PUBLIC REVIEW DRAFT

RECIRCULATED DRAFT ENVIRONMENTAL IMPACT REPORT

FOR THE

MARIPOSA INDUSTRIAL PARK #2

Stockton, CA
State Clearinghouse Number 2023030679

December 23, 2024

Prepared for:

City of Stockton
Department of Community Development
345 N. El Dorado Street
Stockton, CA 95202

Prepared by:

BaseCamp Environmental, Inc.
802 W. Lodi Avenue
Lodi, CA 95240

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SECTION A
INSIDE COVER NOTES AND TABLE OF CONTENTS

NOTICE: THIS IS A RECIRCULATED DRAFT EIR FOR THE MARIPOSA INDUSTRIAL PARK #2 PROJECT (MARIPOSA 2)

Mariposa 2 involves the proposed annexation, pre-zoning and industrial development of a 108-acre site in the southeastern portion of the City of Stockton. City and Local Agency Formation Commission (LAFCo) approvals will be required to permit the project to proceed.

A Draft Environmental Impact Report (EIR) for the project was prepared by the City of Stockton and circulated for public and agency review from September 29, 2023 to November 13, 2023. A copy of the Draft EIR may be reviewed on the City's website at:

https://www.stocktonca.gov/business/planning___engineering/other_projects_environmental.php

The City received several written comments during the Draft EIR public review period. The City is not responding to the Draft EIR comments at this time, but all comments, including comments on those portions of the Draft EIR that are not being recirculated, comments on the Recirculated Draft EIR, and written responses to those comments will be included in a Final EIR for the Mariposa 2 project.

Directions for agency and public review and comment on the Recirculated Draft EIR are shown on the Notice of Availability just inside the cover of this document, and in further discussion related to CEQA and the CEQA process in Recirculated Chapter 1.0 Introduction in Section B of this document.

Only portions of the Draft EIR are being recirculated as permitted by CEQA and the CEQA Guidelines Section 15088.5. Recirculated portions of the Draft EIR include the following chapters:

1.0 Introduction
2.0 Summary of Impacts and Mitigation Measures
3.0 Project Description
6.0 Air Quality
10.0 Greenhouse Gases

The City of Stockton requests that reviewers of the Recirculated Draft EIR limit their comments to the recirculated chapters or portions of the EIR listed above.

While the Draft EIR was being revised for recirculation, the City and the EIR Preparer carefully reviewed the remainder of the EIR in detail and prepared updates and other revisions to the chapters as required to reflect changes in the project circumstances, project description and other areas of environmental concern discussed in the Draft EIR. All of these updates and changes are discussed in Section C of the Recirculated EIR

RECIRCULATED DRAFT EIR
MARIPOSA 2 INDUSTRIAL PROJECT
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LIST OF TABLES

RECIRCULATED EIR APPENDICES

ACRONYMS AND ABBREVIATIONS USED IN THIS DOCUMENT
(From Draft EIR)

AB	California Assembly Bill
ALUCP	Airport Land Use Compatibility Plan
APN	Assessor's Parcel Number
ARB	California Air Resources Board
BMP	Best Management Practice
BNSF	Burlington Northern Santa Fe Railroad
BTU	British Thermal Unit
CalEEMod	California Emissions Estimator Model
CalEnviroScreen	California Communities Environmental Health Screening Tool
Cal Fire	California Department of Forestry and Fire Protection
CALGreen	California Green Building Standards Code
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CDFW	California Department of Fish and Wildlife
CESA	California Endangered Species Act
CEQA	California Environmental Quality Act
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CO	carbon monoxide
CO_2e	carbon dioxide equivalent
Corps	U.S. Army Corps of Engineers
CSJWCD	Central San Joaquin Water Conservation District
CUPA	Certified Unified Program Agency
dB	decibel
dBA	A-weighted decibel
DPM	diesel particulate matter
DTSC	California Department of Toxic Substances Control
DWR	California Department of Water Resources
DWSP	Delta Water Supply Project
EIR	Environmental Impact Report
EPA	U.S. Environmental Protection Agency
EPAP	Existing Plus Approved Projects
ESFR	Early Suppression Fast Response
ETRIP	Employer Trip Reduction Implementation Plan

FEMA	Federal Emergency Management Agency
GHG	greenhouse gas
GPEIR	Envision Stockton 2040 General Plan EIR
gpm	gallons per minute
ITMM	Incidental Take Minimization Measure
kV	kilovolt
kWh	kilowatt-hour
LAFCo	Local Agency Formation Commission
L_{dn}	Day-Night Average Noise Level
L_{eq}	Equivalent Noise Level
LOS	Level of Service
mgd	million gallons per day
MRZ	Mineral Resource Zone
MS4	Municipal Separate Storm Sewer System
NAHC	Native American Heritage Commission
NO_x	nitrogen oxide
NOP	Notice of Preparation
NPDES	National Pollutant Discharge Elimination System
OPR	Governor's Office of Planning and Research
PG&E	Pacific Gas and Electric Company
$PM_{2.5}$	particulate matter less than 2.5 micrometers in diameter
PM_{10}	particulate matter less than 10 micrometers in diameter
RCMP	Regional Congestion Management Plan
RCRA	Resource Conservation and Recovery Act
ROG	reactive organic gases
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SB	California Senate Bill
SCS	Sustainable Communities Strategy
SEWD	Stockton East Water District
SGMA	Sustainable Groundwater Management Act
SJCOG	San Joaquin Council of Governments
SJMSCP	San Joaquin County Multi-Species Open Space and Habitat Conservation Plan
SJRTD	San Joaquin Regional Transit District
SJVAPCD	San Joaquin Valley Air Pollution Control District
SR	State Route, State Highway
STAA	Surface Transportation Assistance Act

SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminant
USFWS	U.S. Fish and Wildlife Service
VERA	Voluntary Emission Reduction Agreement
VMT	vehicle miles traveled
WSA	Water Supply Assessment

Notice of Availability

PUBLIC NOTICE OF AVAILABILITY
RECIRCULATEDDRAFT ENVIRONMENTAL IMPACT REPORT
(Pursuant to Public Resources Code Sections 21092 and 21092.3 and
Cal. Code of Regulations Title 14, Sections 15087, 15088.5)

DATE: December 23, 2024

TO: Interested Parties

FROM: City of Stockton, Community Development Department (Lead Agency)

SUBJECT: **RECIRCULATION OF ENVIRONMENTAL IMPACT REPORT, MARIPOSA INDUSTRIAL PARK #2 PROJECT, CITY PROJECT FILE NUMBER: P22-0303**

STATE CLEARINGHOUSE NUMBER: 2023030679

The City of Stockton Community Development Department has completed, independently reviewed, and analyzed the Recirculated Draft Environmental Impact Report (RDEIR) SCH #2023060379 for the Mariposa Industrial Park Project #2, located at 5700 E Mariposa Road. The City previously prepared a Draft Environmental Impact Report (DEIR) for the project, which was released for public review on October 2, 2023. The City has decided to recirculate the EIR (the RDEIR) and has published a Revised Notice of Preparation of the subject RDEIR on September 27, 2024

The project applicant proposes the annexation and industrial development of a 107.48-acre site. An additional 0.47 acres south of the site may be used for development of emergency vehicle access. The RDEIR discusses a range of environmental concerns related to the substantial changes to the project and its setting that have occurred since publication of the DEIR and which support recirculation of the EIR; these changes and associated environmental effects, are discussed in more detail in the RDEIR. Project and background changes and potentially significant environmental effects that are discussed in detail in the RDEIR include:

Project Description and Applicant-Proposed Mitigation Measures
Air Quality Impacts
Greenhouse Gas Emissions

The RDEIR also documents and discusses of minor revisions to other chapters of the DEIR that update the document but do not involve any substantial changes to the previously published DEIR of October 2, 2023. There are no sites identified under Section 65962.5 of the Government Code located on or near the project site.

Copies of the Recirculated Draft EIR are available for public review at:

City of Stockton Community Development Department
345 N El Dorado Street
Stockton, CA 95202

and at the City's website:
https://www.stocktonca.gov/government/departments/communityDevelop/cdPlanEnv.html

The Lead Agency requests that RDEIR reviewers limit their comments to the revised chapters or portions of the recirculated EIR.

The City will accept public and agency comments on the RDEIR during a 45-day review period that will begin on Monday, December 23, 2024 and end on Thursday February 6, 2025. Comments may be submitted by mail to the address shown below or by email to nicole.moore.ctr@stocktonca.gov

City of Stockton
Community Development Department
345 N El Dorado Street
Attn: Nicole Moore

SECTION B
RECIRCULATED DRAFT EIR, CHAPTERS

B-1, Recirculated Chapter 1.0 Introduction

B-2, Recirculated Table 2-1 Summary of Impacts and Mitigation Measures

B-3, Recirculated Chapter 3.0 Project Description

B-4, Recirculated Chapter 6.0 Air Quality

B-5, Recirculated Chapter 10.0 Greenhouse Gases

Section B-1, Recirculated Chapter 1.0 Introduction

RECIRCULATED CHAPTER 1.0 INTRODUCTION

1.1 PROJECT AND EIR OVERVIEW

This document is an Environmental Impact Report (EIR); its purpose is to analyze the potential environmental impacts of the proposed Mariposa Industrial Park #2 Project (Mariposa 2), hereinafter referred to as the "project" or "Mariposa 2." Greenlaw Partners, LLC is the project applicant. This EIR was prepared in accordance with the requirements of the California Environmental Quality Act (CEQA). It addresses all the issues in, and generally follows the analysis sequence of, the latest version of the CEQA Environmental Checklist as shown in the State CEQA Guidelines (California Code of Regulations Title 14, Division 6, Chapter 3). The City of Stockton is the primary approval agency for the project and therefore is the CEQA Lead Agency for the project.

The EIR describes the potential environmental effects of the Mariposa 2 project, which includes annexation and industrial development of the project site. the Mariposa 2 site consists of four parcels of land totaling 107.48 acres; an additional 0.47 acres south of the site, which has already been annexed to the City, may be used for development of emergency vehicle access.

The project site is currently in the unincorporated area of San Joaquin County adjacent on three sides to existing and approved industrial development within the Stockton city limits at 5700 East Mariposa Road. (Figures 1-1 through 1-6). Conceptual plans for site development involve four warehouse buildings with a total footprint of approximately 1.8 million square feet, along with circulation aisles, parking spaces and associated utility infrastructure. Access for passenger vehicles and trucks would be provided by two proposed driveways off existing Mariposa Road, which forms the northern boundary of the site; additional access for emergency vehicles may be provided from Newcastle Road via a crossing of North Littlejohns Creek.

Proposed industrial development requires discretionary approvals from the City of Stockton consisting of pre-zoning, a tentative subdivision map, and a development agreement along with the City's decision to petition the San Joaquin Local Agency Formation Commission (LAFCo) for annexation of the project site. Subsequent to annexation, planned industrial development will require ministerial approvals including site plan review and design review of site-specific development plans. The adjacent Mariposa Industrial Park (aka the "Mariposa 1" project) was the subject of an EIR, which was prepared and certified by the City in December 2022. Since certification, the Mariposa 1 EIR has been modified twice to make minor revisions to the Project Description. The first modification, "Addendum #1," considered the potential environmental effects of relocating the planned storm drainage detention basin and pump station facilities onto adjoining industrial property and installation of a new water line crossing of North Littlejohns Creek that was required by the Stockton Municipal Utilities Department. Addendum #1 was approved by the City on an administrative level on July 7, 2023. These

improvements are under construction. In addition to City approvals, LAFCo must approve the annexation and is therefore a Responsible Agency under CEQA.

1.2 PROJECT BACKGROUND

The project site is presently within the jurisdiction of San Joaquin County at 5700 East Mariposa Road. Mariposa Road forms the northern boundary of the project site, and North Littlejohns Creek forms a portion of its southern boundary. The project site is bounded on the west by the recently annexed (2023) Mariposa 1 project, which is under construction, and on the south and east by the Norcal Logistics Center project, which was approved by the City in 2015 and is largely built out.

The Mariposa 1 project was the subject of an EIR, which was prepared and certified by the City in December 2022. Since certification, the Mariposa 1 EIR has been modified twice to make minor revisions to the Project Description. The first modification, "Addendum #1," considered the potential environmental effects of relocating the planned storm drainage detention basin and pump station facilities onto adjoining industrial property and installation of a new water line crossing of North Littlejohns Creek that was required by the Stockton Municipal Utilities Department. Addendum #1 was approved by the City on an administrative level on July 7, 2023. These improvements are constructed or under construction.

The Mariposa 1 EIR was the subject of a second addendum, adopted by the City Council in September 2024 that dealt with the annexation of three small parcels totaling 6.71 acres plus zoning of another small parcel previously annexed to the City, together with a minor amendment to the Mariposa 1 Development Agreement to accounting for these actions. As explained in Addendum #2, the subject annexation and zoning actions would not result in any change to the allowable amount of building development, land disturbance, traffic generation, and other environmental impacts associated with the Mariposa 1 project; therefore, the addendum was considered consistent with the requirements of CEQA Guidelines Section 15164.

The project site has been used historically for row crop agriculture and is vacant of structures. Lands immediately north of the project site across Mariposa Road are primarily in agriculture; two residences are located west of these agricultural lands on one and 3-acre parcels fronting on the north side of Mariposa Road. These lands are designated for industrial and other urban development in the Stockton General Plan 2040; the proposed pre-zoning will become effective at time of annexation. Land to the south and east of the site are also designated for industrial development and contains existing industrial and warehouse development.

The Mariposa Lakes Specific Plan project, to the north and east of the project site across Mariposa Road was considered by the City of Stockton in 2008 after preparation of an EIR. The overall project was a 3,810-acre planned mixed-use urban residential, commercial, institutional, and industrial development that would involve development of more than 10,000 dwelling units, 1.0 million square feet of commercial space, and 10.7 million square feet of industrial uses. The City of Stockton approved a General Plan Amendment for the

proposed land uses, which are shown in the City's current Envision Stockton General Plan 2040 Land Use Diagram. None of the planned Mariposa Lakes development has occurred to date and the project is currently considered inactive.

In addition to industrial development in the general project area, substantial transportation-related development has occurred, including the Burlington Northern Santa Fe (BNSF) Intermodal Facility, a 425-acre railroad/truck logistics facility east of Austin Road. Other recent improvements include the Arch-Airport Road extension, which connects Interstate 5 and State Route (SR) 99, and the widening and improvement of SR 99, including the recent reconstruction of the Mariposa Road / SR 99 interchange 1.4 miles northwest of the site. More localized transportation improvements are being made in conjunction with approved individual industrial development projects; these improvements are discussed where relevant in other chapters of the EIR.

In addition to the adjacent Norcal Logistics Center and Mariposa Industrial Park projects discussed above, other industrial projects in the general vicinity have received approval from the City and LAFCo. The Archtown Industrial Project (P09-148) of 79 acres at the southwest corner of the intersection of Arch Road and Newcastle Road was approved by the City and LAFCo and has been constructed. In June 2020, the City certified an EIR and approved the Sanchez-Hoggan Annexation Project. This project consists of two properties; the Sanchez property, an approximately 149-acre parcel at the northwest corner of the intersection of Arch Road and Austin Road, southeast of the project site, has been constructed; no construction has yet occurred on the Hoggan property.

The above description of recent industrial development in the general project vicinity is provided to describe the general background for the proposed project rather than providing baseline information for cumulative impact analysis. The cumulative impacts of the proposed project were described in detail in Chapter 18.0 Cumulative Impacts of the 2023 DEIR. The cumulative impact analysis was based on the "Summary of Projections" method rather than the "Project List" method; this decision is noted on page 18-1 of that chapter.

1.3 GENERAL EIR REQUIREMENTS AND INTENDED USES

CEQA requires that public agencies document, disclose to the public and consider the potential environmental effects of their actions that meet CEQA's definition of a "project." Briefly summarized, a "project" is an action that has the potential to result in direct or indirect physical changes in the environment. A project includes the agency's direct activities as well as activities that involve public agency approvals or funding. The proposed project, including the annexation, pre-zoning, tentative subdivision map and site approvals, and the actual development of the site, are together considered a "project" as defined by CEQA and thus require environmental review. CEQA requires that all elements of a project, or the "project as a whole," be considered in an EIR.

The CEQA Guidelines contain advisory and mandatory requirements for the application of CEQA to development projects. CEQA requires the designation of a "Lead Agency" for a project. As defined in the CEQA Guidelines, the Lead Agency is the public agency that

has the principal responsibility for carrying out or approving a project. Since the City has the primary approval authority over the project, it is the Lead Agency for CEQA purposes.

A "Responsible Agency" under CEQA is a public agency, other than a Lead Agency, that has discretionary approval authority over a project. Under CEQA Guidelines Section 15096, a Responsible Agency complies with CEQA by considering the CEQA document prepared by the Lead Agency and by reaching its own conclusions on whether and how to approve the project involved. CEQA Guidelines Section 15140 states that a Responsible Agency has more limited authority than a Lead Agency in requiring changes to a project. Under CEQA Guidelines Section 15041, a Responsible Agency may require changes in a project, but only to lessen or avoid the effects of that part of a project which the agency will be called on to carry out or approve.

The project requests annexation to the City of Stockton, for which the San Joaquin LAFCo has approval authority. Therefore, LAFCo will be a Responsible Agency that would consider the information in this EIR in its review of the annexation application. The California Department of Fish and Wildlife (CDFW), the Central Valley Flood Protection Board (CVFPB), the San Joaquin Valley Air Pollution Control District (SJVAPCD), and the Central Valley Regional Water Quality Control Board (RWQCB) may also need to use the EIR in conjunction with review of project-related permits from these agencies. Therefore, these agencies are potential Responsible Agencies.

An EIR is intended to inform decision-makers and the public about the potentially significant adverse environmental effects of a project and to describe any feasible mitigation measures that would substantially reduce or avoid these effects. The EIR also evaluates cumulative impacts, growth-inducing impacts, irreversible environmental effects, and alternatives to the proposed project. The EIR, generally follows the analysis sequence of the latest version of the CEQA Environmental Checklist shown in CEQA Guidelines Appendix G.

1.4 RECIRCULATED EIR, CEQA REQUIREMENTS

As discussed in CEQA Guidelines Section 15088.5, a lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the draft EIR for public review but before its certification. "Information" can include changes in the project or environmental setting as well as additional data or other information.

A Draft EIR for the Mariposa 2 project was prepared and circulated for public review on September 29, 2023. A range of public and agency comments on the Draft EIR were received by the City during the 45-day review period. Following the Draft EIR review period, there were substantial changes to the project circumstances, and to the project description, that result in changes in the Draft EIR's analysis of potential environmental impacts and mitigation measures, and, therefore, warrant recirculation of the EIR. In addition, comments submitted during the public review period suggested that the EIR should be recirculated. Public comments addressing the Draft EIR will be addressed,

together with any comments submitted during the public review period for the Recirculated EIR, in the Final EIR for the Mariposa 2 project.

The City's review and ultimate approval of the adjacent Mariposa 1 project, including certification of the Mariposa 1 Final EIR, involved substantial public and agency concerns with respect to air pollution and emissions of greenhouse gases and consideration of a range of measures and options that could address these concerns. To address these concerns, the applicant and City agreed to incorporate a set of air quality and GHG emission reduction measures into the project. By and large, the effectiveness of these measures could not be quantified, but they were nonetheless adopted as the most feasible option at the time for addressing the Mariposa 1 concerns.

Pursuant to the adopted Mariposa 1 mitigation agreements, the City began preparation of a Warehouse Ordinance; the process of discussing the Ordinance paralleled preparation of the Mariposa 2 EIR. On the assumption that the Mariposa 1 requirements would also apply to Mariposa 2, the requirements were listed as Applicant Proposed Mitigation Measures in Section 3.5 of the Mariposa 2 Draft EIR. In December 2023, after publication of the Draft EIR, the City adopted a Warehouse Ordinance, which established new development standards for warehouse industrial projects such as Mariposa 2. The project applicant and other industrial development in the City will be required by law to comply with the Warehouse Ordinance standards, many of which overlap with the Mariposa 1 requirements, the "Applicant Proposed Mitigation Measures" identified in the Mariposa 2 Draft EIR.

The project applicant and City both recognized difficulties in coordinating and implementing the overlapping sets of requirements, not the least of which is to avoid duplication of requirements and to require mitigation measures if there is a nexus to one or more significant environmental effects. To avoid confusion and to adhere to these and other requirements of CEQA, it was agreed to delete the Applicant Proposed Mitigation Measures from the Mariposa 2 project and to reconsider the related environmental effects as discussed in the Draft EIR with reference to the newly adopted Warehouse Ordinance. Elimination of the Applicant Proposed Mitigation Measures and the City's adoption of the Warehouse Ordinance resulted in substantial changes to the project as described in the Draft EIR, substantial changes to the existing regulatory landscape, and corresponding potential for changes to the EIR's analysis of air quality and GHG impacts and mitigation measures.

As a result, the project applicant and City concluded that the Draft EIR should be partially recirculated. The Recirculated EIR consists primarily of revisions to the following Draft EIR chapters, which are shown in full in Recirculated EIR Section B.

1.0 Introduction
2.0 Summary of Impacts and Mitigation Measures
3.0 Project Description
6.0 Air Quality
10.0 Greenhouse Gases

As the Draft EIR has been revised for recirculation, the remainder of the EIR has been reviewed in detail and updated as required to reflect changed circumstances in other areas

of environmental concern as discussed in the Draft EIR. All of these updates and changes are discussed in Section C of the Recirculated EIR

Aesthetics
Agriculture
Biological Resources
Cultural Resources
Geology and Soils
Hazards and Hazardous Materials
Hydrology and Water Quality
Land Use
Noise
Transportation
Utilities and Energy
Cumulative Impacts
Alternatives
Other CEQA Issues
Sources

A more detailed description of the changed circumstances and the resulting changes to the Draft EIR Project Description can be found in the recirculated version of Chapter 3.0 as listed above. Detailed discussion of changes to the Draft EIR's discussion of air quality, greenhouse gas and other environmental concerns can be found in Recirculated EIR Section B chapters; all other updates and associated changes to the Draft EIR are shown in Section C of the Recirculated Draft EIR

The Recirculated EIR also includes consideration of potential environmental impacts that may be associated with industrial land uses that could be accommodated within the Mariposa 2 project site other than the warehousing and distribution land uses; warehousing and distribution uses that were described as the principal planned uses of the site in the Draft EIR. These uses would include possible development of a new PG&E substation to improve service to industrial development on the site and on nearby lands. PG&E is currently involved in planning and design of a new substation to be located within the adjacent Mariposa 1 project site; Mariposa 2, with the same proposed zoning and allowable uses as Mariposa 1, may, on approval, provide an alternative PG&E substation site. Substations are considered a "by right" use in the Industrial, Limited zoning that will be applicable to the project site at the time of annexation.

The applicant has also discussed its interest in developing a "data center" within the Mariposa 2 project. It is believed that this use is allowable within the proposed IL – Industrial, Limited zoning district to be applied to the project site. Additional detail related to this potential use is provided in Section B, Recirculated Chapter 3.0 Project Description.

After the environmental review process for the project is concluded, it is anticipated that tenant-specific development plans for the site or portions of the site would be generated and submitted to the City of Stockton for site plan and design review approval. Although these are ministerial approvals, these subsequent applications may require consideration

under CEQA, including whether or not the potential environmental effects of the future tenants' projects are adequately addressed by this EIR and/or which of the mitigation measures or other requirements described in this EIR apply to the tenant project or projects.

