AT (	496677.09,	3605763.96,	31.83,
150.17,	0.00) DC					
	10TH HIGHEST VALUE IS	39.13533	AT (	496677.09,	3605753.96,	32.00,
150.17,	0.00) DC					
805SB	1ST HIGHEST VALUE IS	33.41148	AT (	496667.09,	3605623.96,	38.96,
150.41,	0.00) DC					
	2ND HIGHEST VALUE IS	32.84963	AT (	496667.09,	3605683.96,	33.86,
150.27,	0.00) DC					
	3RD HIGHEST VALUE IS	32.75544	AT (	496667.09,	3605673.96,	34.18,
150.41,	0.00) DC					
	4TH HIGHEST VALUE IS	32.66527	AT (	496667.09,	3605663.96,	34.54,
150.41,	0.00) DC					
	5TH HIGHEST VALUE IS	32.62375	AT (	496667.09,	3605633.96,	36.35,
150.41,	0.00) DC					
	6TH HIGHEST VALUE IS	32.59770	AT (	496667.09,	3605653.96,	34.98,
150.41,	0.00) DC					
	7TH HIGHEST VALUE IS	32.52076	AT (	496667.09,	3605643.96,	35.42,
150.41,	0.00) DC					
	8TH HIGHEST VALUE IS	30.82540	AT (	496677.09,	3605623.96,	39.26,
150.41,	0.00) DC					
	9TH HIGHEST VALUE IS	30.79461	AT (	496677.09,	3605763.96,	31.83,
150.17,	0.00) DC					
	10TH HIGHEST VALUE IS	30.65078	AT (	496677.09,	3605753.96,	32.00,
150.17,	0.00) DC					
ALL	1ST HIGHEST VALUE IS	77.57997	AT (	496667.09,	3605623.96,	38.96,
150.41,	0.00) DC					
	2ND HIGHEST VALUE IS	75.96970	AT (	496667.09,	3605683.96,	33.86,
150.27,	0.00) DC					

150.41,	3RD HIGHEST VALUE IS	75.75968 AT (	496667.09,	3605673.96,	34.18,
	0.00) DC				
150.41,	4TH HIGHEST VALUE IS	75.54968 AT (	496667.09,	3605663.96,	34.54,
	0.00) DC				
150.41,	5TH HIGHEST VALUE IS	75.42126 AT (	496667.09,	3605633.96,	36.35,
	0.00) DC				
150.41,	6TH HIGHEST VALUE IS	75.34674 AT (	496667.09,	3605653.96,	34.98,
	0.00) DC				
150.41,	7TH HIGHEST VALUE IS	75.14803 AT (	496667.09,	3605643.96,	35.42,
	0.00) DC				
150.41,	8TH HIGHEST VALUE IS	70.67512 AT (	496677.09,	3605623.96,	39.26,
	0.00) DC				
150.17,	9TH HIGHEST VALUE IS	69.99478 AT (	496677.09,	3605763.96,	31.83,
	0.00) DC				
150.17,	10TH HIGHEST VALUE IS	69.78611 AT (496677.09,	3605753.96,	32.00,
	0.00) DC				

*** RECEPTOR TYPES: GC = GRIDCART
 GP = GRIDPOLR
 DC = DISCCART
 DP = DISCPOLR

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*** MODELOPTs: RegDFault CONC ELEV RURAL ADJ_U*

*** Message Summary : AERMOD Model Execution ***

----- Summary of Total Messages -----

A Total of 0 Fatal Error Message(s)
 A Total of 38 Warning Message(s)
 A Total of 341 Informational Message(s)

A Total of 26304 Hours Were Processed

A Total of 16 Calm Hours Identified

A Total of 325 Missing Hours Identified (1.24 Percent)