The CEQA Guidelines provide that, when an EIR is revised only in part and the lead agency is recirculating only the revised chapters or portions of the EIR, the lead agency may request that reviewers limit their comments to the revised chapters or portions of the recirculated EIR. The lead agency need only respond to (i) comments received during the initial circulation period that relate to chapters or portions of the document that were not revised and recirculated, and (ii) comments received during the recirculation period that relate to the chapters or portions of the earlier EIR that were revised and recirculated. The lead agency's request that reviewers limit the scope of their comments shall be included either within the text of the revised EIR or by an attachment to the revised EIR.

The City of Stockton requests that reviewers of the Recirculated Draft EIR limit their comments to the revised chapters or portions of the EIR as listed above.

As required by Public Resources Code Section 21092.1, the City has sent a Notice of Recirculation to every agency, person, or organization that commented on the September 29, 2023 Draft EIR. The Notice indicates that new comments may be submitted only on the recirculated portions of the EIR. The Notice summarizes the revisions made to the prior EIR.

1.5 TIERING AND ENVISION STOCKTON 2040 GENERAL PLAN EIR

Tiering is a CEQA streamlining tool that allows Lead Agencies to use previous analyses of larger-scale environmental issues in the review of individual development projects, when these issues are addressed in previously certified EIRs. CEQA strongly encourages tiering: EIRs "shall be tiered whenever feasible, as determined by the lead agency." CEQA Guidelines Section 15152, which describes tiering, provides that lead agencies should limit the EIR on the later project to impacts that 1) were not examined as significant effects on the environment in the prior EIR; or 2) are susceptible to substantial reduction or avoidance by the choice of specific revisions in the project, by the imposition of conditions, or other means. Those previously certified EIRs are typically programmatic documents such as General Plan EIRs, Program EIRs or Master EIRs. The previous document or analysis is typically incorporated into the project-level CEQA document by reference.

The City of Stockton's Envision Stockton 2040 General Plan EIR (GPEIR) considered the anticipated growth and buildout of the City as a whole, including industrial development of the project site and lands in the vicinity; these lands are designated Industrial in the City of Stockton General Plan. The project and its proposed pre-zoning are consistent with the current Industrial land use designation. The GPEIR found that impacts of planned 2040 development would result in significant and unavoidable impacts on agricultural land conversion, air quality, greenhouse gas emissions, traffic noise, employment growth, and traffic. In each of these cases, where mitigation was not available or was not sufficient to reduce impacts to a level that would be less than significant, a Statement of Overriding Considerations was adopted in conjunction with adoption of the General Plan.

This EIR is tiered to the GPEIR with respect to previous analyses of these significant and unavoidable environmental impacts, as well as other areas of impacts where described in this EIR. The certified GPEIR and the adopted Statement of Overriding Considerations, listed below, are hereby incorporated into this EIR by reference. The following documents are available for review on the Community Development Department's Documents webpage and at the City of Stockton Community Development Department office at 345 N. El Dorado Street, Stockton, California.

- City of Stockton 2018. Envision Stockton 2040 General Plan Update and Utility Master Plan Supplements, Final EIR and Mitigation Monitoring and Reporting Program. October 10, 2018. Certified by the Stockton City Council December 4, 2018.
- City of Stockton 2018. Findings of Fact and Statement of Overriding Considerations, Envision Stockton 2040 General Plan Update and Utility Master Plan Supplements Final EIR. Adopted by the Stockton City Council December 4, 2018.

CEQA Guidelines Section 15183 provides that projects which are consistent with the development density established by existing zoning, community plan, or general plan for which an EIR was certified shall not require additional environmental review, except as might be necessary to examine whether there are project-specific significant impacts which are peculiar to the project or its site. The proposed project qualifies for consideration under Section 15183 in that proposed industrial development is consistent in type and intensity with the General Plan's Industrial land use designation, and the GPEIR was certified by the Stockton City Council.

While this EIR tiers from the GPEIR, this EIR is also expected to be a tiering resource for CEQA review of future tenant improvement projects to be constructed on the project site. Specifically, the analysis in the EIR may be used to determine the potentially significant impacts of tenant-specific site plans, possible combinations with other projects within Mariposa 2 or projects within the adjacent Mariposa Industrial Park development, or other projects. The provisions of CEQA Guidelines Section 15183 would also apply to these potential lower-level tiering uses of this EIR.

1.6 CEQA PROCEDURES FOR THE EIR

On March 21, 2023, the City circulated a Notice of Preparation (NOP) inviting comments from interested agencies and the public as to environmental concerns that should be considered in the EIR. The 2023 NOP and comments received in response are shown in Appendix A of the Draft EIR. The Mariposa 2 Draft EIR may be reviewed in its entirety online at:

https://www.stocktonca.gov/business/planning___engineering/other_projects_environmental.php

In conjunction with preparation of this Recirculated EIR, the City circulated a revised NOP, the 30-day comment period for which closed on September 8, 2024. Also, a new scoping

meeting for the Mariposa 2 project was held online on August 24, 2024. The meeting was attended by City staff and representatives of the project applicant.

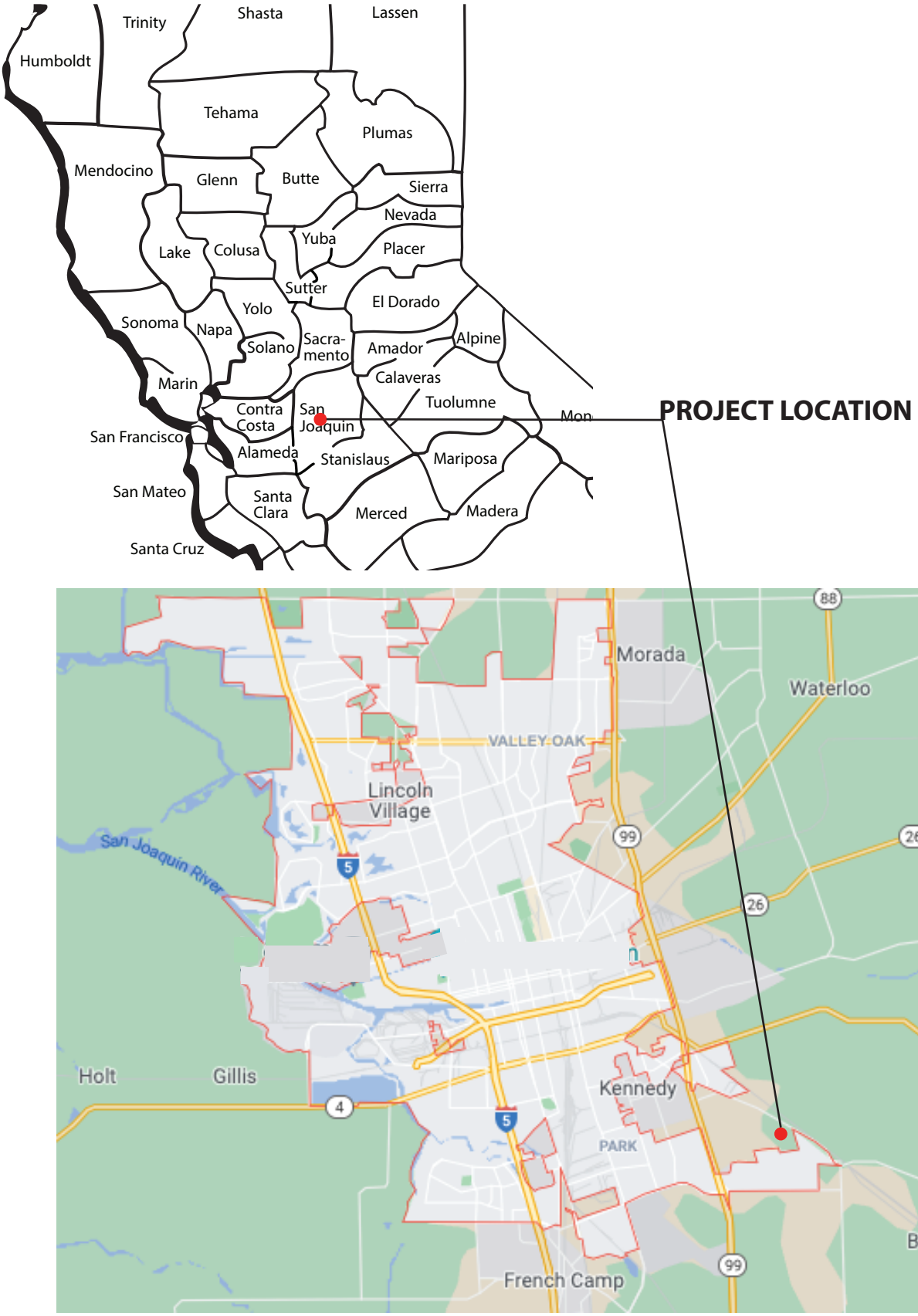
Appendix A of this Recirculated EIR contains the 2024 Notice of Preparation. No comments were submitted to the City in response to the NOP nor were any substantive oral comments made at the 2024 scoping meeting.

With the release of this Recirculated EIR and the accompanying Notice of Availability, regulatory agencies and members of the public can comment on the adequacy of the recirculated portions of the EIR environmental impact analysis during a 45-day review period beginning on December 20, 2024 and ending on February 3, 2025. The City will provide written responses to substantive comments received for both the original portions of the EIR that were not recirculated, as well as those comments received regarding the recirculated portions of the EIR, in the Final EIR. Those responses, along with any necessary changes to the EIR, will be published in a Final EIR before the project is considered by City decision-makers.

Before the City makes its decision on the project, it first must certify that the Final EIR complies with the provisions of CEQA, that the City has reviewed and considered the information in the Final EIR, and that the Final EIR reflects the independent judgment of the City as to the environmental impacts of the project. The City is also required to make specific findings related to each of the significant effects identified in the EIR. If the project involves any significant and unavoidable environmental effects, the CEQA findings will need to include a Statement of Overriding Considerations should it decide to approve the project. Mitigation measures described in the Final EIR will be incorporated into a Mitigation Monitoring and Reporting Program that will be adopted by the City in conjunction with project approval to ensure the mitigation measures are implemented.

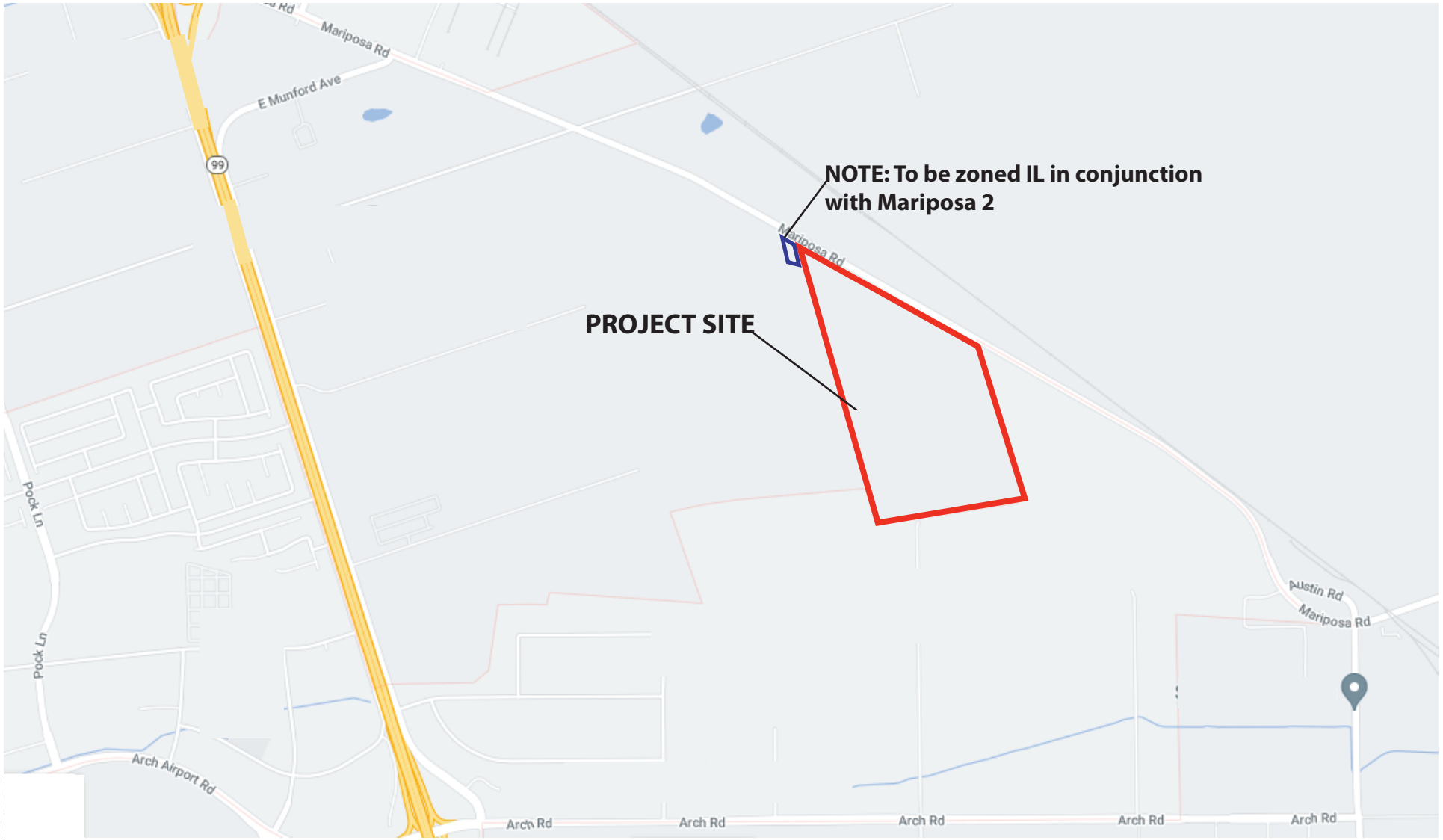
In accordance with CEQA Guidelines Section 15163(c), this EIR is available for public review and comment on the dates specified in the EIR Notice of Availability, located inside the cover of this document. Any comments or questions regarding this EIR should be submitted to the City by mail or email at the following addresses before the close of the public review period:

City of Stockton
Community Development Department
Attention: Nicole Moore, Planning Consultant
345 N. El Dorado Street
Stockton, CA 95202
E-mail: Nicole.Moore@stocktonca.gov



BaseCamp Environmental

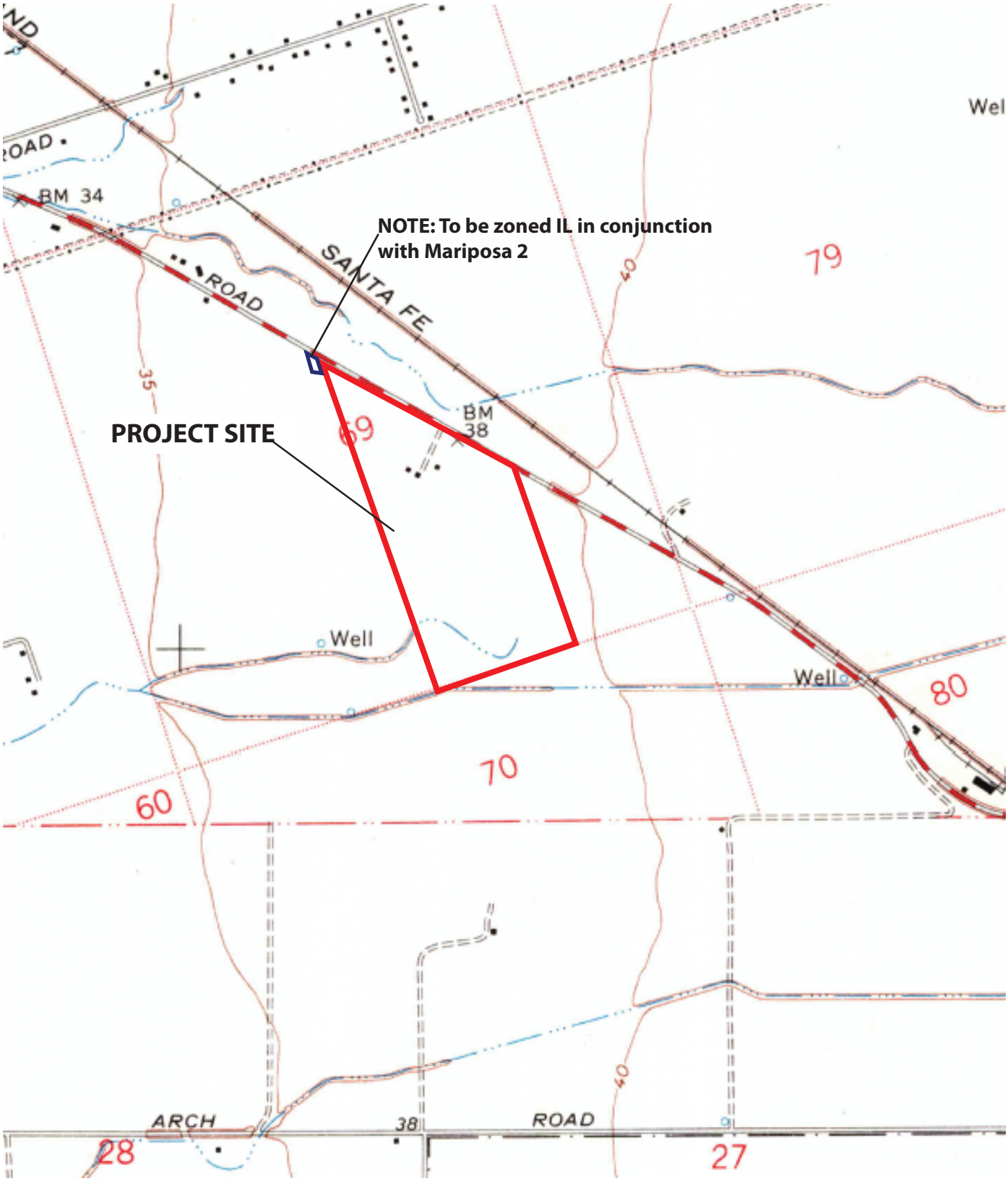
Figure 1-1
REGIONAL LOCATION MAP



BaseCamp Environmental

SOURCE: Google Maps

Figure 1-2
STREET MAP



SOURCE: USGS Quadrangle Map, Stockton East, 1968.
T 1N, R 7E, S 69

SOURCE: Google Earth

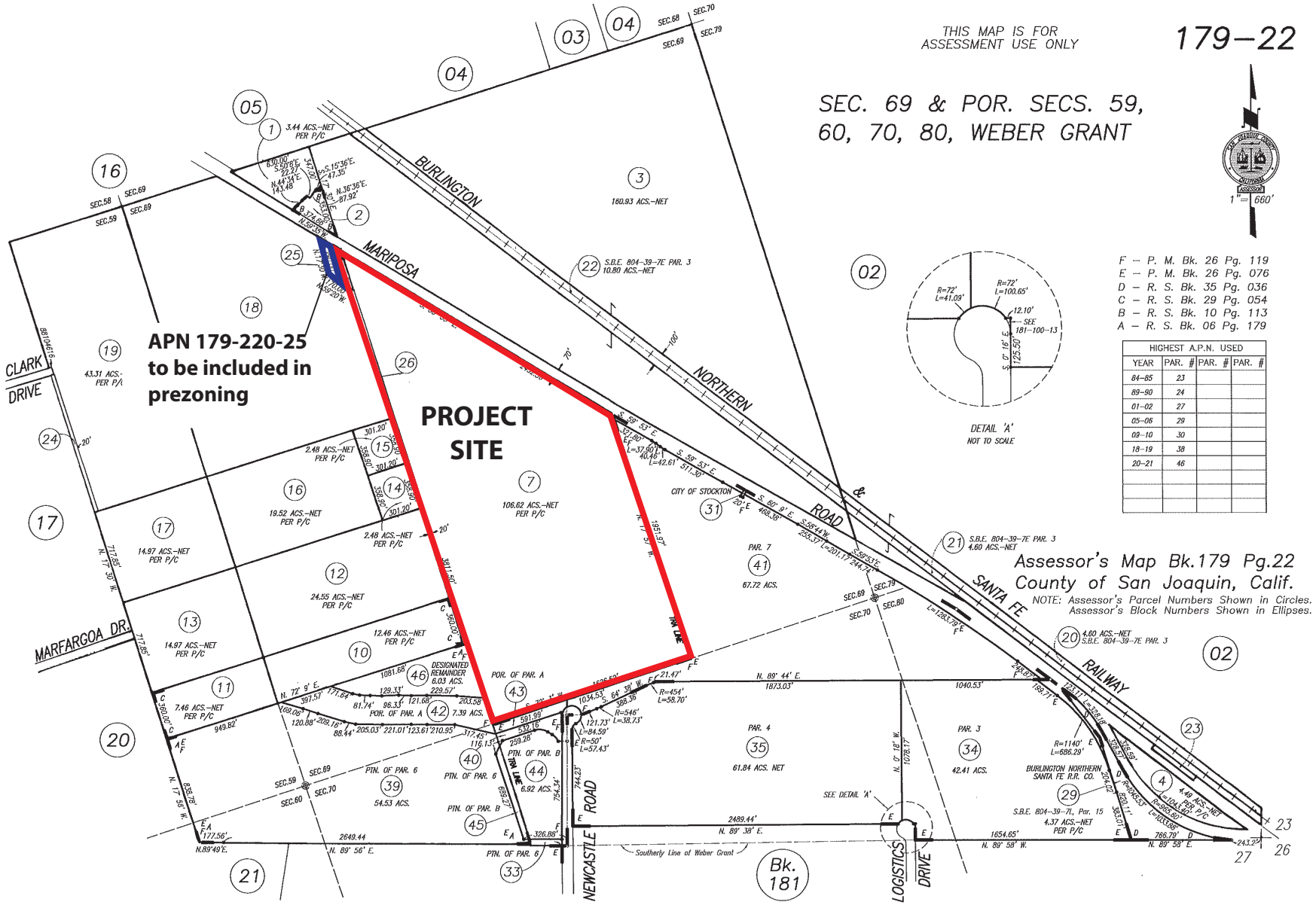
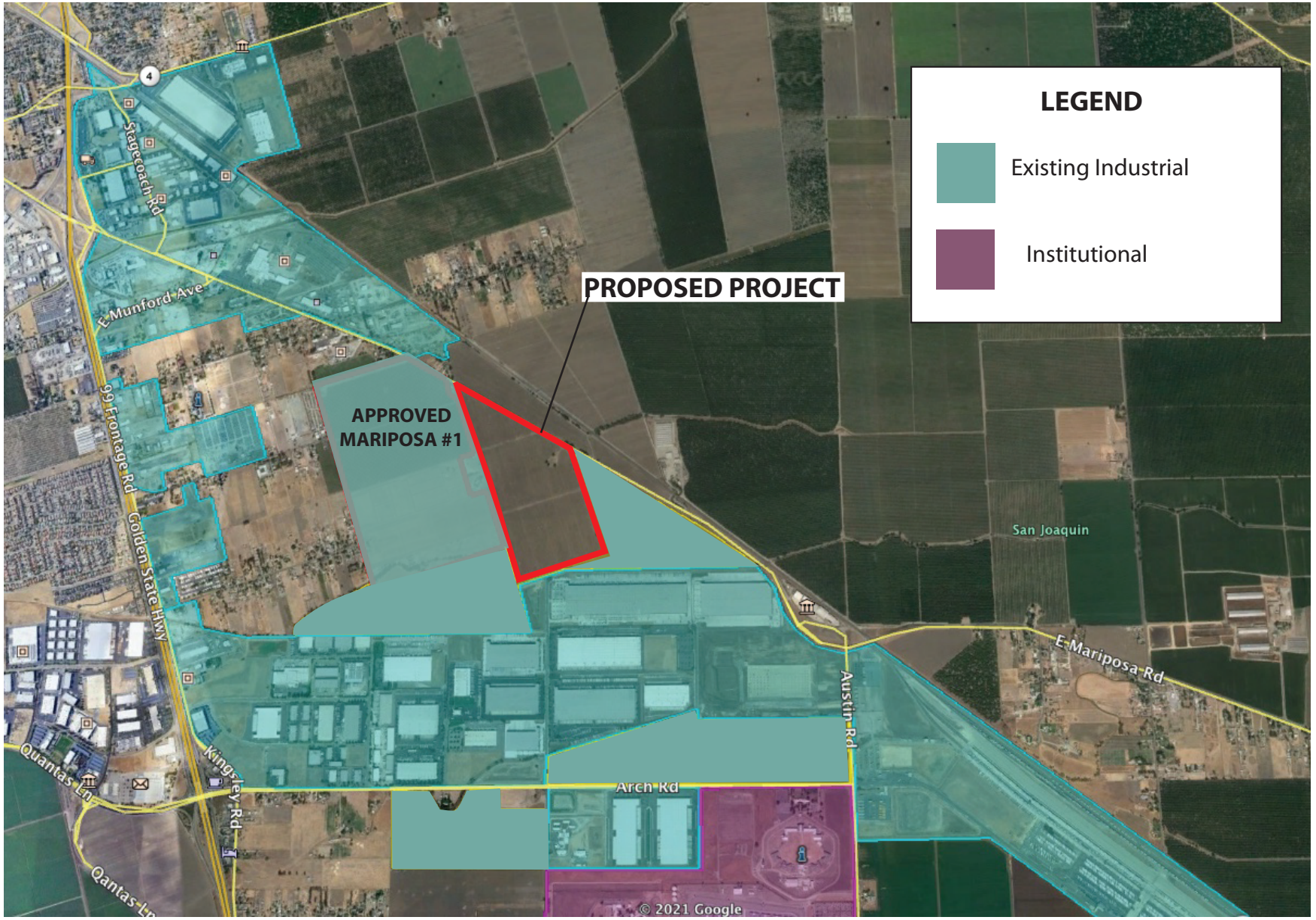


Figure 1-5
ASSESSOR PARCEL MAP



BaseCamp Environmental

Figure 1-6
PROJECT AREA INDUSTRIAL DEVELOPMENT

Section B-2, Recirculated Table 2-1
Summary of Impacts and Mitigation Measures

TABLE 2-1
RECIRCULATED SUMMARY OF IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation	Existing Requirements or Mitigation Measures	Significance After Mitigation
4.0 AESTHETICS AND VISUAL RESOURCES			
Impact AES-1: Scenic Vistas. Views of scenic vistas already limited; project would not substantially interfere with views.	LS	None required.	-
Impact AES-2: Scenic Resources. There are no significant scenic resources on the project site. Riparian area along North Littlejohns Creek would be minimally affected. No other scenic resources or scenic highways are in the area.	LS	None required.	-
Impact AES-3: Visual Character and Quality. Urban development would replace existing open space areas. New structures, site improvements, and landscaping would be designed and constructed to meet the aesthetic standards of the City of Stockton. Compliance with these standards would minimize project impacts on public views.	LS with Existing Requirement	AES-1: (*Existing Requirement*) New structures, landscaping, and site improvements shall conform with Section 5.02 of the City of Stockton Design Guidelines. *No other mitigation measures are required.*	-
Impact AES-4: Light and Glare. Lighting would be installed on properties that currently have none. Compliance with Stockton Municipal Code Sections 16.36.060(B) and 16.32.070 would minimize light and glare impacts.	LS with Existing Requirement	AES-2: (*Existing Requirement*) The approved site plan shall conform with the most recent version of the California Green Building Standards Code (California Code of Regulations, Title 24, Part 11) adopted by the City of Stockton at the time of site plan approval, including compliance with Section 5.106.8, which establishes mandatory requirements for outdoor lighting systems of nonresidential development that are designed to minimize the effects of light pollution. AES-3: (*Existing Requirement*) The approved site plan shall comply with the applicable provisions of the Stockton Municipal Code pertaining to lighting, including Sections 16.36.060(B) and 16.32.070, which require exterior lighting to be shielded and directed away from adjoining properties and public rights-of-way. Compliance shall be documented in a photometric (lighting) plan or other documentation acceptable to the City.	-

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Potential Impact	Significance Before Mitigation	Existing Requirements or Mitigation Measures	Significance After Mitigation
		AES-4: *(Existing Requirement)* Prior to final approval, the project shall be submitted to the San Joaquin Council of Governments (SJCOG), acting in its capacity as the Airport Land Use Commission, for review of the compatibility of the project with Stockton Metropolitan Airport operations and conformance to the guidelines stipulated in the Airport Land Use Compatibility Plan for Stockton Metropolitan Airport.	
5.0 AGRICULTURAL RESOURCES			
Impact AG-1: Conversion of Farmland. The southern portion of the project site is classified as Farmland of Local Importance, which is not Farmland as defined by the CEQA Guidelines. However, the northern portion is classified as Farmland of Statewide Importance, which is Farmland. The City's Agricultural Lands Mitigation Program and participation in SJMSCP would compensate for impacts on Farmland but not avoid conversion. [This issue was analyzed in the Stockton General Plan 2040 EIR and was determined to be significant and unavoidable even with mitigating General Plan policies.]	S with Existing Requirement	AG-1: (*Existing Requirement*) The project shall participate in and comply with the City's Agricultural Lands Mitigation Program, under which developers of the property shall contribute agricultural mitigation land or shall pay the Agricultural Land Mitigation Fee to the City. *No other feasible mitigation is available.*	SU
Impact AG-2: Agricultural Zoning and Williamson Act. The project site is zoned AG-40 (General Agriculture), which holds land for future urban development. None of the parcels within the project site are under a Williamson Act contract.	LS	None required.	-
Impact AG-3: Indirect Conversion of Agricultural Lands. The project is in an area designated for urban development, and such development has occurred nearby. The project would not involve any activity that would indirectly convert other agricultural land in the vicinity to non-agricultural uses.	LS	None required.	-

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Potential Impact	Significance Before Mitigation	Existing Requirements or Mitigation Measures	Significance After Mitigation
6.0 AIR QUALITY			
Impact AIR-1: Air Quality Plans and Standards – Construction Emissions. Project construction emissions would not exceed SJVAPCD significance thresholds, therefore less than significant and consistent with adopted air quality plans. Emissions would be further reduced through the required implementation of SJVAPCD Regulation VIII, the Indirect Source Rule and other Existing Requirements adopted by the City of Stockton. Development of a data center in lieu of all or a portion of planned warehouse development would involve potential construction emissions comparable to warehouse development, which would be less than significant.	LS with Existing Requirement	Mitigation is not required since significance thresholds are not exceeded. Existing requirements of the Stockton Warehouse Ordinance for construction emissions, listed below, will further reduce less than significant air quality effects. • Qualifying facilities shall comply with the SJVAPCD requirements prior to beginning construction. This would include compliance with SJVAPCD Regulation VIII and Rule 9510 as discussed above. These two measures will result in further reduction in the project's construction emissions, which are calculated by CalEEMod to be below SJVAPCD significance thresholds, as shown in Table 6-5. [All warehouses proposed by the project are qualifying facilities, since each warehouse is larger than 100,000 square feet in floor space.] • All off-road construction equipment, with a power rating of less than 19 kilowatts (e.g., plate compactors, pressure washers), shall be electric-powered. • Subject to all other idling restrictions, off-road diesel-powered construction equipment shall not be left in the "on position" for more than 10 hours per day. • Temporary electrical hookups to all construction yards and associated work areas shall be required. • Temporary signage shall be posted in public view throughout the construction site indicating truck idling lasting more than five minutes is prohibited. The signs shall include contact information for the facility operator or designee responsible for receiving complaints (i.e. excessive dust, fumes, odors) for the site, and contact information for the SJVAPCD's on-line complaint system and its complaint call-line for those interested in filing a complaint. Any complaints made to the facility operator's designee shall be answered within 72	-

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Potential Impact	Significance Before Mitigation	Existing Requirements or Mitigation Measures	Significance After Mitigation
		hours of receipt. • The construction contractor(s) shall maintain on the construction site an inventory of construction equipment, maintenance records, and datasheets, including design specifications and emission control tier classifications. • The facilities shall require the construction contractor to establish one or more locations for food or catering truck service to construction workers and to cooperate with food service providers to provide consistent food service. • The facilities shall require the construction contractor to provide transit and ridesharing information for construction workers. NOTE: THE ABOVE STOCKTON WAREHOUSE ORDINANCE REQUIREMENTS REPLACE MITIGATION MEASURES AIR-1 THROUGH AIR-7 AS SHOWN IN THE 2023 DRAFT EIR AS "APPLICANT-PROPOSED MITIGATION MEASURES." FURTHER EXPLANATION IS PROVIDED IN SECTIONS 1.4 AND 3.5 OF THIS RECIRCULATED DRAFT EIR.	
Impact AIR-2: Air Quality Plans and Standards – Operational Emissions. Project operational emissions would not exceed SJVAPCD significance thresholds. Compliance with SJVAPCD Rule 9510 would further reduce emissions of NOx and PM10. Emissions would be further reduced with application of other Existing Requirements adopted by the City of Stockton. Project emissions would not exceed 100 pounds per day for any criteria pollutant. Therefore, an Ambient Air Quality Analysis was not conducted.	LS	The project would be required to comply with the standards set forth in the Stockton Warehouse Ordinance for operational emissions. All warehouse site plan design standards are included in this table, however, not all apply to the proposed project, as no sensitive receptors related to air quality have been identified. • Unless determined to be physically impossible, when adjacent to sensitive receptors, a loading dock door shall be oriented away from the sensitive receptor and located a distance of 300 feet from said receptor, unless the dock doors are utilized by zero emission trucks and equipment only. The building and auto parking can be located within the	-

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Potential Impact	Significance Before Mitigation	Existing Requirements or Mitigation Measures	Significance After Mitigation
		300-foot distance. There are, however, no sensitive receptors adjacent to the project. • To facilitate the installation of future electric vehicle charging stations for heavy-heavy duty (HHD) trucks, in connection with each individual development proposal, the subject building improvement plans shall identify an area for future HHD truck charging stations and the subject developer shall install conduit from the power source to the identified area. • A 20-foot landscaped planter (buffer) shall be installed along the property line adjacent to a sensitive receptor. • The buffer shall be landscaped and not be less than 50 percent of the total buffer size with two rows of 15-gallon trees planted along the length of the property line adjacent to the sensitive receptor. • The buffer landscape can include areas to be used for bioswales, retention/detention areas and/or other stormwater and water quality management areas in compliance with SMC Section 16.56 (Landscaping). The buffer area shall include a minimum 10-foot solid decorative wall(s), or landscaped berm and wall, or landscaped berm adjacent to sensitive receptors unless a noise analysis indicated an alternative height is needed for sound attenuation. • All on and off-site landscaping shall comply with SMC Chapter 16.56 (Landscaping) • All landscaping shall be drought tolerant and, to the extent feasible, comprised of species with low biogenic emissions. Palm trees shall not be utilized.	

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Potential Impact	Significance Before Mitigation	Existing Requirements or Mitigation Measures	Significance After Mitigation
		• All landscaping areas shall be properly irrigated for the life of the facility to allow for plants and trees to maintain growth with no undue pruning. • Tree maintenance shall comply with SMC Section 16.56 as a certified Landscape Architect must prepare the Preliminary and Final Landscape plan and certify the planting is water efficient at the time of construction permit approval. • Trees shall be installed in automobile parking areas to provide at least 35% shade cover of passenger vehicular parking areas within fifteen years. Trees shall be planted that can meet this requirement. The 35% shade created by trees amount can be substituted for solar canopy upon approval by the Director. • To facilitate the installation of future electric vehicle charging stations for heavy-heavy duty (HHD) trucks, in connection with each individual development proposal, the subject building improvement plans shall identify an area for future HHD truck charging stations and the subject developer shall install conduit from the power source to the identified area. • Provide EV charging stations for automobiles per building code and provide conduit to a future designated area for Heavy Duty Truck Charging Facility. • All truck turning movements at entrances, exits, and street intersections shall be located on local industrial, collector or arterial streets and all vehicle entries shall be designed to prevent truck access to local and back-up residential collector streets. • All trucks and commercial vehicles serving the facility shall occur in compliance with the City of Stockton Truck Traffic Route Map in SMC 10.08.030 and Surface Transportation Assistance Act (STAA) Truck Route Map.	

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Potential Impact	Significance Before Mitigation	Existing Requirements or Mitigation Measures	Significance After Mitigation
		• Off-street loading shall comply with Section 16.64.110 Off-street loading space standards and Section 16.36.30 to ensure driveway access and onsite circulation are designed and maintained to increase public safety and reduce congestion on public streets. • Signs shall be posted inside and outside of the building and facility indicating all off-site parking is prohibited for adjacent street that do not permit parking. • All truck driveway exits shall include signs directing truck drivers to the truck routes identified in the City of Stockton Truck Traffic Route Map and State Highway System designations. • Upon commencement of operations, the tenant/operator of the facility shall be required to restrict truck idling onsite to a maximum of three minutes, subject to exceptions defined by CARB's commercial vehicle idling requirements. Building design standards related to air quality include: • Architectural and industrial coatings (e.g. paints) applied on the qualifying facility(ies) shall be consistent with the Volatile Organic Compound (VOC) content limits set by the SJVAPCD or the current edition of the California Green Building Standards Code (CALGreen), whichever is most restrictive. Developer or tenant is not required to exercise control over materials painted offsite. • Qualifying facilities shall be constructed in compliance with the most current edition of all adopted City building codes, including the adopted Green Building Standards Code. Prior to the issuance of building permits, the applicant/developer of the qualifying facility(ies) shall demonstrate (e.g., provide building plans) that the proposed buildings are designed and will be built.	

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Potential Impact	Significance Before Mitigation	Existing Requirements or Mitigation Measures	Significance After Mitigation
		• Exterior loading dock doors that are adjacent to conditioned or indirectly conditioned spaces shall have dock seals or dock shelters installed at the time of permitting. • Project should provide infrastructure to support charging of electric power on-site equipment. • Demonstration of compliance with SJVAPCD Rule 9510 (Indirect Source Review) is required prior to obtaining any building permit for a qualifying facility. • Tenant/Operator of the qualifying facility(ies) shall enroll in the United States Environmental Protection Agency's SmartWay Program. Proof of enrollment shall be given to the Community Development Department prior to issuance of a Certificate of Occupancy of a Building Permit for the facility. Applicable on-going operations standards include: • All forklifts, yard trucks, and other equipment used for on-site movement of trucks, trailers and warehoused goods, as well as landscaping maintenance equipment used on the site, shall be electrically powered or zero-emission unless new technology is determined to be commercially unavailable. • Where transport by temperature-controlled trucks or trailers is proposed, on-site electrical hookups shall be provided at loading docks. Idling or use of auxiliary truck engine power to power climate-control equipment shall be prohibited. • Employers shall provide employees with transit route and schedule information on systems serving the facility area and coordinate ridesharing amongst employees. [See also SJVAPCD Rule 9410 described in the Regulatory Framework section of this chapter.]	

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Potential Impact	Significance Before Mitigation	Existing Requirements or Mitigation Measures	Significance After Mitigation
		• Employers shall provide on-site locations for food or catering truck service and cooperate with food service providers to accommodate food service to operations employees. • Truck queuing, idling, or circling of vehicles, on public streets adjacent to the facility is prohibited. • All outdoor areas allowing smoking shall be located at least 25 feet from the nearest property line. • All trucks, supportive vehicles and equipment shall be kept on site in all loading, storage, and parking areas, and kept behind locked gates during nonbusiness hours. • Periodic yard and parking area sweeping shall be provided to minimize dust generation. • Diesel generators are prohibited, except in emergency situations and during construction when establishing the facility's new electrical service connection. In those temporary cases, all generators shall have Best Available Control Technology (BACT) that meets CARB's Tier 4 emission standards. • (Note: Backup generators for data centers will not be subject to this prohibition but will instead be required to obtain Authority to Construct/Permit to Operate approvals from the SJVAPCD together with specified operating limits emission controls, offsets or other SJVAPCD conditions of approval. NOTE: THE ABOVE STOCKTON WAREHOUSE ORDINANCE REQUIREMENTS REPLACE MITIGATION MEASURES AIR-8 THROUGH AIR-28 AS SHOWN IN THE SEPTEMBER 2023 DRAFT EIR IN SECTION 3.5 AS "APPLICANT-PROPOSED MITIGATION MEASURES." FURTHER EXPLANATION IS PROVIDED IN SECTIONS 1.4 AND 3.5 OF THIS RECIRCULATED DRAFT EIR.	

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Potential Impact	Significance Before Mitigation	Existing Requirements or Mitigation Measures	Significance After Mitigation
Impact AIR-3: Exposure of Sensitive Receptors to Criteria Pollutants. Rural residences are unlikely to be exposed to high pollutant concentrations. CO concentrations at one street intersection would be partially reduced by a mitigation measure required as part of the adjacent Mariposa Industrial Park project. Other emissions within would be reduced by SJVAPCD rules and air quality mitigations AIR-1 through AIR-28.	PS	AIR-29: The project applicant shall contribute fair-share costs to, or design and construct if required by the City, an improvement on the Mariposa Road and Carpenter Road intersection that would widen the northeast-bound Carpenter Road approach to include an exclusive northeast-bound-to northwest-bound left-turn lane, and a combined through/right-turn lane. This improvement would prevent traffic congestion that could result in unhealthful CO emissions. Note: This same requirement applies to the approved Mariposa Industrial Park project.	LS
Impact AIR-4: Exposure of Sensitive Receptors to Toxic Air Contaminants. Diesel PM generated by project operations; however, facility prioritization screening conducted for project indicates diesel PM emissions would not adversely affect nearby sensitive receptors.	LS	None required.	-
Impact AIR-5: Odor Emissions. Main odor source would be vehicle emissions, which would be localized and would dissipate rapidly.	LS	None required.	-
7.0 BIOLOGICAL RESOURCES			
Impact BIO-1: Special-Status Species and Habitats. Project development would involve the potential for impacts on foraging and/or nesting habitat for Swainson's hawk, burrowing owl, and white-tailed kite.	LS with Existing Requirement	BIO-1: *(Existing Requirement)* As part of required participation in the San Joaquin County Multi-Species Open Space and Habitat Conservation Plan (SJMSCP), the project site shall be inspected by the SJMSCP biologist, who shall recommend which Incidental Take Minimization Measures (ITMMs) set forth in the SJMSCP should be implemented. The project applicant shall pay the required SJMSCP fee, if any, and be responsible for the implementation of the specified ITMMs. *No additional mitigation measures are required.*	-
Impact BIO-2: Riparian and Other Sensitive Habitats. Riparian corridor along North Littlejohns Creek would be minimally affected by installation of a bridge. No other	LS	None required	-

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Potential Impact	Significance Before Mitigation	Existing Requirements or Mitigation Measures	Significance After Mitigation
sensitive habitats, including groundwater dependent ecosystems, would be affected.			
Impact BIO-3: Waters of the U.S. and Wetlands. North Littlejohns Creek and a ditch were identified as potential Waters of the U.S. No wetlands were identified on the project site.	PS	BIO-2: Prior to the start of construction work, the project developer shall conduct a wetland delineation identifying jurisdictional Waters of the U.S. and wetlands on the project site. The delineation shall be verified by the U.S. Army Corps of Engineers (Corps). The delineation shall be used to determine if any project work will encroach upon any jurisdictional water, thereby necessitating an appropriate permit. For any development work that may affect a delineated jurisdictional Water, the project developer shall obtain any necessary permits from the U.S. Army Corps of Engineers prior to the start of development work within these locations. Depending on the Corps permit issued, the project applicant shall also apply for a Section 401 Water Quality Certification from the Central Valley Regional Water Quality Control Board. BIO-3: Prior to the start of construction work in North Littlejohns Creek, the project developer shall obtain any necessary permits from the California Department of Fish and Wildlife and the Central Valley Flood Protection Board. The project developer shall comply with all conditions attached to any required permit.	LS
Impact BIO-4: Fish and Wildlife Migration. Several trees in the project vicinity that are suitable for nesting raptors and other protected bird species, including migratory species.	LS with Existing Requirement	Implement Mitigation Measure BIO-1.	-
Impact BIO-5: Local Biological Requirements. Valley oak, a species protected by City's Heritage Tree Ordinance, was identified on the project site.	LS with Existing Requirement	BIO-4: *(Existing Requirement)* If removal of any oak tree on the project site is required, a certified arborist shall survey the oak trees proposed for removal to determine if they are Heritage Trees as defined in Stockton Municipal Code Chapter 16.130. The arborist report with its findings shall be submitted to the City's Community Development Department. If Heritage Trees are determined to exist on the property, removal of any such tree shall require a permit to be issued by the City in accordance with Stockton Municipal Code Chapter 16.130. The permittee	-

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Potential Impact	Significance Before Mitigation	Existing Requirements or Mitigation Measures	Significance After Mitigation
		shall comply with all permit conditions, including tree replacement at specified ratios. No additional mitigation measures are required.	
Impact BIO-6: Habitat Conservation Plans. Project would participate in the San Joaquin County Multi-Species Open Space and Habitat Conservation Plan	LS with Existing Requirement	Implement Mitigation Measure BIO-1.	-
8.0 CULTURAL RESOURCES AND TRIBAL CULTURAL RESOURCES			
Impact CULT-1: Historical Resources. No historical resources have been recorded on the project site, but previously undiscovered resources could be encountered during construction.	PS	CULT-1: *(Existing Requirement)* Stockton Municipal Code Section 16.36.050 - Cultural Resources. If a historical or archaeological resource or human remains may be impacted by a development project requiring a discretionary land use permit, the Secretary of the Cultural Heritage Board shall be notified, any survey needed to determine the significance of the resource shall be conducted, and the proper environmental documents shall be prepared. Additional requirements specified in the code may apply. *No additional mitigation measures required.*	LS
Impact CULT-2: Archaeological Resources. No archaeological resources were identified on the project site. However, it is possible that unknown cultural resources may be uncovered during project construction.	PS	CULT-2: (*Existing Requirement).* In the event that archaeological resources are discovered during any construction, construction activities shall cease, and the Community Development Department shall be notified so that the extent and location of discovered materials may be recorded by a qualified archaeologist, and disposition of artifacts may occur in compliance with State and federal law. CULT-3: Archaeological monitoring of initial ground-disturbing project activities shall be conducted at and in the immediate vicinity of the former residence site.	LS
Impact CULT-3: Human Burials. No human burials have been identified on the project site. However, it is possible	LS with Existing Requirement	CULT-4: *(Existing Requirement)* SMC 16.36.050 (C). Human Remains. In the event human remains are discovered during any construction, construction activities shall cease, and the County Coroner and Community Development Director shall be notified	-