***** FATAL ERROR MESSAGES *****
 *** NONE ***

***** WARNING MESSAGES *****

ME W186	357	MEOPEN: THRESH_1MIN 1-min ASOS wind speed threshold used
0.50		
ME W187	357	MEOPEN: ADJ_U* Option for Stable Low Winds used in AERMET
MX W441	14167	METQA: Vert Pot Temp Grad abv ZI set to min .005, KURDAT=
11081407		
MX W441	14168	METQA: Vert Pot Temp Grad abv ZI set to min .005, KURDAT=
11081408		
MX W441	14169	METQA: Vert Pot Temp Grad abv ZI set to min .005, KURDAT=
11081409		
MX W441	14170	METQA: Vert Pot Temp Grad abv ZI set to min .005, KURDAT=
11081410		
MX W441	14171	METQA: Vert Pot Temp Grad abv ZI set to min .005, KURDAT=
11081411		
MX W441	14172	METQA: Vert Pot Temp Grad abv ZI set to min .005, KURDAT=
11081412		
MX W441	14173	METQA: Vert Pot Temp Grad abv ZI set to min .005, KURDAT=
11081413		
MX W441	14174	METQA: Vert Pot Temp Grad abv ZI set to min .005, KURDAT=
11081414		
MX W441	14175	METQA: Vert Pot Temp Grad abv ZI set to min .005, KURDAT=
11081415		
MX W441	14176	METQA: Vert Pot Temp Grad abv ZI set to min .005, KURDAT=
11081416		
MX W441	14177	METQA: Vert Pot Temp Grad abv ZI set to min .005, KURDAT=
11081417		
MX W441	14178	METQA: Vert Pot Temp Grad abv ZI set to min .005, KURDAT=
11081418		
MX W441	14191	METQA: Vert Pot Temp Grad abv ZI set to min .005, KURDAT=
11081507		
MX W441	14192	METQA: Vert Pot Temp Grad abv ZI set to min .005, KURDAT=
11081508		
MX W441	14193	METQA: Vert Pot Temp Grad abv ZI set to min .005, KURDAT=
11081509		
MX W441	14194	METQA: Vert Pot Temp Grad abv ZI set to min .005, KURDAT=
11081510		
MX W441	14195	METQA: Vert Pot Temp Grad abv ZI set to min .005, KURDAT=
11081511		
MX W441	14196	METQA: Vert Pot Temp Grad abv ZI set to min .005, KURDAT=
11081512		
MX W441	14197	METQA: Vert Pot Temp Grad abv ZI set to min .005, KURDAT=
11081513		
MX W441	14198	METQA: Vert Pot Temp Grad abv ZI set to min .005, KURDAT=
11081514		
MX W441	14199	METQA: Vert Pot Temp Grad abv ZI set to min .005, KURDAT=
11081515		
MX W441	14200	METQA: Vert Pot Temp Grad abv ZI set to min .005, KURDAT=
11081516		
MX W441	14201	METQA: Vert Pot Temp Grad abv ZI set to min .005, KURDAT=
11081517		

MX W441	14202	METQA: Vert Pot Temp Grad abv ZI set to min .005, KURDAT=
11081518		
MX W441	14215	METQA: Vert Pot Temp Grad abv ZI set to min .005, KURDAT=
11081607		
MX W441	14216	METQA: Vert Pot Temp Grad abv ZI set to min .005, KURDAT=
11081608		
MX W441	14217	METQA: Vert Pot Temp Grad abv ZI set to min .005, KURDAT=
11081609		
MX W441	14218	METQA: Vert Pot Temp Grad abv ZI set to min .005, KURDAT=
11081610		
MX W441	14219	METQA: Vert Pot Temp Grad abv ZI set to min .005, KURDAT=
11081611		
MX W441	14220	METQA: Vert Pot Temp Grad abv ZI set to min .005, KURDAT=
11081612		
MX W441	14221	METQA: Vert Pot Temp Grad abv ZI set to min .005, KURDAT=
11081613		
MX W441	14222	METQA: Vert Pot Temp Grad abv ZI set to min .005, KURDAT=
11081614		
MX W441	14223	METQA: Vert Pot Temp Grad abv ZI set to min .005, KURDAT=
11081615		
MX W441	14224	METQA: Vert Pot Temp Grad abv ZI set to min .005, KURDAT=
11081616		
MX W441	14225	METQA: Vert Pot Temp Grad abv ZI set to min .005, KURDAT=
11081617		
MX W441	14226	METQA: Vert Pot Temp Grad abv ZI set to min .005, KURDAT=
11081618		

*** AERMOD Finishes Successfully ***

ATTACHMENT 3
CO Hotspot Analysis

APPENDIX C
 CO HOTSPOTS SCREENING EVALUATION

To verify that the proposed Nakano Project (Project) would not cause or contribute to a violation of the carbon monoxide (CO) standards, a screening evaluation of the potential for CO hotspots was conducted. The California Department of Transportation (Caltrans) and the U.C. Davis Institute of Transportation Studies *Transportation Project-Level Carbon Monoxide Protocol* (CO Protocol) (Caltrans 2010), and the South Coast Air Quality Management District (SCAQMD) *CEQA Air Quality Handbook* (SCAQMD 1993) were followed. CO hotspots are typically evaluated when (1) the level of service (LOS) of an intersection or roadway decreases to LOS E or worse, (2) signalization and/or channelization is added to an intersection, and (3) sensitive receptors such as residences, schools, and hospitals are located in the vicinity of the affected intersection or roadway segment.

According to the CO Protocol, there is a cap on the number of intersections that need to be analyzed for any one project. For a single project with multiple intersections, only the three intersections representing the worst LOS ratings of the project, and, to the extent they are different intersections, the three intersections representing the highest traffic volumes, need be analyzed. For each intersection failing a screening test as described in this protocol, an additional intersection should be analyzed (Caltrans 2010).

Table 1 shows a summary of the Project’s LOS for all nine intersections evaluated for year 2024 cumulative conditions.

Table 1. Intersection Level of Service for Project Year 2024

Intersection	Control Type	Peak Hour	Existing + Project
			LOS
Pam Avenue/I-805 Southbound Ramps	Signal	AM PM	D E
Palm Avenue/I-805 Northbound Ramps	Signal	AM PM	D E
Palm Avenue/Dennery Road	Signal	AM PM	F F
Dennery Road/Project Access	Signal	AM PM	B A
Dennery Road/Red Fin Lane	DNE / Signal	AM PM	B B

Notes: LOS = level of service; DNE = do not enter.
Bold indicates an LOS of E or worse.

References Cited

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