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Potential Impact	Significance Before Mitigation	Existing Requirements or Mitigation Measures	Significance After Mitigation
that unknown burials, including Native American burials, may be uncovered during project construction.		immediately in compliance with CEQA Guidelines 15064.5 (d). A qualified archaeologist shall be contacted to evaluate the situation. If the human remains are of Native American origin, the Coroner shall notify the NAHC within 24 hours of this identification. The NAHC will identify the most likely descendent of the Native American to inspect the site and provide recommendations for the proper treatment of the remains and associated grave goods. *No additional mitigation measures are required.*	
Impact CULT-4: Tribal Cultural Resources. No tribal cultural resources were identified on the project site. However, a Sacred Land has been recorded nearby, and the Northern Valley Yokuts and Wilton Rancheria have expressed concern about project activities, although neither tribe consulted with the City under AB 52..	LS with Existing Requirement	Existing Requirements CULT-1 through CULT-4 *No additional mitigation measures are required.*	-
9.0 GEOLOGY, SOILS, AND MINERAL RESOURCES			
Impact GEO-1: Faulting and Seismicity. There are no active or potentially active faults within or near the project site. The project site would be exposed to seismic shaking, but compliance with the adopted California Building Code would minimize seismic hazards.	LS	None required.	-
Impact GEO-2: Other Geologic Hazards. The project site is not prone to landslide hazards or subsidence. Liquefaction and other soil instability on the project site are considered unlikely, but no information specific to the site is available.	LS with Existing Requirement	GEO-1: *(Existing Requirements)* The project applicant shall submit a geologic soils report, prepared by a registered civil engineer, in compliance with Stockton Municipal Code Section 16.192.020. The report's recommendations shall be incorporated into the final design and construction plans. GEO-2: *(Existing Requirements)* Project plans and specifications shall comply with the most recent version of the California Building Code adopted by the City of Stockton at the time of project approval.	-

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Potential Impact	Significance Before Mitigation	Existing Requirements or Mitigation Measures	Significance After Mitigation
		No additional mitigation measures are required.	
Impact GEO-3: Soil Erosion. Project construction activities would loosen the soil, leaving it exposed to potential water and wind erosion. Project would be required to obtain a Construction General Permit, which has conditions that would reduce soil erosion impact, as would the City's Storm Water Management Program, the Stockton Municipal Code, and SJVAPCD Regulation VIII.	LS with Existing Requirement	GEO-3: *(Existing Requirement)* The project shall obtain a Notice of Intent issued by the SWRCB for compliance with the Construction General Permit. The project shall prepare and implement a Storm Water Pollution Prevention Plan (SWPPP) including a site map, description of construction activities and identification of Best Management Practices that will prevent soil erosion and discharge of other construction-related pollutants. GEO-4: *(Existing Requirements)* The project applicant shall comply with Stockton Municipal Code Section 15.48.050, which requires construction activities to be designed and conducted to minimize discharge of sediment and all other pollutants and Section 15.48.070, which contains standards for implementation of Best Management Practices.	-
Impact GEO-4: Expansive Soils. Project site soils have high shrink-swell potential.	LS with Existing Requirement	Existing Requirement GEO-1. *No additional mitigation measures are required.*	-
Impact GEO-5: Paleontological Resources and Unique Geological Features. The project site does not contain unique geological features or any known paleontological resources; however, project construction could unearth previously unknown paleontological materials of significance.	PS	GEO-5: If any subsurface paleontological resources are encountered during construction, all construction activities within a 50-foot radius of the encounter shall be immediately halted until a qualified paleontologist can examine these materials, initially evaluate their significance and, if potentially significant, recommend measures on the disposition of the resource. The City shall be immediately notified in the event of a discovery. The contractor shall be responsible for retaining qualified professionals, implementing recommended mitigation measures, and documenting mitigation efforts in written reports to the City.	LS
Impact GEO-6: Access to Mineral Resources. There are no identified mineral resource areas on the project site.	NI	None required.	-

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TABLE 2-1
RECIRCULATED SUMMARY OF IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation	Existing Requirements or Mitigation Measures	Significance After Mitigation
10.0 GREENHOUSE GAS EMISSIONS			
Impact GHG-1: Project GHG Construction Emissions and Consistency with Applicable Plans and Policies. Unmitigated construction GHG emissions would be reduced further below their identified less than significant level by the applicable requirements of the Stockton Warehouse Ordinance and, compliance with applicable State and SJVAPCD rules and regulations. [GHG construction emissions were not specifically analyzed in the Stockton General Plan 2040 EIR.]	LS	The project would be required to comply with the applicable GHG emissions standards set forth in the Stockton Warehouse Ordinance. Site plan design standards specifically related to greenhouse gas emissions include: • All qualifying facilities shall be constructed using "cool roof" materials with an aged reflectance and thermal emittance values that are equal to or greater than those specified in the current edition of the CALGreen Building Tier 1 Standards. • Each developer of an individual specific development proposal shall prepare the subject building structures in such a way to accommodate future solar panels pursuant to applicable Building Code requirements. • Electrical Room Sizing: To ensure that warehouse electrical rooms are sufficiently sized to accommodate the potential need for additional electrical panels, a secondary electrical room shall be provided in the building. Or the primary electrical room shall be sized 25 percent larger than is required to satisfy the service requirements of the building or the electrical gear shall be installed with the initial construction with 25 percent excess demand capacity. • The building permit application for qualifying facilities must demonstrate that sufficient power will be provided from clean energy sources for the operational base power use at the start of operations. Developers shall have the following options, or any combination of options, for procuring clean energy to meet operational base power needs for new building structures. Options may include: (i) installing solar panels on the subject building or building site; and/or (ii) procuring 100 percent clean energy from AVA Community Energy; and/or (iii)participating in California's Community Solar Program.	-

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Potential Impact	Significance Before Mitigation	Existing Requirements or Mitigation Measures	Significance After Mitigation
		• Operational base power is defined as the amount of power required to supply loads for all ordinary operational uses of the site. Loads for all ordinary operational uses of the site include, as non-exhaustive examples, loads for minimal heating for fire sprinklers, primary office space lighting, HVAC, warehouse power, warehouse lighting, site lighting, minimum power for dock positions (including chargers for yard equipment and any plug-ins for transport refrigeration units), and the amount of light-duty electric vehicle supply equipment required by CALGreen. Loads for all ordinary operational uses of the site exclude, as non-exhaustive examples, loads for specialized equipment, non-standard automation or material handling systems, and chargers for heavy-duty trucks. • The office portion of a building's rooftop that is not covered with solar panels or other utilities shall be constructed with light colored roofing material with a solar reflective index of not less than 78. *No additional mitigation measures are required.*	
Impact GHG-2: Project GHG Operational Emissions and Consistency with Applicable Plans and Policies. Less than significant operational GHG emissions would be further reduced by compliance with the applicable requirements of the Stockton Warehouse Ordinance and, with applicable State and SJVAPCD rules and regulations. Development of a data center in lieu of proposed warehouses would result in reduced GHG emissions.	LS	Implement All Warehouse Ordinance Air Quality and GHG requirements as listed in Table 2-1 Sections 6.0 and 10.0	-
11.0 HAZARDS AND HAZARDOUS MATERIALS			
Impact HAZ-1: Hazardous Material Transportation and Storage. Proposed warehouses may store finished goods or raw materials considered hazardous. Compliance with	LS with Existing Requirement	HAZ-1: *(Existing Requirement)* New business on the project site that may handle quantities of hazardous materials equal to or greater than 55 gallons of a liquid, 500 pounds of a solid, or 200 cubic feet of a compressed gas at any given time shall submit a	-

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Potential Impact	Significance Before Mitigation	Existing Requirements or Mitigation Measures	Significance After Mitigation
applicable local, state, and federal regulations would minimize impacts.		Hazardous Materials Business Plan to the Certified Unified Program Agency (CUPA) of San Joaquin County. The Hazardous Materials Business Plan shall include an inventory of hazardous materials and hazardous wastes and an emergency response plan for incidents involving hazardous materials and wastes. HAZ-2: *(Existing Requirement)* Proposed business uses that involve the manufacture, storage, handling, or processing of hazardous materials in sufficient quantities that would require s Hazardous Materials Business Plan, and the use is within 1,000 feet of a residential zoning district, the project shall comply with Stockton Municipal Code Section 16.36.080, which governs use, handling, storage, and transportation of hazardous materials. *No additional mitigation measures are required.*	
Impact HAZ-2: Hazardous Material Releases. Project construction and operations create a potential for hazardous material releases. The required SWPPP and other typical contractor practices shall minimize construction impacts. Compliance with applicable local, state, and federal regulations would minimize operational impacts. No schools are located within one-quarter mile of the project site.	LS with Existing Requirement	Implement Existing Requirements GEO-1 and GEO-2. *No additional mitigation measures are required.*	-
Impact HAZ-3: Hazardous Material Sites. No active hazardous material sites were identified on or adjacent to the project site. A Phase I Environmental Site Assessment did not identify any recognized environmental conditions but did acknowledge potential contamination due to past activities.	PS	HAZ-3: In accordance with the recommendations of the Phase I Environmental Site Assessment prepared by ENGEO, Inc. for the project, the following measures shall be implemented: ● An assessment of the presence of aerially deposited lead shall be conducted along the Mariposa Road frontage of the project site. ● If records regarding demolition of residential homes are not located, a lead, asbestos, and PCB survey shall be conducted near the former residential home site.	LS

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Potential Impact	Significance Before Mitigation	Existing Requirements or Mitigation Measures	Significance After Mitigation
		• If soil is to be exported from the project site, an agrichemical assessment should be considered to determine soil disposal and/or reuse alternatives.	
Impact HAZ-4: Airport Hazards. The project site is within Compatibility Zone 7b as established by the Stockton Metropolitan Airport ALUCP. Proposed development would be consistent with allowable land uses in this zone.	LS with Existing Requirement	HAZ-4: (*Existing Requirement)* Site plan and design review submittals for the project shall be referred to the San Joaquin County Airport Land Use Commission for review. Applicable recommendations of the Airport Land Use Commission shall be made a condition City approval. *No additional mitigation measures are required.*	-
Impact HAZ-5: Interference with Emergency Vehicle Access and Evacuations. Neither project construction nor operations would require closure or any major restriction on use of adjacent roads. Once construction work is completed, project development would not obstruct any roads.	LS with Existing Requirement	HAZ-5: (*Existing Requirement)* Encroachment permits for work within the public right-of-way shall be obtained from the City of Stockton or San Joaquin County as applicable. *No additional mitigation measures are required.*	-
Impact HAZ-6: Wildfire Hazards. Project is in an urbanizing area and has not been designated a fire hazard area by Cal Fire.	LS	None required.	-
12.0 HYDROLOGY AND WATER QUALITY			
Impact HYDRO-1: Surface Water Resources, Flooding and Quality. Construction activities could loosen soils that could eventually enter nearby surface waters, as well as debris and deposits from project operations. Compliance with applicable water quality plans, permits, and regulations would minimize impacts. Project development will be required to submit storm water management plans for the project that shall include construction erosion and sedimentation controls as well as post-construction Best Management Practices.	LS with Existing Requirement	HYDRO-1: *(Existing Requirement)* Industrial development within floodplain Zone AO shall conform to Stockton Municipal Code Chapter 15.44 Flood Damage Prevention. HYDRO-2: *(Existing Requirement)* Industrial uses on the project site shall obtain coverage under the Central Valley RWQCB Industrial General Permit program and implement pollution control measures using the best available technology economically achievable and best conventional pollutant control technology. All facility operators shall prepare, retain on site,	-

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Potential Impact	Significance Before Mitigation	Existing Requirements or Mitigation Measures	Significance After Mitigation
		and implement a SWPPP implementing applicable Industrial General Permit requirements, including a monitoring program. HYDRO-3: *(Existing Requirement)* Prior to final site plan approval, the project applicant shall submit a storm drainage master plan that shows all onsite facilities and connection to the storm drainage system of Mariposa Industrial Park. The master plan shall demonstrate how storm drainage can be managed without impact on North Littlejohns Creek that could cause flooding. The master plan shall be submitted to the Stockton Municipal Utilities Department for review and approval. Project developers shall enter into a maintenance agreement for post-construction BMPs prior to receiving a Certificate of Occupancy. *No additional mitigation measures are required.*	
Impact HYDRO-2: Groundwater Resources and Quality. Project would be served by the City's water system, which relies in part on groundwater. Project can be accommodated from City's existing supplies without requiring additional groundwater. Project would be subject to Groundwater Sustainability Plan for basin, which include direct and in-lieu recharge projects.	LS	None required.	-
Impact HYDRO-3: Drainage Patterns and Runoff. Project would alter existing drainage patterns and runoff volumes, but project features would reduce impacts. Issues associated with water quality of runoff would be mitigated. However, the project proposes to connect with the drainage system of the adjacent Mariposa Industrial Park development, which includes a detention basin that discharges into North Littlejohns Creek. Additional drainage could cause flooding issues in the creek.	LS with Existing Requirement	Implement Existing Requirement HYDRO-1, HYDRO-2 and HYDRO-3 *No additional mitigation measures are required.*	-
Impact HYDRO-4: Release of Pollutants in Flood, Tsunami, and Seiche Zones. Only a small portion of the project site is within a FEMA-designated 100-year floodplain, and no buildings using or storing hazardous materials would be located there. The project site would not be subject to	LS with Existing Requirement	Implement Existing Requirements HYDRO-1 and HYDRO-2 *No additional mitigation measures are required.*	-

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Potential Impact	Significance Before Mitigation	Existing Requirements or Mitigation Measures	Significance After Mitigation
flooding from dam or levee failure or from seiches or tsunamis.			
Impact HYDRO-5: Consistency with Water Quality and Groundwater Management Plans. The project would comply with applicable water quality plans and be consistent with the Groundwater Sustainability Plan for the Eastern San Joaquin Subbasin.	LS	None required.	-
13.0 LAND USE, POPULATION, AND HOUSING			
Impact LUP-1: Division of Communities. The area surrounding the project site is a combination of vacant parcels, agricultural uses, and rural residential and commercial development. This does not constitute a community that could be divided by the project.	NI	None required.	-
Impact LUP-2: Conflict with Applicable Plans, Policies, and Regulations. The project would be consistent with the policies of the Stockton General Plan. Project may conflict with LAFCo policies preserving agricultural land, but project would be subject to the City's Agricultural Lands Mitigation Program. Project site is consistent with development standards for Compatibility Zone 7b of the Stockton Metropolitan Airport ALUCP.	LS	None required.	-
Impact LUP-3: Inducement of Population Growth. While the warehouse development would provide employment opportunities, these opportunities are expected to be filled mainly by existing residents. The project would not induce population growth beyond that anticipated in the Stockton General Plan.	LS	None required.	-
Impact LUP-4: Displacement of Housing and People. The project site has single-family residences that would be demolished. However, there is available housing in the Stockton area to accommodate any displaced persons.	LS	None required.	-

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Potential Impact	Significance Before Mitigation	Existing Requirements or Mitigation Measures	Significance After Mitigation
14.0 NOISE			
Impact NOISE-1: Increase in Noise Levels in Excess of Standards-Traffic. Traffic generated under Existing Plus Approved Projects Plus Project conditions would increase traffic noise levels along several roadway segments, but not at levels exceeding significance thresholds.	LS	None required.	-
Impact NOISE-2: Increase in Noise Levels in Excess of Standards-Other Project Noise. Noise from loading dock activities were determined to not significantly affect nearby sensitive land uses, mainly residences.	LS	None required.	-
Impact NOISE-3: Increase in Noise Levels in Excess of Standards-Construction. Construction activities may potentially increase ambient noise above City standards at nearby sensitive receptors.	PS	NOISE-1: (*Existing Requirements)* Project construction shall comply with the provisions of Stockton Municipal Code Chapter 16.60, including Section 16.60.030, which contains restrictions on construction noise, including operating or causing the operation of tools or equipment on private property used in alteration, construction, demolition, drilling, or repair work between the hours of 10:00 p.m. and 7:00 a.m. so that the sound creates a noise disturbance across a residential property line, except for emergency work of public service utilities. NOISE-2: The City shall establish the following as conditions of approval for any permit that results in the use of construction equipment: • Construction shall be limited to 7:00 a.m. to 10:00 p.m. • All construction equipment powered by internal combustion engine shall be properly muffled and maintained. • Quiet construction equipment, particularly air compressors, are to be selected whenever possible. • All stationary noise-generating construction equipment such as generators or air compressors are to be located as far as is practical from existing residences. In addition, the project contractor shall place such stationary construction equipment so that emitted	LS

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Potential Impact	Significance Before Mitigation	Existing Requirements or Mitigation Measures	Significance After Mitigation
		noise is directed away from sensitive receptors nearest the project site. • Unnecessary idling of internal combustion engines is prohibited. • The construction contractor shall, to the maximum extent practical, locate on-site equipment staging areas to maximize the distance between construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction.	
Impact NOISE-4: Groundborne Vibration. Project construction activities would not generate groundborne vibrations at a level that would disturb people or risk damage to buildings.	LS	None required.	-
Impact NOISE-5: Airport and Airstrip Noise. The project site is outside noise contours established by the Stockton Metropolitan Airport ALUCP. No private airstrips are in the vicinity.	NI	None required.	-
15.0 PUBLIC SERVICES AND RECREATION			
Impact PSR-1: Fire Protection Service. New or expanded facilities may be required in the future, but project would not trigger this requirement. Public Facility Fees will be paid, and future facilities would be subject to CEQA review. Mitigation would require installation of Early Suppression Fast Response sprinkler systems.	PS	PSR-1: All industrial/warehouse buildings constructed on the project site shall have an Early Suppression Fast Response (ESFR) fire sprinkler system installed. The Stockton Fire Department shall review and approve any proposed ESFR system prior to its installation. PSR-2: City departments, including Fire, Community Development, and Finance, together with industrial project proponents, shall develop and implement a plan for financing, construction and staffing of a new fire station in the vicinity of the project site. The project applicant shall contribute to the	LS

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Potential Impact	Significance Before Mitigation	Existing Requirements or Mitigation Measures	Significance After Mitigation
		costs of constructing and staffing the new fire station in accordance with the adopted plan.	
Impact PSR-2: Police Protection Services. New or expanded facilities may be required in the future, but project would not trigger this requirement. Public Facility Fees will be paid, and future facilities would be subject to CEQA review.	LS	None required.	-
Impact PSR-3: Schools. The project involves industrial development, which does not directly generate new student load. New industrial development would be responsible for the payment of school impact fees.	LS	None required.	-
Impact PSR-4: Parks and Recreational Services. The project would not involve any direct effects on parks or recreational facilities, nor would it generate a demand for new or expanded recreational facilities or services.	LS	None required.	-
Impact PSR-5: Other Public Facilities. The project would not generate additional demand for library, hospital, and courthouse services, and therefore would not require new or expanded facilities.	LS	None required.	-
16.0 TRANSPORTATION			
Impact TRANS-1: Consistency with CEQA Guidelines Section 15064.3(b). The project's VMT effects would be less than significant.	LS	None required.	-
Impact TRANS-2: Motor Vehicle Transportation Plans-Truck Routes. Project proposes STAA truck routes; however, this would not conflict significantly with motor vehicle transportation plans applicable to trucks.	LS	None required.	-
Impact TRANS-3: Conflicts with Non-Motor Vehicle Transportation Plans. The project would not conflict with	LS	None required.	-

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Potential Impact	Significance Before Mitigation	Existing Requirements or Mitigation Measures	Significance After Mitigation
non-motor vehicle transportation plans or their implementation.			
Impact TRANS-4: Safety Hazards. The traffic impact study did not identify any traffic hazards that would result from the project. Project construction would involve routine but potential traffic hazards, but contractors will be required to provide traffic safety control as warranted.	LS	None required.	-
Impact TRANS-5: Emergency Access. Adequate emergency access would be provided to the project site.	LS	None required.	-
Level of Service Effect LOS-1: Motor Vehicle Transportation Plans-Intersections. Under Existing Plus Approved Projects Plus Project conditions, only four intersections affected by the project would not operate at LOS above minimally acceptable City of Stockton standards. Recommended air quality mitigation and Intersection Improvement Measures would improve LOS at two intersections, while the other two intersections would not require improvements. LOS is not a measure of CEQA impacts.	NA	* Implement Recommended Improvement TRANS-1: The project applicant should contribute fair-share costs to an improvement on the Mariposa Road and 8th Street/Farmington Road intersection that would split the northeast-bound combined through/right-turn lane into an exclusive northeast-bound through lane and a "free" northeast-bound-to-southeast-bound right-turn lane. Existing pavement width is considered adequate to accommodate this improvement. *(Note: This same improvement recommendation was made in the Mariposa Industrial Park EIR.)*	NA
Level of Service Effect LOS -2: Motor Vehicle Transportation Plans-Roadway Segments. Under Existing Plus Approved Projects Plus Project conditions, only two roadway segments affected by the project would not operate at LOS above minimally acceptable City of Stockton standards. Recommended Roadway Segment Improvement Measure would improve LOS at one segment, while other segment would not require improvements. LOS is not a measure of CEQA impacts.	NA	No recommended improvements.	NA
Level of Service Effect LOS -3: Motor Vehicle Transportation Plans-Ramp Junctions. Under Existing Plus Approved Projects Plus Project conditions, three ramp junctions affected by the project would not operate at LOS above minimally acceptable City of Stockton standards. However, these facilities would operate within standards	NA	No recommended improvements.	NA

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Potential Impact	Significance Before Mitigation	Existing Requirements or Mitigation Measures	Significance After Mitigation
of the City's Transportation Impact Guidelines. LOS is not a measure of CEQA impacts.			
17.0 UTILITIES AND ENERGY			
Impact UTIL-1: Water Services and Facilities. City has adequate water supplies for project. Existing water lines are in vicinity.	LS	None required.	-
Impact UTIL-2: Wastewater Services and Facilities. City has adequate capacity at its treatment plant to accommodate project. Existing sewer lines are in vicinity.	LS	None required.	-
Impact UTIL-3: Stormwater Services and Facilities. Project would not connect to City's drainage system but would connect to system that would collect and discharge runoff to North Littlejohns Creek without causing downstream flooding or reduced water quality with mitigation.	LS with Existing Requirement	Implement Existing Requirement HYDRO-3.	LS
Impact UTIL-4: Solid Waste. Existing landfills in the County would have adequate capacity to accommodate project solid waste. The project would comply with applicable federal, state, and local statutes and regulations related to solid waste.	LS	None required.	-
Impact UTIL-5: Energy and Telecommunications Facilities. Existing electrical, natural gas, and telephone lines are available near the project site.	LS	None required.	-
Impact UTIL-6: Project Energy Consumption. The project would not consume energy in a manner that is wasteful, inefficient, or unnecessary.	LS	None required.	-

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Section B-3, Recirculated Chapter 3.0
Project Description

RECIRCULATED CHAPTER 3.0 PROJECT DESCRIPTION

3.1 PROJECT LOCATION

The project site, consisting of two parcels, is predominantly in the San Joaquin County unincorporated area, adjacent to the southeastern limits of the City of Stockton (Chapter 1.0, Figures 1-1 through 1-5). Table 3-1 identifies each of these parcels by its Assessor's Parcel Number (APN), street address, and acreage (see Figure 1-5). The unincorporated portion of the project site, the area to be annexed, encompasses 107.48 acres.

TABLE 3-1
PROJECT AREA PARCELS

APN*	Address	Acres
Annexation Area		
179-220-07	5700 East Mariposa Road	107.48
Incorporated Area		
179-220-43 & 179-220-41(part)	Newcastle Road, Possible Emergency Vehicle Access	0.47
	TOTAL ACRES	**107.95**

* See Figure 1-5 for parcel locations.

The project site is adjacent to and south of Mariposa Road, approximately 1.4 miles southeast of the SR 99 / Mariposa Road interchange. The project site is shown on the Stockton East 7.5-minute quadrangle map within the C.M. Weber grant of Rancho Campo de los Franceses, Section 69, Township 1 North, Range 7 East, Mt. Diablo Baseline and Meridian. The approximate latitude of the project site is 37° 55′ 10″ North, and the approximate longitude is 121° 12′ 12″ West.

3.2 PROJECT OBJECTIVES

CEQA Guidelines Section 15124(b) requires that the project description contain a clearly written statement of project objectives, including the purpose of the project. The statement of project objectives is an important determinant for the lead agency when it develops a reasonable range of alternatives to evaluate in the EIR. The primary private- and public-sector objectives for the proposed project include:

- Development of approximately 1.8 million square feet of industrial space for leasing to various potential tenants, including data centers, together with associated site and utility improvements.

- Industrial development of the site as contemplated by the Stockton General Plan 2040. Stockton General Plan Policy LU-4.1 encourages large-scale development proposals in appropriate locations that include significant numbers of higher-wage jobs and local revenue generation.
- Utilize existing development-ready and planned infrastructure and provide for project design flexibility in the allowable number and size of parcels and industrial structures, thereby maximizing the industrial development potential of the site.
- To comply with the natural resource management objectives of the Stockton General Plan 2040 by placing new industrial development in an area where potential impacts to sensitive natural resources are or can be reduced or avoided through site design, development phasing, and landscaping.

3.3 PROJECT DETAILS

The Mariposa 2 project proposes the annexation, pre-zoning and development of the project site for light industrial purposes, primarily "high cube" warehouses. The proposed project described and analyzed in this EIR is based on a conceptual plan for industrial development of the project site submitted with the project application and shown in Figure 3-2. Further details on this conceptual proposed industrial development are provided in Section 3.3.5 below.

In 2024, Pacific Gas and Electric (PG&E) expressed strong interest in locating an approximately seven-acre substation in the Mariposa 2 vicinity. Substations are specifically identified in the Stockton Development Code as a Permitted Use within the IL Industrial Limited zoning district; this is the current zoning applied to the approved Mariposa 1 project and will be the proposed zoning for the Mariposa 2 project. PG&E and the project applicants are currently working to establish the PG&E substation in the adjacent approved Mariposa 1 project; however, the Mariposa 2 site, or additional lands owned by the applicants north of Mariposa Road would also be alternative substation locations. Because it is an industrial use permitted in the Industrial, Limited zone, the substation development would not require additional discretionary approval from the City.

The project applicant is also actively seeking potential tenants that would develop a data center on the Mariposa 2 site, once it is annexed and pre-zoned. Subject to a final determination by the City, data centers are considered a Permitted Use within the IL Industrial Limited zoning and, like the planned PG&E substation, may not require additional discretionary approval from the City.

Potential substation and/or data center development differ somewhat from the anticipated warehousing and distribution development occurring in the project vicinity and envisioned for the project as a whole. These potential development projects are identified in the EIR so that any potential environmental impacts associated with these uses can be disclosed in the EIR. Therefore, this EIR analyzes the potential environmental impacts of both warehousing development and data center/substation development. The various

discretionary actions and types of development that could occur subsequent to annexation and pre-zoning of the project are discussed in the following subsections.

3.3.1 Reorganization and Pre-zoning

The project proposes the annexation of the project site, currently under County jurisdiction, into the City of Stockton (Figure 3-1). At the same time, the site will be detached from the Montezuma Fire District, in which the project site is currently located. Considered together, these actions are known as a "reorganization."

After approving the pre-zoning, the City would submit a reorganization application to the San Joaquin LAFCo, which would then be responsible for action on the annexation and detachment. LAFCo's policies with respect to reorganizations are specified in its Change of Organization Policies and Procedures, adopted in 2007 and subsequently amended. Key considerations include whether the annexation would constitute a logical expansion of a city boundary and if the annexation area would be provided with public utilities and services in an efficient manner. Additional analysis and information on the consistency of the project with LAFCo requirements and findings are provided in Chapter 13.0 Land Use, Population, and Housing of this EIR.

The project site is within the City of Stockton's Sphere of Influence but is outside the adopted 2030 Planning Horizon Area defined in the City's Municipal Service Review (MSR). The MSR was amended in conjunction with approval of the adjacent Mariposa 1 project to include that project in the 2030 Planning Horizon. To reflect the continuing demand for industrial development in and near the City of Stockton and assuming City approval of Mariposa 2, the MSR will need to be modified again by LAFCo to incorporate Mariposa 2 project within the MSR 10-year Horizon.

During the review and approval of the Mariposa 1 project, the San Joaquin Local Agency Formation Commission (LAFCo) removed the Mariposa 1 project and the proposed Mariposa 2 project site from the Mariposa Road Disadvantaged Unincorporated Community as designated in the MSR. The LAFCo action was based on its determination that 1) the Mariposa 1 project site bisected the DUC as mapped in the adopted MSR, 2) that the projected demand for industrial land exceeded the forecasted demand as described in the MSR, and 3) that the City of Stockton provides all necessary services and has the capacity to provide all necessary services to the proposed project. As a result, the Mariposa 2 site is not within a Disadvantaged Unincorporated Community; the project site is opposite the remainder of the Mariposa Road DUC, which is the portion of the DUC located north of Mariposa Road. The DUC boundaries are shown, as modified by LAFCo, on Figure 13-7.

The majority of the site (107.48 acres) is currently zoned by San Joaquin County AG-40 – General Agriculture with a 40-acre minimum parcel size. The project includes a request that the Stockton City Council pre-zone the entire project site Industrial, Limited (IL) as described in the City of Stockton Development Code and consistent with the Stockton 2040 General Plan. The pre-zoning action would require a recommendation for approval from the Stockton Planning Commission and final approval by the City Council. The proposed

pre-zoning would take effect when the annexation of the Mariposa 2 project site is approved by LAFCo and recorded with the Secretary of State.

3.3.2 Development Agreement

The proposed project would include a request for approval of a Development Agreement between the City and project applicants. The Development Agreement would apply to the 107.48-acre parcel.

Among other things, the Development Agreement would allow building heights on the project site to a maximum of 100 feet, which would exceed the height limit of 60 feet normally applied in the IL zone. The potential environmental effects of increasing the permissible height limit are addressed in this EIR, where applicable, including Chapter 4.0 Aesthetics. The Development Agreement may also establish other applicant/City agreements regarding project phasing, allowable land uses, development design, construction, and operation, subject to discussion and negotiation between the parties. The Development Agreement must benefit both the project applicant and the City. It would benefit the project by providing the project the opportunity to accommodate a wider range of possible tenants with the increased height allowance. With increasing mechanization of warehousing and distribution activities, industrial developers are seeking greater building heights for these facilities.

3.3.3 Tentative Subdivision Map

The applicant may submit a Tentative Subdivision Map for City approval. The need for a subdivision map will be dependent on the number, size and specific design requirements of future tenants. A Tentative Subdivision Map, if and when submitted, would correspond to future Site Plan Review applications and would be used to divide the site for purposes of sale or leasing as required by the Subdivision Map Act. The Tentative Subdivision Map would be subject to conditions of approval governing access, utilities, easements, and onsite and offsite improvement requirements. For the purposes of this EIR, it is assumed that the project may include a Tentative Subdivision Map.

3.3.4 Site Plan and Design Review

A conceptual plan for industrial development of the project site is shown on Figure 3-2 and detailed in Section 3.3.5 below. The site plan shown in Figure 3-2 describes the maximum anticipated development of the project site in terms of building footprint and industrial floor area but not necessarily the final physical arrangement of buildings, access ways, parking areas and other improvements on the project site nor the architectural design and appearance of proposed buildings. Subsequent engineering and architectural design plans that address individual building and associated site improvements needed by individual future tenants would be submitted to the City for its review and approval as part of the Site Plan and Design Review process. Site Plan and Design Review are typically ministerial actions that are not ordinarily subject to additional CEQA review

3.3.5 Industrial Development Activity

As noted, the project proposes to develop approximately 107.48 acres primarily for industrial warehousing and distribution uses; future uses of the site, including data centers, or any of the potential industrial uses allowed by the Stockton Development Code, may occur within the site, subject to Stockton development standards. As illustrated on the Conceptual Site Plan (Figure 3-2), industrial structures would occupy up to approximately 37 percent of the proposed development area; the remainder of the project site would be used for circulation, parking and landscaping.

Proposed Structures

Following annexation, the project site would be developed with light industrial land uses, which are expected to consist primarily of high-cube warehouses. A "high-cube warehouse" is a building that typically has at least 200,000 gross square feet of floor area, has a ceiling height of approximately 24 feet or more, and is used primarily for the storage and/or consolidation of manufactured goods (and, to a lesser extent, raw materials) prior to their distribution to retail locations or other warehouses. A typical high-cube warehouse typically has a high level of on-site automation and logistics management, which enables efficient processing of goods through the warehouse.

Table 3-2 summarizes the potential development of the project site with warehousing and distribution uses as shown on the Conceptual Site Plan (Figure 3-2). Of the total 1.8 million square feet proposed for development, approximately 53,400 square feet, about three percent, would be for ancillary office space that would be distributed among the buildings; the remainder of the building square footage would be for light industrial/warehouse use. The number, configuration, and height of proposed buildings are subject to change as applications for site development from future tenants are submitted to and processed by the City.

The project site may also accommodate other industrial uses that reflect ongoing developments in the warehousing and distribution industry as well as in other industries as specified in the Stockton Development Code. The nature, size and organization of these uses may vary substantially from the conceptually defined project shown on Figure 3-2. The proposed Development Agreement would include a provision that would allow for increasing the maximum allowable building height limit to 100 feet; the conceptual site plan does not propose structures exceeding the Development Code and allowable building height at this time.

In the event that portions of the Mariposa 2 site are developed for other related uses, the above quantities may or may not be representative but would constitute maximum potential development. A substation, for example, would not involve a building floor area but rather outdoor installation of electrical equipment in an enclosed area that could potentially be exposed to view. On the other hand, a data center, which involves large-scale operation of data management equipment and software, would be located within a specifically-designed building with unusual cooling, electrical, water and other needs. A more detailed discussion of this potential use is provided in the following Subsection 3.3.6.

TABLE 3-2
PROPOSED BUILDING CONSTRUCTION

Building	Building Footprint (square feet)
Building 5	152,190
Building 6	1,181,040
Building 7	243,360
Building 8	202,800
Total	**1,779, 390**

Parking and Landscaping

Anticipated industrial development of the project site as illustrated on the Conceptual Site Plan includes approximately 1,900 parking stalls distributed throughout the project site (see Figure 3-2). Of that total, approximately 1,460 stalls would be for automobiles, including 29 stalls accessible to drivers with disabilities. The remaining 440 stalls would be for trucks and trailers. Parking requirements, including need for truck and trailer parking, would vary with proposed future uses. Analysis of the anticipated number of vehicles and vehicle trips expected to be generated by each potential development use, warehousing or data center development uses, are included in Section 16.0 Transportation of this EIR.

Landscaping would occupy most of the area of the project development site outside structures, vehicle circulation and parking spaces. Landscape and irrigation plans would be subject to City review and approval as a part of the site plan review process; similar to parking requirements, landscaping needs and locations would vary with the site design, type and size of future land uses. Landscaping would be required to be consistent with the standards set forth in Stockton Municipal Code Sections 16.56.040 and 16.80.390, and the irrigation plans would be required to be consistent with Section 16.56.050.

Site Access

Primary access to the project site would be from two driveway entrances off Mariposa Road in the northeastern portion of the project site (see Figure 3-2). The northern driveway would provide the main access to the project site, with a roundabout guiding traffic to internal roads leading to proposed buildings and associated parking and loading areas. The south driveway would provide direct access to the proposed Buildings 7 and 8 and their associated parking and loading areas; this area would be interconnected with other internal roads. Frontage improvements, including additional pavement width, curb, gutter, and sidewalks, would be installed along Mariposa Road.

The applicant is considering a third access point for emergency vehicle access (EVA), which would if proposed be developed from the northern end of existing Newcastle Road across North Littlejohns Creek to the project site. For the purposes of this EIR, it is

considered a potential part of the project and the potential environmental impacts of this optional emergency vehicle access component are analyzed in the various chapters of the EIR. This access would be for EVA use only and would not be available for use by passenger vehicle or truck traffic. Additional access for emergency vehicles may also be made available from the adjacent Mariposa 1 project to the west, which is currently under construction.

Anticipated warehousing and distribution land uses would involve the use of large trucks, likely including Surface Transportation Assistance Act (STAA) design trucks. STAA trucks have relatively large turning radii and would require adequate intersection and roadway design features that accommodate these turning radii. Access to the site from Mariposa Road, and circulation improvements within the project site, would be designed to accommodate anticipated STAA truck traffic.

It is anticipated that off-site project truck traffic would follow routes to and from SR 99 that include Mariposa Road, Austin Road, and Arch Road. STAA routes must be formally designated, which requires confirmation that designated routes can physically accommodate STAA trucks. Arch Road, Austin Road, and portions of Mariposa Road are currently designated STAA routes, but the portion of Mariposa Road from Carpenter Road to the end of the project site frontage is not currently a STAA route. It is anticipated that the segment along the project site frontage would be designated a STAA route as part of implementation of the adjacent Mariposa 1 project.

Utilities

Potable water services for the Mariposa 2 project would be provided by the City of Stockton and would be acquired from existing and planned trunk lines. The project proposes to connect to an existing 24-inch diameter potable water trunk line along Mariposa Road. In addition, a 16-inch diameter water line would be extended from the Mariposa 1 site east to the Mariposa 2 project site. The project would install an onsite water distribution system in conjunction with other site improvements.

Stockton Municipal Utilities has indicated that the City will condition approval of the project to require provision of a 6 to 7-acre water well and reservoir site in accordance with the 2021 City Water Master Plan Update. Necessary water system improvements will include a 3,000-gpm water well, pump station, reservoir storage, treatment facility, ancillary equipment and a 48” diameter storm drainpipe in the vicinity of the well and reservoir for flushing purposes. These facilities may be located within the Mariposa 2 site or nearby lands controlled by the applicant.

Wastewater services would also be provided by the City of Stockton. An existing 42-inch diameter wastewater trunk line is located near the east end of Marfargoa Road west of the project site; a 24-inch diameter wastewater line is being extended eastward through the Mariposa 1 site to To provide wastewater collection services to existing and planned development within Mariposa 1 as well as to the Mariposa 2 project. The Mariposa 2 project would install an onsite wastewater collection system flowing to this existing 24-inch trunk line in conjunction with other site improvements.

The project proposes an onsite storm drainage collection system that would collect and convey stormwater runoff from new development in Mariposa 2 to an adjacent detention basin and terminal drainage that is being constructed in the southern portion of the adjacent Mariposa 1 project. Collected runoff would be detained in this basin and then discharged into North Littlejohns Creek by a pump station when creek flows permit. Discharges to the creek would be metered to avoid exceeding the flow capacity of the creek.

Regulated electrical, natural gas, and communication utilities would be extended to the project site from existing facilities in the area. Existing overhead electrical and communication lines are located along Mariposa Road and the eastern boundary of the project site. A 115-kilovolt (kV) PG&E electrical transmission line crosses Mariposa Road near the northwest corner of the project site; a proposed PG&E substation would draw its electrical supply from this source.

PG&E is planning the development of a new substation, in order to meet the power demands of the Mariposa 2 project, the approved Mariposa 1 project, and other planned industrial development in the southeastern Stockton Metropolitan Area. The preferred location of the new substation is the upper northeast corner of the Mariposa 1 property. The substation would be sourced from the existing 115-kv transmission line. The Mariposa 1 EIR has been modified through City's 2024 adoption of an Initial Study/Addendum in September 2024 to reference the PG&E plans. However, if that location proves infeasible, then the northern portion of the Mariposa 2 property or another nearby location are potential alternative substation sites which would be subject to subsequent CEQA review appropriate to the level of environmental review required by the future proposed development.

3.3.6 Data Center Development Option

The applicant indicates that the Mariposa 2 project may be marketed for use as a "data center." A data center is an installation of numerous networked computer servers and storage devices that provide remote computing power and data storage to business and government organizations over the internet. Computing and storage equipment would be accommodated within a building and continuously attended by shift-based employees and would therefore require vehicle access and circulation, employee parking and facilities for support services and security.

The size and potential features of a data center are described from existing environmental studies for other similar data center projects listed in Chapter 21.0 Sources. A data center with a power demand of 49 megawatts (MW) or less would require a site of an estimated 50 acres on which could be located a data center building of approximately 225,000 square feet and a security building. The electrical power supply would be obtained from available suppliers, including PG&E, and transmitted to the project site over nearby PG&E transmission lines.

As noted, PG&E owns and operates the existing electrical transmission lines immediately north of the project site. PG&E is presently planning construction of a new public utility substation on or near the project site to provide power supply to existing and planned industrial projects in the vicinity, as previously noted. Initial power supply for a data center

may be delivered through the planned PG&E substation; as power demands grow, however, an onsite private substation connected directly to one of the existing transmission lines would be needed. In either case, power delivery to the data center site would be via existing PG&E transmission lines.

A data center must have a near-100% reliable power supply. Backup systems, including battery storage and emergency generator systems, are a critical component of data center operations. To achieve these stringent reliability standards, backup systems must rely on proven, available technology. From the available information associated with other data center projects, with current available technology such a backup system would consist of a series of interconnected diesel or natural gas-fired generators and battery storage. Backup generators would ordinarily be used intermittently for periodic maintenance and testing so that the system can be brought online when needed; the backup system as a whole would be employed to supply primary data center power needs at those times when the everyday system is unavailable.

Despite their infrequent usage, backup power generation systems are considered "thermal power plants", which are regulated by the California Energy Commission (CEC) if their capacity exceeds 49 MW. As noted, the project applicant would be interested in siting a data center of 49 MW or less, which would not trigger CEC permitting requirements; this EIR considers the potential environmental effects of a 49-MW facility. Any increase in data center electrical demand would require either specific approval from the CEC or CEC issuance of a Small Power Plant Exemption in addition to City land use approvals.

Data centers are typically served from a private substation located on the data center site. Power supply for a private data center substation would be delivered to the site from the existing PG&E 115-kV transmission lines immediately north of the site. Development of a four to five-acre private substation would require construction of approximately 1,000-1,200 feet of overhead pole-mounted circuits connecting the transmission line and the private substation. Onsite substation facilities would consist of breakers, control panels, transformers, switches, relays and related equipment.

Backup generator operations would consist of periodic testing and maintenance and will otherwise only operate in the absence of the utility supply. These and other activities will be subject to permit and permit conditions imposed by the San Joaquin Valley Air Pollution Control District (SJVAPCD); the SJVAPCD permits will govern frequency of operations, potential emissions and any required mitigation through its Authority to Construct/Permit to Operate system.

The data center network would be connected to the internet via offsite fiber optic data lines and other server networks. There are reportedly several such networks currently located along Mariposa Road and elsewhere in the project vicinity.

Data center operations generate substantial heat that would be removed with cooled air circulated through the building. Cooling may be provided by circulating outside air through the center, or during warmer weather using evaporative cooling, requiring water consumption, or use of adiabatic or "dry" systems which may substantially reduce water consumption.

Data center buildings, like other industrial building in Mariposa 2 would be architect designed consistent with Stockton design requirements. Building height, setbacks and other technical requirements would be as defined in the Stockton Development Code requirements for the IL zoning district. The data center property would be surrounded by an eight-foot security fence and would include required parking, including handicapped and EV facilities, circulation aisles, water storage tanks and other facilities.

3.3.7 Project Construction

Both proposed development options on the project site would involve site-wide tree and shrub removal, mass grading and excavation to accommodate the proposed new structures, access roads, utilities, and other site improvements. The project would be graded and recompacted as required to establish desired subgrades for proposed aggregate base and pavement, which would be imported and placed on the site. Building, signage, and light standard foundations and underground utility lines would be excavated where needed. Construction of buildings, site improvements, and landscaping would proceed as sequenced by the contractor, in accordance with plans and specifications to be reviewed and approved by the City. Project construction would generally be accomplished using conventional heavy equipment.

Agricultural operations have occurred on most of the project site over time. As such, proposed development would not require substantial removal of trees and shrubs, except in the northeast corner of the project site and potentially at the proposed North Littlejohns Creek EVA crossing.

3.4 PERMITS AND APPROVALS

Table 3-3 provides a summary of permits and approvals that the project would require from the City, LAFCo, and other agencies. The project would require discretionary approvals from the City of Stockton, including a Development Agreement, annexation, pre-zoning, and a future tentative subdivision map or maps. Individual industrial developments will require site plan review and design review, which are typically non-discretionary approvals. The type of subdivision map, number and size of parcels, size, layout, and design of proposed buildings and site improvements and other required information would be defined as a part of ongoing project planning and design.

The annexation and detachment of the project site would require approval by the San Joaquin LAFCo. As part of the annexation application, LAFCo typically requires preparation of a City Services Plan that describes how various urban utilities and services would be provided to the proposed development and an analysis of the financial feasibility of providing these services to the proposed annexation area. Also typically required are statements regarding agricultural land conversion that may result from the annexation and the adequacy of the annexing agency's water supplies to serve the proposed development.

Other permits and approvals that would likely be required include stormwater Construction General Permits and Industrial General Permits for individual future industrial uses from

the State Water Resources Control Board (SWRCB). Work in or near North Littlejohns Creek, if any, may require permits from the U.S. Army Corps of Engineers (Corps), the California Department of Fish and Wildlife (CDFW), the Central Valley Flood Protection Board and the Central Valley Regional Water Quality Control Board (RWQCB); The potential permits and approvals required for the Mariposa 2 project are listed in Table 3-3.

TABLE 3-3
REQUIRED PERMITS AND APPROVALS FOR PROJECT

Agency	Permit/Approval
City of Stockton, City Council	Certification of Final Environmental Impact Report, adoption of CEQA findings and mitigation monitoring program Approval of application for Annexation, including Pre-zoning of project site Approval of Development Agreement
City of Stockton, Planning Commission	Recommendations to the City Council on the above land use and development actions Tentative Subdivision Map
City of Stockton, Community Development Department	Site Plan and Design Review approvals Land Development Permit approval (if required)
City of Stockton, Public Works Department	Approval of site improvement plans
City of Stockton, Municipal Utilities Department	Compliance with City of Stockton construction and post-construction storm water quality requirements Connections to City's water, sewer, and storm drainage systems Approval of utility master plans
San Joaquin Local Agency Formation Commission	Approval of annexation application Approval of City Services Plan with Statement of Availability of Adequate Water Supply Approval of Agricultural Land Conversion Statement

Agency	Permit/Approval
San Joaquin County Department of Public Works	Encroachment permit for work on County roads
San Joaquin Valley Air Pollution Control District	Air Impact Assessment Approval under SJVAPCD Rule 9510 Indirect Sources Rule 2201, New Source Review, Authority to Construct/Permit to Operate (data center or other backup generators)
California Energy Commission	Small Power Plant Exemption or permit if proposed data center backup system exceed 49 MW
State Water Resources Control Board	Compliance with Construction General Permit and Industrial General Permit requirements through City MS4 permit requirements.
Regional Water Quality Control Board, Central Valley Region	Section 401 Water Quality certification in connection with U. S. Army Corps of Engineers Section 404 Permit, if required
U. S. Army Corps of Engineers	Section 404 Permit for potential EVA across North Littlejohns Creek, if required
California Department of Fish and Wildlife	Section 1600 Permit for potential EVA across North Littlejohns Creek, if required
Central Valley Flood Protection Board	Encroachment Permit for potential EVA across North Littlejohns Creek, work in floodplain

3.5 APPLICANT PROPOSED MITIGATION MEASURES

Section 3.5 of the 2023 Draft EIR listed mitigation measures that had been adopted for the Mariposa 1 project at the time of its approval in 2022. Since publication of the Draft EIR, the City adopted a Warehouse Ordinance at Stockton Municipal Code section 16.80.390, which established new development standards for warehouse industrial projects that overlap with the measures included in Section 3.5 of the Draft EIR. These measures have been removed from the Project Description and replaced with the requirements of the Warehouse Ordinance, resulting in a substantial change in the project and potential changes to the Draft EIR's description of environmental impacts and mitigation measures, which have led to recirculation of the Draft EIR. A more detailed discussion of these changes is provided in Recirculated Chapter 1.0 Introduction.

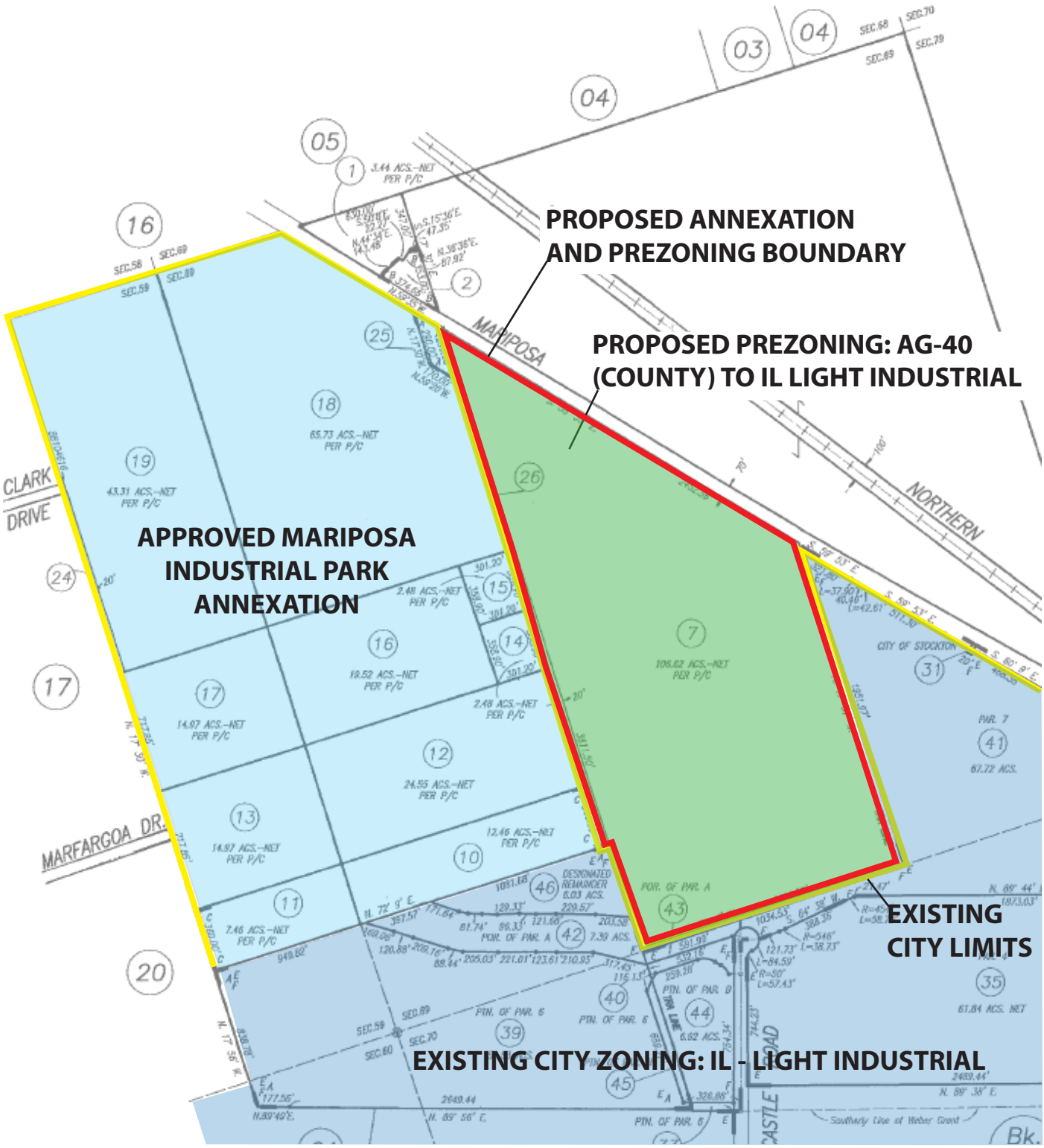


Figure 3-1
PROPOSED ANNEXATION AND PREZONING

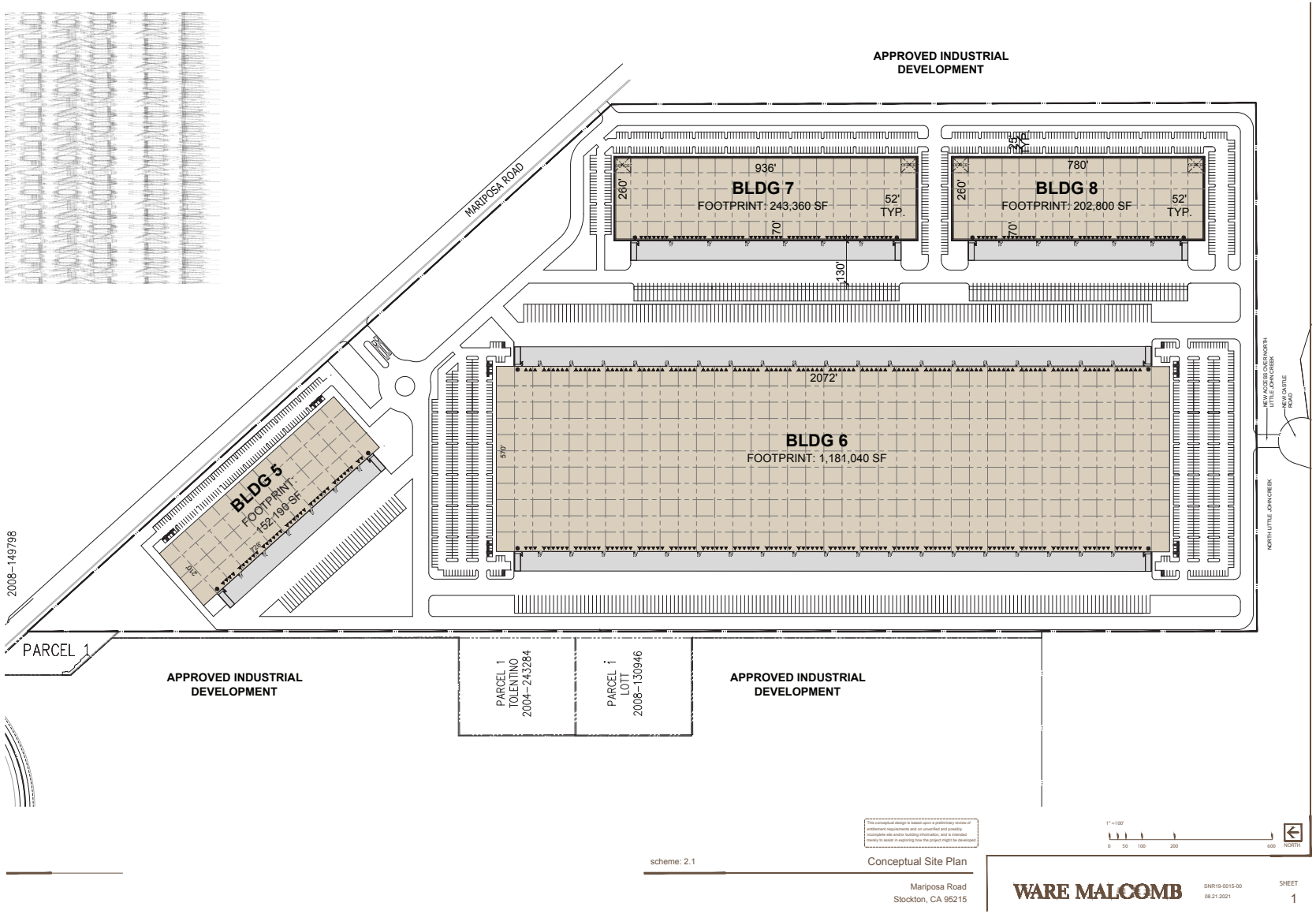


Figure 3-2
MARIPOSA INDUSTRIAL PARK #2 CONCEPTUAL SITE PLAN

Section B-4, Recirculated Chapter 6.0 Air Quality

RECIRCULATED CHAPTER 6.0. AIR QUALITY

This chapter analyzes impacts on air quality, specifically as they relate to pollutants regulated by federal and California Clean Air Acts. Greenhouse gases (GHGs), gases that trap heat generated by the sun, are regulated separately from other air pollutants. Chapter 10.0, Greenhouse Gas Emissions, discusses the GHG regulatory framework and the potential environmental impacts of the project as they relate to GHG emissions.

ENVIRONMENTAL SETTING

The project site is located within the northern portion of the San Joaquin Valley Air Basin. The Air Basin is bounded generally by the Coast Ranges to the west and the Sierra Nevada and foothills to the east. The prevailing winds are from the west and north, a result of marine breezes that enter the Air Basin primarily through the Carquinez Strait but also through the Altamont Pass. Surrounding topography results in weak air flow, which makes the Air Basin highly susceptible to pollutant accumulation over time. Summers are hot and dry, and winters are cool. Most of the annual precipitation falls from November through April. The Stockton area enjoys more than 260 days of sunshine annually, but the amount of sunshine is reduced during the winter months. Inversions occur frequently during fall and early winter (SJVAPCD 2015a).

On some days, pollutants transported from the Bay Area impact the northern San Joaquin Valley, mixing with local emissions to contribute to State and federal air quality violations at Stockton and Modesto. Under certain conditions, pollutants from the San Joaquin Valley can be transported to Sacramento, and the Delta breeze typically carries polluted air from the valley to the Sierra Nevada and eastern foothills. Air Basin pollution can also significantly affect the Great Basin, Mojave Desert, and central California coast areas (ARB 2001).

Air Pollutants

Pollutants of concern for development projects typically include ozone, particulate matter, and carbon monoxide. Pollutants of concern for industrial and warehouse projects also include what are called “toxic air contaminants” (TACs).

In 2019, approximately 1,017 tons of ROG and 218 tons of NO_x were emitted each day from sources in the San Joaquin Valley Air Basin. Approximately 316 tons of PM_{10}, of which approximately 103 tons were $PM_{2.5}$, were emitted daily. Areawide sources account for most of the ROG emissions; major sources include farming operations, solvent evaporation, cleaning and surface coatings, and waste disposal. Major sources of PM_{10} emissions are also areawide; these include farming operations, road and fugitive windblown dust, and wildfires. Most of the NO_x emissions were caused primarily by motor vehicles. Wildfires were a major source of CO emissions in 2019, along with mobile sources (ARB 2020a).

Ozone

Ozone is not directly produced; rather, it is the result of emissions of reactive organic gases (ROG) and nitrogen oxides (NO_x) reacting in the presence of sunlight. ROG and NO_x are referred to as "ozone precursors." Motor vehicle emissions represent the principal source of ozone precursors. To control ozone pollution, it is necessary to control emissions of ROG and NO_x.

High concentrations of ground-level ozone can adversely affect the human respiratory system and aggravate cardiovascular disease and many respiratory ailments. More specifically, ground-level ozone may:

- Make it more difficult to breathe deeply and vigorously.
- Cause shortness of breath, and pain when taking a deep breath.
- Cause coughing and sore or scratchy throat.
- Inflame and damage the airways.
- Aggravate lung diseases such as asthma, emphysema, and chronic bronchitis.
- Increase the frequency of asthma attacks.
- Make the lungs more susceptible to infection.
- Continue to damage the lungs even when the symptoms have disappeared.
- Cause chronic obstructive pulmonary disease.

People most at risk from breathing air containing ozone include people with asthma, children, older adults, and people who are active outdoors, especially outdoor workers. In addition, people with certain genetic characteristics, and people with reduced intake of certain nutrients, such as vitamins C and E, are at greater risk from ozone exposure (EPA 2018a).

Particulate Matter

Particulate matter includes any solid matter suspended in air. Standards are applied to particulates 10 micrometers in diameter or less (PM_{10}), because these particles, when inhaled, are not filtered out prior to reaching the lungs, where they can aggravate respiratory diseases. Particulates originate from automobile traffic, urban construction, grading, farm tilling, and other activities that expose soil and dust. Dry summer conditions and daily winds can increase particulate concentrations. Numerous scientific studies have linked particle pollution exposure to a variety of problems, including:

- premature death in people with heart or lung disease
- nonfatal heart attacks
- irregular heartbeat

- aggravated asthma
- decreased lung function
- increased respiratory symptoms, such as irritation of the airways, coughing or difficulty breathing.

People with heart or lung diseases, children, and older adults are the most likely to be affected by particle pollution exposure (EPA 2018b).

Separate standards have been established for particulate matter that is 2.5 micrometers or less in size ($PM_{2.5}$), sometimes referred to as "fine particulate matter." The $PM_{2.5}$ standards reflect health concerns related to respiration of smaller particles, which can go deeper into the lungs than larger particulate matter. Fine particulates include sulfates, nitrates, organics, ammonium, and lead compounds originating from activities in urban areas.

Carbon Monoxide

Carbon monoxide (CO) is an odorless, colorless gas that is toxic in high concentrations. It is formed by the incomplete combustion of fuels. The main source of CO in the San Joaquin Valley is on-road motor vehicles. Other CO sources in the Valley include other mobile sources, miscellaneous processes, and fuel combustion from stationary sources. Because of its ability to readily combine with hemoglobin and displace oxygen in the human body, high levels of CO can affect human health, causing fatigue, headache, confusion, and dizziness, especially for elderly people or individuals with respiratory ailments.

Toxic Air Contaminants (TACs)

TACs are air pollutants that cause or may cause short-term (acute) or long-term (chronic) adverse health effects. These health effects may include cancer, birth defects, neurological and reproductive disorders, or chronic eye, lung, or skin irritation. TACs also may cause adverse environmental and ecological effects. The State's Air Toxics Inventory includes more than 250 substances considered TACs (ARB 2008a). They include such substances as chlorinated hydrocarbons, asbestos, dioxin, toluene, gasoline engine exhaust, particulate matter emitted by diesel engines, and metals such as cadmium, mercury, chromium, and lead compounds, among many others.

Most TACs are emitted by specialized industrial processes and are therefore uncommon. However, they may also be emitted from a variety of common sources such as gasoline stations, automobiles, diesel engines, dry cleaners, and painting operations. Diesel particulate matter (DPM), emitted from diesel engines, is of special concern because it is present at some concentration in all developed areas of the state. DPM is designated by the State of California as a TAC, as it is a potential source of both cancer and non-cancer health effects. The California Air Resources Board (ARB) has identified DPM as a major contributor to ambient cancer risk levels; while it accounts for only about 4% of air toxic emissions in the state, it is associated with more than 70% of the 2000 cancer risk associated with outdoor ambient levels of all TACs. General risks can be elevated with proximity to the source, which for DPM includes freeways, ports and railyards, and distribution centers (ARB 2005). California has adopted and is implementing a number of

aggressive toxic air contaminant control programs; these are discussed in more detail in the following Regulatory Framework section.

County Emissions Inventory

Table 6-1 shows the most recent information available on criteria pollutant emissions generated in San Joaquin County. These include emissions from stationary sources such as industrial processes and cleaning and surface coating activities, areawide sources such as solvent evaporation, and mobile sources. Emissions from natural sources are not included.

TABLE 6-1
AIR POLLUTANT EMISSIONS IN SAN JOAQUIN COUNTY, 2020

	Emissions (tons/day)					
Emission Source	**ROG**	**NO_x**	**CO**	**SO_x**	**PM_{10}**	**$PM_{2.5}$**
Stationary Sources	9.2	11.1	6.1	5.1	3.2	1.9
Areawide Sources	18.1	1.7	22.7	0.1	29.5	6.9
Mobile Sources						
On-Road Motor Vehicles	6.7	18.3	57.4	0.1	1.5	1.1
Other Mobile Sources	8.9	22.4	80.7	0.9	1.3	1.1
TOTAL	**42.8**	**53.5**	**166.9**	**6.3**	**35.6**	**11.0**

Totals may be affected by rounding.
Source: ARB 2020.

Warehouses and Their Potential Air Quality Impacts

In recent years, the proliferation of e-commerce and rising consumer expectations of rapid shipping have contributed to a boom in warehouse development. With its ports, transportation network, and population centers, California has found itself at the center of this development trend. Emissions from warehouse operations have become a concern of the State of California. Of particular concern are localized emissions of $PM_{2.5}$ and DPM, the latter classified as a TAC. While railroads and shipping involve substantial TAC emissions, the majority of emissions associated with warehouses accessed by roads are from on-road vehicles such as trucks that deliver goods, and off-road vehicles such as forklifts and other cargo handling equipment. Trucks are the largest source of NO_x emissions, and warehouses are loci of truck activity. However, since NO_x emissions are spread out along an entire truck's journey to and from a warehouse, and since ozone is formed from secondary reactions in the atmosphere, ozone does not have as pronounced a localized effect as pollutants like DPM (SCAQMD 2021).

Emissions from warehouse operations can have an adverse impact on a nearby disadvantaged community. Disadvantaged communities located near pollution sources may have greater exposure than other communities to environmental burdens such as air pollution, with adverse consequences on the health and well-being of residents. These communities typically have a greater proportion of lower-income and/or minority households. The nearest disadvantaged community is approximately 0.5 miles west of the proposed project, as discussed in Chapter 13.0, Land Use, and Chapter 20.0, Other CEQA Issues.

In a comment letter on the 2022 Mariposa 1 EIR, the California Department of Justice expressed concern about local air emissions and criteria pollutant emissions to the regional airshed from proposed warehouse development. The letter also included a list of mitigation measures that the Department of Justice considered feasible for the project. After discussions with the Department of Justice and the Sierra Club, which had expressed similar concerns about pollutant emissions, the City and the project applicant agreed to incorporate various mitigation measures within the Final EIR for Mariposa Industrial Park.

Initially, these mitigation measures were also incorporated into the Mariposa 2 project. However, with the enactment of the City's Warehouse Ordinance, discussed in the Regulatory Framework section of this chapter, the mitigation measures from Mariposa 1 are no longer being applied to this project, and the requirements of the City's Warehouse Ordinance will apply instead. This decision, and other factors leading to the recirculation of the Mariposa 2 EIR in this document, are discussed in Section 1.4 of Chapter 1.0 Introduction and Section 3.5 of the Project Description of this EIR.

REGULATORY FRAMEWORK

Federal Clean Air Act

Federal air quality regulation stems from the Clean Air Act, as amended. The Clean Air Act requires the U.S. Environmental Protection Agency (EPA) to establish air quality standards for criteria pollutants, known as the National Ambient Air Quality Standards, as shown in Table 6-2. There are six criteria pollutants: ozone, carbon monoxide, particulate matter, nitrogen dioxide, lead, and sulfur dioxide. Two types of National Ambient Air Quality Standards are established:

- Primary standards to protect human health, based on EPA medical research and specific concentration thresholds derived therefrom; and
- Secondary standards to protect the public welfare from effects such as visibility reduction, soiling, nuisance, and other forms of damage.

Regions of the country are classified with respect to their attainment of National Ambient Air Quality Standards. Areas where these standards are exceeded are considered "nonattainment" areas and are subject to more intensive air quality management and more stringent regulation. Table 6-3 shows the attainment status of the Air Basin for federal standards. The Air Basin is designated Nonattainment/Extreme for ozone and Nonattainment for $PM_{2.5}$. The Air Basin meets all other federal standards.

TABLE 6-2
NATIONAL AND CALIFORNIA AMBIENT AIR QUALITY STANDARDS

Air Pollutant	Averaging Time	California Standards	Primary National Standards[1]	Secondary National Standards[2]
Ozone	1 Hour	0.090 ppm	--	--
	8 Hour	0.070 ppm	0.070 ppm	0.070 ppm
PM_{10}	24 Hour	50 µg/m^3	150 µg/m^3	150 µg/m^3
	Annual Mean	20 µg/m^3	--	--
$PM_{2.5}$	24 Hour	--	35 µg/m^3	35 µg/m^3
	Annual Mean	12 µg/m^3	12 µg/m^3	15 µg/m^3
Carbon Monoxide	1 Hour	20 ppm	35 ppm	--
	8 Hour	9 ppm	9 ppm	--
Nitrogen Dioxide	1 Hour	0.18 ppm	100 ppb	--
	Annual Mean	0.030 ppm	0.053 ppm	0.053 ppm
Sulfur Dioxide	1 Hour	0.25 ppm	75 ppb	--
	3 Hour	--	--	0.5 ppm
	24 Hour	0.04 ppm	0.14 ppm*	--
	Annual Mean	--	0.030 ppm*	--
Lead	30 Day Avg.	1.5 µg/m^3	--	--
	Calendar Qtr.	--	1.5 µg/m^3	1.5 µg/m^3
	3 Month Average	--	0.15 µg/m^3	0.15 µg/m^3
Sulfates	24 Hour	25 µg/m^3	N/A	N/A
Hydrogen Sulfide	1 Hour	0.03 ppm	N/A	N/A
Vinyl Chloride	24 Hour	0.01 ppm	N/A	N/A
Visibility Reducing Particles	8 Hour	Extinction coefficient of 0.23 per kilometer.[3]	N/A	N/A

Notes: ppm – parts per million; ppb – parts per billion; µg/m^3– micrograms per cubic meter; N/A – not applicable
[1] National Primary Standards: The levels of air quality necessary, with an adequate margin of safety, to protect the public health.
[2] National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.
[3] The "extinction coefficient" is a measure of the diminishing of light through scattering and absorption.
* For certain areas.
Source: ARB 2016.

TABLE 6-3
SAN JOAQUIN VALLEY AIR BASIN ATTAINMENT STATUS

	Designation/Classification	
Pollutant	**Federal Primary Standards**	**State Standards**
Ozone - One hour	No Federal Standard[a]	Nonattainment/Severe
Ozone - Eight hour	Nonattainment/Extreme[b]	Nonattainment
PM_{10}	Attainment[c]	Nonattainment
$PM_{2.5}$	Nonattainment[d]	Nonattainment
Carbon Monoxide	Attainment/Unclassified	Attainment/Unclassified
Nitrogen Dioxide	Attainment/Unclassified	Attainment
Sulfur Dioxide	Attainment/Unclassified	Attainment
Lead (Particulate)	No Designation/Classification	Attainment
Hydrogen Sulfide	No Federal Standard	Unclassified
Sulfates	No Federal Standard	Attainment
Visibility Reducing Particles	No Federal Standard	Unclassified
Vinyl Chloride	No Federal Standard	Attainment

[a] Effective June 15, 2005, the EPA revoked the federal 1-hour ozone standard, including associated designations and classifications. EPA had previously classified the SJVAB as extreme nonattainment for this standard. EPA approved the 2004 Extreme Ozone Attainment Demonstration Plan on March 8, 2010 (effective April 7, 2010). Many applicable requirements for extreme 1-hour ozone nonattainment areas continue to apply to the SJVAB.

[b] Though the Valley was initially classified as serious nonattainment for the 1997 8-hour ozone standard, EPA approved Valley reclassification to extreme nonattainment in the Federal Register on May 5, 2010 (effective June 4, 2010).

[c] On September 25, 2008, EPA redesignated the San Joaquin Valley to attainment for the PM10 National Ambient Air Quality Standard (NAAQS) and approved the PM10 Maintenance Plan.

[d] The Valley is designated nonattainment for the 1997 PM2.5 NAAQS. EPA designated the Valley as nonattainment for the 2006 PM2.5 NAAQS on November 13, 2009 (effective December 14, 2009).

Source: SJVAPCD 2023.

The Clean Air Act requires states to submit a State Implementation Plan for nonattainment areas. The State Implementation Plan in California is prepared by the ARB and is reviewed and approved by the EPA, subject to a determination of adequacy in demonstrating how the federal standards will be achieved. The local air pollution or air quality management districts are responsible for preparation of Air Quality Attainment Plans for their jurisdictions. These Air Quality Attainment Plans become part of the State Implementation Plan.

California Clean Air Act

The California Clean Air Act provides the planning framework for California air quality. It establishes the State's own set of ambient air quality standards for criteria pollutants, known as the California Ambient Air Quality Standards (see Table 6-2). The State standards cover other pollutants besides the six criteria pollutants designated by the federal Clean Air Act; additionally, the State standards are generally more stringent than the corresponding federal standards.

Table 6-3 shows the attainment status of the Air Basin for California Ambient Air Quality Standards. For ozone, the Air Basin is designated Nonattainment/Severe by the State. The State also classifies the Air Basin as Nonattainment for PM_{10} and $PM_{2.5}$. The Air Basin is in attainment of, or unclassified for, all other State standards. The California Clean Air Act requires areas that are designated nonattainment to achieve a 5% annual reduction in emissions until the standards are met. Responsibility for implementation of the California Clean Air Act requirements rests with the ARB.

ARB's existing mobile source control program has achieved substantial reductions in the San Joaquin Valley. Since 2000, NO_x and $PM_{2.5}$ emissions from mobile sources have been reduced by over 60 percent. Continued implementation of ARB's current mobile source programs are anticipated to reduce NOx emissions from 2013 levels by 55 percent and PM2.5 emissions by nearly 40 percent by 2025 (SJVAPCD 2018).

California Toxic Air Contaminant Controls

The State regulates TACs primarily through the Tanner Air Toxics Act and the Air Toxics Hot Spots Information and Assessment Act of 1987. Under these programs, the State is responsible for an inventory of TACs, for analysis of exposure and risk, and for planning to reduce risk. The agencies primarily responsible for administering these programs are ARB and the Office of Environmental Health Hazard Assessment. Like other federal and state air quality requirements, the various elements of the State air toxics program are implemented by the local air districts.

DPM is regulated by the ARB under various programs and regulations designed to reduce emissions. These include the Advanced Clean Trucks regulation, which requires manufacturers to sell an increasing percentage of zero-emission trucks by 2035, and the Advanced Clean Fleets regulation, with the goal of achieving a statewide zero-emission truck and bus fleet by 2045.

California AB 98 Warehouse and Logistic Development Requirements

Adopted in September 2024, California AB 98 established mandatory requirements for warehouse development intended to reduce air quality, noise, aesthetic and other impacts of "21st century warehouse development" or "logistics uses" as they are termed in the bill. AB 98 requirements include restrictions on project location, parking, truck loading bays, electric vehicle charging and landscape buffers and require projects to include alternative energy and energy conservation measures. The bill's provides specific protections for disadvantaged communities. By virtue of the fact that the Mariposa 2 project was in the Stockton entitlement review process prior to adoption of the bill, it is exempt from AB 98 requirements. Nonetheless, as discussed further in this document, many of the AB 98 requirements are addressed in the proposed project, the Stockton Warehouse Ordinance requirements and this EIR as recommended mitigation measures.

California On-Road Heavy-Duty Vehicle Program

The ARB has adopted standards for emissions from various types of new on-road heavy-duty vehicles. Section 1956.8, Title 13, California Code of Regulations contains California's emission standards for on-road heavy-duty engines and vehicles, and test procedures. The ARB has also adopted programs to reduce emissions from in-use heavy-duty vehicles, including the Heavy-Duty Diesel Vehicle Idling Reduction Program, the Heavy-Duty Diesel In-Use Compliance Program, the Public Bus Fleet Rule and Engine Standards, the School Bus Program, and others as described below.

Advanced Clean Truck Regulation

On June 25, 2020, the ARB adopted the Advanced Clean Truck Regulation. The goal of this proposed strategy is to achieve NO_x and GHG emission reductions through advanced clean technology, and to increase the penetration of the first wave of zero-emission heavy-duty technology into applications that are well suited to its use.

The regulation has two components. First, manufacturers who certify Class 2b-8 chassis or complete vehicles with combustion engines would be required to sell zero-emission trucks as an increasing percentage of their annual California sales. By 2035, zero-emission truck/chassis sales would need to be 55% of Class 2b-3 truck sales, 75% of Class 4-8 straight truck sales, and 40% of truck tractor sales. Second, large employers, including retailers, manufacturers, brokers, and others would be required to report information about shipments and shuttle services.

The ARB anticipates that by 2040, the Advanced Clean Truck Regulation would reduce NO_x emissions by approximately 16% from baseline, PM2.5 emissions by approximately 14.5% from baseline, and GHG emissions by approximately 7% below baseline. "Baseline" is the anticipated emissions that would occur with implementation of other emission reduction regulations adopted by the State (ARB 2020).

Advanced Clean Fleets Regulation

On April 28, 2023, the ARB adopted the Advanced Clean Fleets Regulation, which is part of ARB's overall approach to accelerate a large-scale transition to zero-emission medium-

and heavy-duty vehicles. The regulation applies to fleets performing drayage operations; those owned by State, local, and federal government agencies; and high priority fleets. High priority fleets are entities that own, operate, or direct at least one vehicle in California, and that have either $50 million or more in gross annual revenues, or that own, operate, or have common ownership or control of a total of 50 or more vehicles, excluding light-duty package delivery vehicles. The regulation affects medium- and heavy-duty on-road vehicles with a gross vehicle weight rating greater than 8,500 pounds, off-road yard tractors, and light-duty mail and package delivery vehicles.

Under the Advanced Clean Fleets Regulation, manufacturers may sell only zero-emission medium- and heavy-duty vehicles in California starting in 2036. Beginning January 1, 2024, all new drayage trucks must be zero-emission vehicles, and all drayage trucks entering seaports and intermodal railyards would be required to be zero-emission by 2035. For high priority fleets, all new vehicles must be zero-emission or near zero-emission vehicles beginning in 2024, and internal combustion engine vehicles shall be retired as their useful life is exceeded. It is anticipated that this regulation would reduce NOx emissions by 30% from baseline by 2037 (ARB 2023).

California In-Use Off-Road Diesel Vehicle Regulation

In 2007, the ARB adopted a regulation to reduce DPM and NO_x emissions from in-use, off-road heavy-duty diesel vehicles in California that are used in construction, mining, and industrial operations. The regulation limits idling to no more than five consecutive minutes, requires reporting and labeling, and requires disclosure of the regulation upon vehicle sale. Performance requirements of the rule are based on a fleet's average NO_x emissions, which can be met by replacing older vehicles with newer, cleaner vehicles or by applying exhaust retrofits.

The regulation was amended in 2010 to delay the original timeline of the performance requirements, making the first compliance deadline January 1, 2014 for large fleets (over 5,000 horsepower), 2017 for medium fleets (2,501-5,000 horsepower), and 2019 for small fleets (2,500 horsepower or less). The latest amendments to the Truck and Bus regulation became effective on December 31, 2014. The amended regulation requires diesel trucks and buses that operate in California to be upgraded to reduce emissions. Newer heavier trucks and buses must meet particulate matter filter requirements beginning January 1, 2012. Lighter and older heavier trucks must be replaced starting January 1, 2015. By January 1, 2023, nearly all trucks and buses will need to have 2010 model year engines or equivalent.

The regulation applies to nearly all privately and federally-owned diesel-fueled trucks and buses and to privately and publicly owned school buses with a gross vehicle weight rating (GVWR) greater than 14,000 pounds. The regulation provides a variety of flexibility options tailored to fleets operating low use vehicles, fleets operating in selected vocations like agricultural and construction, and small fleets of three or fewer trucks.

San Joaquin Valley Air Pollution Control District

Projects within the Air Basin are subject to the regulatory authority of the San Joaquin Valley Air Pollution Control District (SJVAPCD), which implements and enforces air quality regulations in eight counties, from San Joaquin County in the north to western Kern County in the south. The SJVAPCD's responsibilities include air quality standard attainment planning, regulation of emissions from non-transportation sources, and mitigation of emissions from on-road sources.

Air Quality Plans

Air quality plans adopted by the SJVAPCD to meet Clean Air Act standards, including those designed to protect human health, are presented in Table 6-4 below. All the plans include federal, State, and local measures that would be implemented through rule making or program funding to reduce air pollutant emissions in the Air Basin.

TABLE 6-4
SUMMARY OF SJVAPCD AIR QUALITY PLANS

Pollutant	**Plan**	**Objective**
Ozone	2022 Plan for the 2015 8-Hour Ozone Standard	Attainment of 2015 federal 8-hour ozone standard for all areas of the Air Basin by the 2037 attainment deadline.
	2023 Maintenance Plan and Redesignation Request for the Revoked 1-Hour Ozone Standard	Maintain attainment status of revoked federal 1-hour ozone standard for all areas of the Air Basin through 2036.
Particulate Matter	2007 PM_{10} Maintenance Plan and Request for Redesignation	Continued attainment of federal PM_{10} standard met by the Air Basin.
	2018 Plan for the 1997, 2006, and 2012 $PM_{2.5}$ Standards	Consolidates previous $PM_{2.5}$ plans into a single plan that addresses attainment of the various $PM_{2.5}$ standards.

The San Joaquin Valley will not be able to attain stringent health-based federal air quality standards without significant reductions in emissions from heavy heavy-duty trucks, the single largest source of NO_x emissions in the San Joaquin Valley. The SJVAPCD's 2018 $PM_{2.5}$ Plan will obtain significant new reductions in emissions from heavy-duty trucks, including emissions reductions by 2023, through the implementation of the ARB's Statewide Truck and Bus Regulation, which requires truck fleets operating in California to

meet the 2010 0.2 grams per brake horsepower-hour (g/bhp-hr) NO_x standard by 2023. Additionally, to meet the federal air quality standards by the 2020 to 2024 attainment deadlines, the 2018 $PM_{2.5}$ Plan relies on a significant and immediate transition of heavy-duty truck fleets to zero or near-zero emissions technologies, including the near-zero truck standard of 0.02 g/bhp-hr NO_x established by the ARB, primarily through the deployment of incentive-based measures. Under this plan, the San Joaquin Valley will attain all federal ambient air quality standards for $PM_{2.5}$ by the end of 2025 (SJVAPCD 2018).

SJVAPCD Rules and Regulations

SJVAPCD has adopted several regulations that are applicable to the project. These regulations are summarized below.

Regulation VIII (Fugitive Dust PM_{10} Prohibitions)

Rules 8011-8081 which are, together, Regulation VIII, are designed to reduce PM_{10} emissions (predominantly dust/dirt) generated by human activity, including construction and demolition activities, road construction, bulk materials storage, paved and unpaved roads, carryout and track out, landfill operations, etc.

Rule 4101 (Visible Emissions)

Rule 4101 prohibits emissions of visible air contaminants to the atmosphere and applies to any source operation that emits or may emit air contaminants.

Rule 4601 (Architectural Coatings)

Rule 4601 limits emissions of volatile organic compounds from architectural coatings by specifying storage, clean up and labeling requirements.

Rule 2201 (New and Modified Stationary Source Review)

New stationary sources and modifications of existing stationary sources that may emit criteria pollutants must obtain an Authority to Construct and Permit to Operate the proposed facility. Emissions that exceed impact thresholds must include emission controls and may require additional mitigation. Best Available Control Technology would be implemented on a unit-by-unit basis unless exempted. Requirements to offset pollutant emissions shall be triggered on a pollutant-by-pollutant basis unless the activity is exempted.

Rule 9410 (Employer Based Trip Reduction)

The purpose of Rule 9410 is to reduce vehicle miles traveled (VMT) by private vehicles used by employees to commute to and from their worksites, which in turn would reduce emissions of NO_x, volatile organic compounds (a component of ozone), and particulate matter. Employers are required to implement an Employer Trip Reduction Implementation Plan (ETRIP) for each worksite with 100 or more eligible employees to meet applicable targets specified in the rule. Employers are required to facilitate participation in the development of an ETRIP by providing information to its employees explaining the requirements and applicability of this

rule. A SJVAPCD staff report indicates that a comprehensive trip program similar to ETRIP typically reduces peak-hour automobile trips by 5-20%, and more if supported by regional transportation demand management strategies.

Under Rule 9410, employers are required to collect information on the modes of transportation used for each eligible employee's commutes both to and from work for every day of the commute verification period, as defined by using either the mandatory commute verification method or a representative survey method. An ETRIP for each worksite must be submitted to the SJVAPCD, and the ETRIP must be updated annually. Annual reporting includes the results of the commute verification for the previous calendar year, along with the measures implemented and, if necessary, any updates to the ETRIP.

Rule 9510 (Indirect Source Review)

Rule 9510, also known as the Indirect Source Rule, is intended to reduce or mitigate emissions of NO_x and PM_{10} from new development in the SJVAPCD including construction and operational emissions. This rule requires specific percentage reductions in estimated on-site construction and operation emissions, and/or payment of mitigation fees for required reductions that cannot be met on the project site. The mitigation fees would be used to fund off-site emissions reduction projects. Construction emissions of NO_x and PM_{10} exhaust must be reduced by 20% and 45%, respectively. Operational emissions of NO_x and PM_{10} must be reduced by 33.3% and 50%, respectively. Rule 9510 applies to light industrial development projects of 25,000 square feet and larger, so the project would be subject to this rule.

Health Risk Assessment

The SJVAPCD recommends that projects that could emit substantial amounts of carcinogens conduct a Health Risk Assessment if there are nearby sensitive receptors. To determine if a Health Risk Assessment would be necessary, a "facility prioritization" is conducted on all sources of potential toxic emissions, based on their estimated emissions. If a project has a cancer facility prioritization score of 10 or more, or a chronic or acute score of 1 or greater, then a Health Risk Assessment is required to further evaluate the potential health effects of the project, both carcinogenic and non-carcinogenic.

DPM is a TAC that would be generated by the project, and the proposed project was subjected to the required facility prioritization screening tool. The facility prioritization scores did not exceed the APCD significance thresholds; therefore, a formal Health Risk Assessment was not conducted for the project. A memo prepared by Environmental Permitting Specialists discussing the screening model results is shown in Appendix C. More detailed information on health risks is provided later in this chapter.

Ambient Air Quality Analysis

An Ambient Air Quality Analysis uses air dispersion modeling to determine if emissions from a project will cause or contribute to a violation of the ambient air quality standards. The SJVAPCD recommends that an Ambient Air Quality Analysis be performed for a

project if emissions exceed 100 pounds per day of any pollutant. Air emissions modeling for the project reported in the Environmental Impacts section following revealed that no criteria pollutant emissions would exceed 100 pounds per day and therefore no Ambient Air Quality Analysis was prepared for the project.

City of Stockton

Community Emission Reduction Program

In 2021, the City of Stockton adopted its Community Emission Reduction Program (CERP). The CERP was prepared in accordance with Assembly Bill (AB) 617, enacted in 2017. AB 617 initiated a statewide effort to monitor and reduce air pollution and to improve public health in communities that experience disproportionate burdens from exposure to air pollutants through new community-focused and community-driven actions. Stockton was selected by ARB as one of the communities in the State to receive clean air resources newly available under AB 617, based on a technical analysis of several pollution and poverty-related criteria.

The CERP (Figure 6-1) provides a description of the Stockton AB 617 Community, including geographical boundaries, and of the air quality challenges impacting community residents. A technical analysis describes the sources of pollution impacting the community, as well as the location of sensitive receptors within the community. Sources of pollution that are of particular concern to community members are highlighted, and strategies for reducing air pollution impacts and health risk reduction from these sources were evaluated as part of a public engagement process.

Numerous emissions reduction strategies were ultimately selected for implementation in the Stockton AB 617 Community. These include exposure reduction strategies for sensitive receptors and schools; vegetative barriers; urban greening; incentives to replace gas-powered lawn and garden equipment; heavy-duty diesel trucks, and passenger vehicles; and support of VMT reduction projects, among others. These efforts are projected to achieve approximately 66 tons of PM2.5 reductions, 698 tons of NOx reductions, and 53 tons of VOC reductions in Stockton, as well as significant reductions in air toxics emissions in the community, particularly with respect to diesel particulate matter from mobile sources, the main contributor to community air toxics health risk (SJVAPCD 2021). These strategies are listed in Table 6-5.

TABLE 6-5

STOCKTON COMMUNITY EMISSION REDUCTION STRATEGIES AND PROJECT CONTRIBUTIONS

CERP STRATEGIES	MARIPOSA 2 CONTRIBUTIONS TO FULFILLMENT
Vegetative Barriers	The project will include onsite landscaping and a 20-foot wide landscaped buffer strip

	between proposed uses and sensitive receptors.
Emissions Exposure and Land Use	Project includes construction of bicycle infrastructure along project frontage, support for bicycle commuting, avoiding lunch trips by provision of food service onsite and promotion of transportation demand management programs
Older/High Polluting Passenger Cars	Compliance with the SJVAPCD's Rule 9510 will involve payment of substantial indirect source fees, which would be used by the APCD to convert, install pollution control or demolish high-polluting vehicles
Stationary Sources	Any and all stationary sources, including data center backup generators would require SJVAPCD New Source Review and conformance with best available mitigation requirements
Urban Greening	The project will include onsite landscaping and a 20-foot wide vegetated buffer strip between proposed uses and sensitive receptors. Tree plantings in parking lots. Buildings will have "cool roofs."
Lawn and Garden Equipment	Onsite project landscape maintenance equipment will be zero emission.
Heavy Duty Mobile Sources	Stockton Warehouse Ordinance provisions, incorporated into the Project, require support of fleet conversion to zero-emission trucks, provision of electric truck and light vehicle charging equipment, dock-side electric hookup requirements for refrigeration equipment, and truck idling controls.
Dust in the Community	Project construction will be subject to SJVAPCD dust control requirements. Warehouse parking areas will be swept on a regular basis.

Figure 6-1 delineates the boundaries of the Stockton AB 617 Community; the nearest boundary of the CERP is along SR 99, over a mile west of the site. Although the project site is outside the CERP boundaries, the majority, more than 63%, of long range (cumulative) truck and other traffic associated with the project, is predicted to utilize Mariposa Road, the SR 99 freeway and the Crosstown Freeway (Figure 17, WK Shijo 2023, DEIR Appendix G). The project would not be subject to the CERP-specific air toxic exposure reduction strategies, nor would it be eligible for funding that is designated for CERP emission reduction incentives; the CERP program, however, anticipates investment of $32 million in emission reduction incentives, and a variety of other clean air projects in the Stockton AB 617 Community area.

Although the project would not contribute significantly to criteria air pollutants or air toxic emissions, it would make a project-level contribution to reduction of potential air toxic emissions through conformance with the Stockton Warehouse Ordinance requirements such as support of fleet conversion to zero-emission trucks, provision of electric truck and light vehicle charging equipment, dock-side electric hookup requirements for refrigeration equipment, use of low-VOC architectural coatings, and compliance with the SJVAPCD's Rule 9510 for substantial reduction of key indirect source (i.e. transportation) emissions. These activities would further reduce estimated project emissions, which are already estimated to be below the SJVAPCD threshold of significance.

City of Stockton Warehouse Ordinance

On December 12, 2023, the Stockton City Council approved a Warehouse Ordinance, which was subsequently incorporated within the Stockton Municipal Code as Section 16.80.390. The City enacted this ordinance pursuant to a settlement agreement reached with the Sierra Club and a Memorandum of Agreement with the California Attorney General's Office, both of which were related to the approved Mariposa Industrial Park #1 warehouse project immediately west of the Mariposa 2 project.

The Warehouse Ordinance establishes development standards for "logistics warehouses" 100,000 square feet in size or greater in zoning districts where they are allowed in compliance with the provisions of Title 16, Division 2 of the Municipal Code. "Logistics warehouses" are considered facilities used for the storage of farm products, furniture, household goods, or other commercial goods for distribution to wholesalers and/or retailers, including cold storage facilities.

The Warehouse Ordinance specifies standards for site plan design, building design, construction permit approval, and on-going operations. Site plan design standards apply to activities such as landscaping, truck access and loading, and electric vehicle charging stations. Building design standards include use of renewable energy for electricity, low volatile organic compound coatings, "cool roof" materials, and on-site electrical equipment infrastructure, among others. Construction permit approval standards encourage use of electric construction equipment, restrictions on idling of non-electric vehicles and equipment, and on-site food and catering services and transit/ridesharing information for construction workers. On-going operation standards include use of electric forklifts and other on-site equipment, electrical hookups at loading docks for temperature-controlled

trucks or trailers, and prohibition on adjacent public streets of truck idling, queuing, or circling.

Regarding site plan design and building design, the standards apply to all entitlement reviews (including site plan review), grading and improvement plans, and construction permit reviews associated with facilities subject to the logistics warehouse standards. For site plan design, building design, and construction permit approval, a copy of the standards shall be included on the approved/issued construction plan and kept on site during all phases of construction. For on-going operations, the standards shall be implemented during all on-going business within the subject project site.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Significance Thresholds

According to Appendix G of the CEQA Guidelines, a project may have a significant impact on air quality if it would:

- Conflict with or obstruct implementation of an applicable air quality plan,
- 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 [see Chapter 18.0, Cumulative Impacts, for an analysis of potential cumulative air quality impacts],
- Expose sensitive receptors to substantial pollutant concentrations, or
- Result in other emissions, such as those leading to odors, adversely affecting a substantial number of people.

CEQA Guidelines Appendix G states that, where available, significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make significance determinations. In 2015, the SJVAPCD adopted a revised Guide for Assessing and Mitigating Air Quality Impacts, which defines methodology and thresholds of significance for the assessment of air quality impacts for projects within SJVAPCD's jurisdiction, along with mitigation measures for identified impacts. Table 6-5 shows the significance thresholds established by SJVAPCD for projects, as set forth in the Guide for Assessing and Mitigating Air Quality Impacts.

The SJVAPCD's thresholds of significance for criteria pollutants are applied to evaluate regional impacts of project-specific emissions of air pollutants. The SJVAPCD significance thresholds are based on offset thresholds established under SJVAPCD Rule 2201 - New Source Review. Rule 2201 is a major component of the SJVAPCD's attainment strategy as it relates to growth and applies to new and modified stationary sources of air pollution. Under Rule 2201, all new permitted sources with emission increases exceeding two pounds per day, for any criteria pollutant are required to implement Best Available Control Technology. Furthermore, all permitted sources emitting more than the Rule 2201 thresholds for any criteria pollutant must offset all

emission increases that exceed threshold levels. The SJVAPCD's attainment plans, developed to meet air quality standards designed in part to protect human health, demonstrate that project-specific emissions below the offset thresholds would have a less-than-significant impact on air quality (SJVAPCD 2015a).

The project's construction and operational emissions under the warehouse development option were calculated using the California Emissions Estimator Model (CalEEMod) computer program, a modeling program recommended by SJVAPCD. The CalEEMod results are shown in Appendix C of this report and are summarized in Table 6-5. The warehouse development option would affect areas an equal or smaller acreage than warehouse development. Therefore, the CalEEMod construction emissions presented in Table 6-5 provide a maximum estimate for development of the project site. The CalEEMod operational emissions presented in Table 6-5 present a maximum pollutant emissions estimate, given that substantially reduced employment and VMT with a data center as compared to warehouse development would result in substantially reduced air pollutant emissions (see Chapter 17.0, Transportation).

Impact AIR-1: Air Quality Plans and Standards – Construction Emissions

As indicated in Table 6-5, project construction air pollutant emissions would be below the significance thresholds adopted by the SJVAPCD for the proposed project. Project-specific emissions below SJVAPCD significance thresholds would not interfere with attainment plans that would bring SJVAPCD into consistency with national and State ambient air quality standards. Based on this, construction impacts of the proposed project regarding consistency with the applicable air quality plans would be less than significant.

TABLE 6-5
SJVAPCD SIGNIFICANCE THRESHOLDS AND
PROJECT AIR POLLUTANT EMISSIONS – WAREHOUSE OPTION

	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
SJVAPCD Significance Thresholds[1]	**10**	**10**	**100**	**27**	**15**	**15**
Construction Emissions						
Unmitigated emissions[2]	4.33	2.75	5.64	0.01	1.15	0.32
Above Threshold?	No	No	No	No	No	No
CalEEMod reductions[3]	*0.00*	*0.10*	*0.07*	*0.00*	*0.01*	*0.00*
Rule 9510 reductions	-	*0.55*	-	-	*0.03*	-
Net construction emissions	4.33	2.10	5.57	0.01	1.11	0.32
Above threshold?	No	No	No	No	No	No
Operational Emissions[3]						
Unmitigated emissions	9.81	6.68	21.80	0.08	5.83	1.60
Above Threshold?	No	No	No	No	No	No

CalEEMod reductions[3]	*1.92*	*1.32*	*9.90*	*0.01*	*1.18*	*0.33*
Rule 9510 reductions	-	*2.22*	-	-	*2.92*	-
Net operational emissions	7.89.	3.14	11.90	0.07	1.73	1.27
Above threshold?	No	No	No	No	No	No

[1] Applicable to both construction and operational emissions.
[2] Maximum emissions in a calendar year.
[3] Annual emissions.
Notes: All figures are in tons per year.
ROG – reactive organic gases; NO_x – nitrogen oxide; CO – carbon monoxide; SO_x – sulfur oxide; PM_{10} – particulate matter 10 microns in diameter; $PM_{2.5}$ – particulate matter 2.5 microns in diameter.
Sources: CalEEMod Version 2022.4.0, SJVAPCD 2015a.

The project's dust emissions would be further reduced through the required implementation of SJVAPCD Regulation VIII, enforcement of which is the responsibility of the SJVAPCD. Project plans and specifications will be required by the Stockton Warehouse Ordinance, an Existing Requirement, to include submission of a Dust Control Plan to the SJVAPCD for review and approval; the required Plan will need to demonstrate how Regulation VIII will be implemented during project construction. Conformance with plans and specifications would be monitored by City building inspectors. Regulation VIII contains the following dust emission control measures:

- Air emissions related to the project shall be limited to 20% opacity (opaqueness, lack of transparency) or less, as defined in SJVAPCD Rule 8011. The dust control measures specified below shall be applied as required to maintain the Visible Dust Emissions standard.
- The contractor shall pre-water all land clearing, grubbing, scraping, excavation, land leveling, grading, cut and fill, and phase earthmoving.
- The contractor shall apply water, chemical/organic stabilizer/suppressant, or vegetative ground cover to all disturbed areas, including unpaved roads, throughout the period of soil disturbance.
- The contractor shall restrict vehicular access to the disturbance area during periods of inactivity.
- The contractor shall apply water or chemical/organic stabilizers/suppressants, construct wind barriers and/or cover exposed potentially dust-generating materials.
- When materials are transported off-site, the contractor shall stabilize and cover all materials to be transported and maintain six inches of freeboard space from the top of the container.
- The contractor shall remove carryout and trackout of soil materials daily unless it extends more than 50 feet from site; carryout and trackout extending more than 50 feet from the site shall be removed immediately. The use of dry rotary

brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions. Use of blower devices is expressly forbidden. If the project would involve more than 150 construction vehicle trips per day onto the public street, additional restrictions specified in Section 5.8 of SJVAPCD Rule 8041 would apply.

Project construction would also be subject to SJVAPCD Rule 9510, another Existing Requirement, which as noted above requires construction emission reductions of NO_x and exhaust PM_{10} by 20% and 45%, respectively. SJVAPCD is notified of impending project construction as a part of the required filing of an application for coverage under Rule 9510. The potential emissions reductions associated with this measure are shown in Table 6-5.

As noted, the Stockton Warehouse Ordinance, now codified in the Stockton Municipal Code Section 16.80.390, sets forth standards for construction permit approval that warehouse projects are required to meet. These standards include, but are not limited to, the following:

- Qualifying facilities shall comply with the SJVAPCD requirements prior to beginning construction. This would include compliance with SJVAPCD Regulation VIII and Rule 9510 as discussed above. These two measures will result in further reduction in the project's construction emissions, which are calculated by CalEEMod to be below SJVAPCD significance thresholds, as shown in Table 6-5. [All warehouses proposed by the project are qualifying facilities, since each warehouse is larger than 100,000 square feet in floor space.]

- All off-road construction equipment, with a power rating of less than 19 kilowatts (e.g., plate compactors, pressure washers), shall be electric-powered.

- Subject to all other idling restrictions, off-road diesel-powered construction equipment shall not be left in the "on position" for more than 10 hours per day.

- Temporary electrical hookups to all construction yards and associated work areas shall be required.

- Temporary signage shall be posted in public view throughout the construction site indicating truck idling lasting more than five minutes is prohibited. The signs shall include contact information for the facility operator or designee responsible for receiving complaints (i.e. excessive dust, fumes, odors) for the site, and contact information for the SJVAPCD's on-line complaint system and its complaint call-line for those interested in filing a complaint. Any complaints made to the facility operator's designee shall be answered within 72 hours of receipt.

- The construction contractor(s) shall maintain on the construction site an inventory of construction equipment, maintenance records, and datasheets, including design specifications and emission control tier classifications.

- The facilities shall require the construction contractor to establish one or more locations for food or catering truck service to construction workers and to cooperate with food service providers to provide consistent food service.

- The facilities shall require the construction contractor to provide transit and ridesharing information for construction workers.

NOTE: THE ABOVE STOCKTON WAREHOUSE ORDINANCE REQUIREMENTS REPLACE MITIGATION MEASURES AIR-1 THROUGH AIR-8 AS THEY WERE SHOWN IN THE SEPTEMBER 2023 DRAFT EIR IN SECTION 3.5, AS "APPLICANT-PROPOSED MITIGATION MEASURES." REPLACEMENT OF THESE MEASURES IS EXPLAINED FURTHER IN SECTIONS 1.4 AND 3.5 OF THIS EIR.

Compliance with the construction permit approval standards of the Stockton Warehouse Ordinance, along with compliance with applicable SJVAPCD rules and regulations, are expected to further reduce predicted air pollutant emissions from project construction activities, which are already determined to be less than significant as shown in Table 6-5.

Development of a data center in lieu of all or a portion of planned warehouse development would involve fewer potential construction emissions comparable to warehouse development. Comparable emissions were based on those described in an August 2024 EIR for a data center in Gilroy, California.

As such, construction emissions associated with a potential data center would not exceed SJVAPCD significance thresholds. In summary, the potential construction impacts of warehouse or data center development would be less than significant.

Level of Significance: Less than significant

Mitigation Measures: None required

Impact AIR-2: Air Quality Plans and Standards – Operational Emissions

Table 6-5 describes estimated net annual unmitigated operational emissions from the project; estimated emissions would in all cases fall below SJVAPCD significance thresholds and would therefore be less than significant.

From the data in Table 6-5, potential project operational emissions would not exceed 100 pounds per day for any criteria pollutant. The pollutant that would generate the most daily emissions – CO – would generate approximately 65 pounds per day when CalEEMod mitigations are applied. Therefore, an Ambient Air Quality Analysis was not conducted for project emissions.

The subsequent "mitigated operational emission" estimates take into consideration project features and mitigation measures calculated by CalEEMod, such as the Rule 9410 trip reduction program, water conservation and waste reduction requirements; and required conformance with SJVAPCD Rule 9510 Indirect Source Rule, that would produce quantifiable reductions in NO_x and PM. These emission reductions are shown in Table 6-5, along with the resulting net emissions. With these emission reductions, project operational emissions for all criteria pollutants would remain below SJVAPCD significance thresholds. SJVAPCD Rule 9510, a routinely applied component of the City's development review process, requires development projects to reduce operational NO_x emissions by 33.3% and operational PM_{10} emissions by 50%. With application of Rule 9510 reduction requirements, estimated NO_x and PM_{10} emissions would be further reduced.

The project would be required to comply with the standards set forth in the Stockton Warehouse Ordinance. Site plan design standards related to air quality include, but are not limited to, the following:

- Unless determined to be physically impossible, when adjacent to sensitive receptors, a loading dock door shall be oriented away from the sensitive receptor and located a distance of 300 feet from said receptor, unless the dock doors are utilized by zero emission trucks and equipment only. The building and auto parking can be located within the 300-foot distance. There are, however, no sensitive receptors adjacent to the project.

- To facilitate the installation of future electric vehicle charging stations for heavy-heavy duty (HHD) trucks, in connection with each individual development proposal, the subject building improvement plans shall identify an area for future HHD truck charging stations and the subject developer shall install conduit from the power source to the identified area.

- Provide EV charging stations for automobiles per building code and provide conduit to a future designated area for Heavy Duty Truck Charging Facility.

- Upon commencement of operations, the tenant/operator of the facility shall be required to restrict truck idling onsite to a maximum of three minutes, subject to exceptions defined by CARB's commercial vehicle idling requirements.

Building design standards related to air quality include:

- Architectural and industrial coatings (e.g. paints) applied on the qualifying facility(ies) shall be consistent with the Volatile Organic Compound (VOC) content limits set by the SJVAPCD or the current edition of the California Green Building Standards Code (CALGreen), whichever is most restrictive. Developer or tenant is not required to exercise control over materials painted offsite.

- Qualifying facilities shall be constructed in compliance with the most current edition of all adopted City building codes, including the adopted Green Building Standards Code. Prior to the issuance of building permits, the applicant/developer of the qualifying facility(ies) shall demonstrate (e.g., provide building plans) that the proposed buildings are designed and will be built.

- Exterior loading dock doors that are adjacent to conditioned or indirectly conditioned spaces shall have dock seals or dock shelters installed at the time of permitting.

- Project should provide infrastructure to support charging of electric power on-site equipment.

- Demonstration of compliance with SJVAPCD Rule 9510 (Indirect Source Review) is required prior to obtaining any building permit for a qualifying facility.

- Tenant/Operator of the qualifying facility(ies) shall enroll in the United States Environmental Protection Agency's SmartWay Program. Proof of enrollment shall be given to the Community Development Department prior to issuance of a Certificate of Occupancy of a Building Permit for the facility.

Applicable on-going operations standards include:

- All forklifts, yard trucks, and other equipment used for on-site movement of trucks, trailers and warehoused goods, as well as landscaping maintenance equipment used on the site, shall be electrically powered or zero-emission unless new technology is determined to be commercially unavailable.

- Where transport by temperature-controlled trucks or trailers is proposed, on-site electrical hookups shall be provided at loading docks. Idling or use of auxiliary truck engine power to power climate-control equipment shall be prohibited.

- Employers shall provide employees with transit route and schedule information on systems serving the facility area and coordinate ridesharing amongst employees. [See also SJVAPCD Rule 9410 described in the Regulatory Framework section of this chapter.]

- Employers shall provide on-site locations for food or catering truck service and cooperate with food service providers to accommodate food service to operations employees.

- Truck queuing, idling, or circling of vehicles, on public streets adjacent to the facility is prohibited.

- Periodic yard and parking area sweeping shall be provided to minimize dust generation.

- Diesel generators are prohibited, except in emergency situations and during construction when establishing the facility's new electrical service connection. In those temporary cases, all generators shall have Best Available Control Technology (BACT) that meets CARB's Tier 4 emission standards.

- (Note: Backup generators for data centers will not be subject to this prohibition but will instead be required to obtain Authority to Construct/Permit to Operate approvals from the SJVAPCD together with specified operating limits, emission controls, offsets or other SJVAPCD conditions of approval.

- NOTE: THE ABOVE STOCKTON WAREHOUSE ORDINANCE REQUIREMENTS REPLACE MITIGATION MEASURES AIR-8 THROUGH AIR-28 AS SHOWN IN THE SEPTEMBER 2023 DRAFT EIR IN SECTION 3.5 AS “APPLICANT-PROPOSED MITIGATION MEASURES.” REPLACEMENT OF THESE MEASURES IS EXPLAINED FURTHER IN SECTIONS 1.4 AND 3.5 OF THIS EIR.

Conformance with SJVAPCD Rule 9510 requirements will result in substantial reductions in criteria pollutant emissions as quantified in Table 6-5. While the effects of all of the Warehouse Ordinance standards cannot be reasonably quantified, they are expected to

further reduce project operational emissions, which are already calculated to be less than significant. Development of a data center on the project site would generate fewer operational emissions of mobile source criteria pollutants. An approximation of the reduction in emissions associated with warehouse development was obtained by comparing the VMT generated under each option; the VMT reduction would provide a reasonable approximation of emission reductions. Based on CalEEMod runs for each option, the warehouse option with mitigation measures would generate 12,543,440 VMT. The data center option would generate 932,974 VMT annually, representing an approximate 92.5% VMT reduction and therefore a substantial reduction in operational emissions as compared to the warehouse option. Importantly, a data center would not be expected to generate substantial heavy-duty truck traffic, which reinforces the conclusion on reduced operational emissions.

Development of a data center on the Mariposa 2 site would require installation of a backup generation system. Although fuel cell and other zero-pollution power sources are on the horizon, current data center proposals involve the use of diesel or other fossil-fueled backup generators. These generators would be considered would new stationary sources of air pollutant emissions, including diesel particulate matter. Although backup generators would be run intermittently, the backup system would require New Source Review and the issuance of an Authority to Construct and a Permit to Operate by the SJVAPCD, subject to mitigation requirements imposed by the SJVAPCD.

Emissions from this system, including consideration of any potential health risks, would be evaluated by SJVAPCD during project review under Rule 2201 – New Source Review. It is anticipated that Best Available Control Technology would be required as required to avoid significant criteria pollutant emissions.

If the data center project is found to involve potential health risks, the SJVAPCD will require the preparation of a Health Risk Assessment and incorporation of mitigation in the project as required to minimize potential health risks, if any. Compliance with SJVAPCD permitting requirements can be reasonably expected to ensure that the potential exposure of sensitive receptors to pollutant emissions would be less than significant.

The transportation of hazardous materials and hazardous wastes is regulated by a range of federal, state and local agencies. Hazardous materials and wastes must be properly contained, stored, packaged, handled and their movement recorded and reported in accordance with the applicable regulations. The applicable regulations extend to spill and other mis-handling incidents. The regulations are oriented to minimizing risks to hazardous material workers and members of the public

In summary, project operational emissions, primarily from mobile sources, would be below the SJVAPCD significance thresholds with either warehouse or data center development, and these emissions would be further reduced with compliance with SJVAPCD rules. Operational impacts of the proposed project regarding consistency with the applicable air quality plans are considered less than significant.

Level of Significance: Less than significant

Mitigation Measures: None required

Impact AIR-3: Exposure of Sensitive Receptors to Criteria Pollutants

"Sensitive receptors" refer to those segments of the population most susceptible to poor air quality (i.e., children, the elderly, and those with pre-existing serious health problems affected by air quality). Land uses where sensitive individuals are most likely to spend time also may be called sensitive receptors; these include schools and schoolyards, parks and playgrounds, daycare centers, nursing homes, hospitals, and residential communities (SJVAPCD 2015a). The nearest sensitive receptors to the project site are existing residences north of the site across Mariposa Road, a triplex at 5201-5207 Mariposa Road.

As indicated in Table 6-5, the proposed project would have construction emissions that are below the SJVAPCD significance thresholds. Project construction may generate localized dust emissions at levels above existing ambient conditions, which can be a concern if sensitive receptors are near the project site. Implementation of SJVAPCD Regulation VIII would reduce the amount of fugitive dust emissions released into the air, thereby reducing potential exposure of these residences. In particular, Rule 8021, which is part of Regulation VIII, sets forth explicit requirements for fugitive dust emission control during construction and other earthmoving activities.

Table 6-5 also indicates that project operational emissions under the warehouse development option would be below SJVAPCD significance thresholds with application of SJVAPCD rules and requirements of the Stockton Warehouse Ordinance. As discussed, the project is also below the SJVAPCD threshold for preparation of an Air Quality Impact Analysis, which would if required reveal potential for direct criteria pollutant impacts on nearby land uses.

As previously discussed, mobile source emissions with data center development would be substantially reduced, in that vehicle traffic, including truck traffic, to and from the facility would be substantially reduced from that of a typical warehouse use. Based on the SJVAPCD thresholds, neither project construction nor operational criteria pollutant emissions would have the potential to significantly affect sensitive receptors.

Health Impacts of Pollutant Emissions

In 2018, the California Supreme Court decided *Sierra Club v. County of Fresno* (2018) 6 Cal.5th 502, also known as the Friant Ranch case. In its opinion, the court stated that an EIR prepared for a community plan update and specific plan inadequately described air quality impacts in part because, although it did explain the general health impacts of pollutants, it did not explain the specific impacts the project's emissions would have on health. A brief filed in the case by the SJVAPCD, along with a brief filed jointly by the California Association of Environmental Professionals and the American Planning Association California Chapter, explained that the current state of air quality modeling does not allow for assessing the specific impacts of a project's air quality emissions on human health in an area. The joint brief noted that the Court of Appeals opinion in the Friant Ranch case focused on regional concentrations of pollutants, then stated:

"The volumes of air contained in a regional air basin are immense, and even the largest project's emissions are the proverbial 'drop in the bucket.' The situation is further complicated by the fact that background concentrations of regional pollutants are not uniform either temporally or geographically throughout an air basin but are constantly fluctuating based upon meteorology and other environmental factors.

Under these circumstances, an analysis attempting to take "tons per year" regional mass emissions data and directly translate that into precise pollutant concentrations, and hence project-specific health effects, would not be practical or meaningful." (AEP-APA 2015)

In its brief, the SJVAPCD made the following observations:

> "Although these levels [of project emissions] well exceed the Air District's CEQA significance thresholds, this does not mean that one can easily determine the concentration of ozone or PM that will be created at or near the Friant Ranch site on a particular day or month of the year, or what specific health impacts will occur. Meteorology, the presence of sunlight, and other complex chemical factors all combine to determine the ultimate concentration of ozone and PM.

Finally, even once a model is developed to accurately ascertain local increases in concentrations of photochemical pollutants like ozone and some particulates, it remains impossible, using today's models, to correlate that increase in concentration to a specific health impact. The reason is the same: such models are designed to determine regional, population-wide health impacts, and simply are not accurate when applied at the local level." (SJVAPCD 2015b)

The California Supreme Court stated in its opinion that "if it is not scientifically possible to do more than has already been done to connect air quality effects with potential human health impacts, the EIR itself must explain why, in a manner reasonably calculated to inform the public of the scope of what is and is not yet known about the Project's impacts."

Based upon the information presented above, a specific connection between the project's emissions and health impacts cannot be reasonably drawn. It remains scientifically infeasible to calculate how mass emissions affect specific health outcomes, as described in the SJVAPCD brief excerpted above. Nonetheless, the generalized health impacts of exposure criteria pollutants for which the Air Basin currently is in nonattainment status are discussed in the Environmental Setting section above. It should be noted that, as discussed earlier, the SJVAPCD significance thresholds were developed in part to ensure attainment of primary federal ambient air quality standards, which were designed to protect human health, and so the project's emissions below these thresholds are not expected to result in adverse health effects.

Localized Carbon Monoxide Concentrations

CO in high concentrations would have adverse health impacts, as previously described in the Environmental Setting section. A CO "hotspot" is an area of localized CO pollution that is caused by severe vehicle congestion on major roadways, typically near intersections. CO hotspots have the potential to expose sensitive receptors to emissions that violate state and/or federal CO standard even if the broader Basin is in attainment for federal and state

levels. A project would not violate of the CO standards if neither of the following criteria are met (SJVAPCD 2015a):

- A traffic study for the project indicates that the Level of Service (LOS) on one or more streets or at one or more intersections in the project vicinity will be reduced to LOS E or F; or

- A traffic study indicates that the project will substantially worsen an already existing LOS F on one or more streets or at one or more intersections in the project vicinity (See Chapter 16.0, Transportation, for an explanation of LOS).

As noted in Chapter 16.0, Transportation, a traffic impact analysis for the project was conducted, in which potential impacts on LOS at 15 intersections and proposed driveways were evaluated under Existing Plus Approved Projects (EPAP) Plus Project conditions. Under EPAP Plus Project conditions, all the intersections would maintain an acceptable LOS except for four: Arch-Airport Road/Qantas Lane, Arch-Airport Road/SR 99, Mariposa Road and 8th Street/Farmington Road, and Mariposa Road/Carpenter Road. Land adjacent to three of these intersections are largely developed with commercial uses; no sensitive receptors as defined above are within 100 feet of any of these intersections and would therefore not be exposed to carbon monoxide impacts.

A sensitive receptor (residence) is within approximately 50 feet of the Mariposa Road/Carpenter Road intersection and could be exposed to unhealthful CO concentrations if traffic operations (level of service) is allowed to deteriorate to LOS E or F; this is an air district-sanctioned measure of traffic congestion at which potential for exceedence of CO standards at sensitive receptors should be investigated. However, recommended traffic improvements at this location, which are already required of the approved Mariposa 1 project and would also be incorporated into approval of Mariposa 2, would avoid deterioration of LOS to levels that might result in CO emissions and impacts on nearby land uses (LOS E or F). These improvement requirements would eliminate the potential for future traffic congestion at this intersection that could generate unhealthful CO emissions. These recommended improvements are presented as mitigation below.

Level of Significance: Potentially significant

Mitigation Measures:

AIR-29: The project applicant shall contribute fair-share costs to, or design and construct if required by the City, an improvement on the Mariposa Road and Carpenter Road intersection that would widen the northeast-bound Carpenter Road approach to include an exclusive northeast-bound-to northwest-bound left-turn lane, and a combined through/right-turn lane. This improvement would prevent traffic congestion that could result in unhealthful CO emissions.

Significance After Mitigation: Less than significant

Impacts on Disadvantaged Communities

Chapter 13.0, Land Use, and Chapter 20.0, Other CEQA Issues, discuss environmental justice and potential project impacts on disadvantaged communities. The State of California has recently become more active in promoting environmental justice in land use and environmental planning. More specifically, warehouse projects have come under scrutiny from State agencies for their potential air quality impacts on disadvantaged communities. The project site is approximately south of the remainder of the Mariposa Road DUC (see discussion in Chapter 13.0, Land Use).

The Stockton Warehouse Ordinance contains standards designed in part to avoid exposure of sensitive receptors to air pollutant emissions associated with warehouse operations, particularly from truck traffic. Applicable standards include the following:

- All truck turning movements at entrances, exits, and street intersections shall be located on local industrial, collector or arterial streets and all vehicle entries shall be designed to prevent truck access to local and back-up residential collector streets.
- All trucks and commercial vehicles serving the facility shall occur in compliance with the City of Stockton Truck Traffic Route Map in Stockton Municipal Code (SMC) 10.08.030 and Surface Transportation Assistance Act (STAA) Truck Route Map.
- Off-street loading shall comply with SMC Section 16.64.110, Off-street loading space standards, and SMC Section 16.36.30 to ensure driveway access and on-site circulation are designed and maintained to increase public safety and reduce congestion on public streets.
- Signs shall be posted inside and outside of the building and facility indicating all off-site parking is prohibited for adjacent streets that do not permit parking.
- All truck driveway exits shall include signs directing truck drivers to the truck routes identified in the City of Stockton Truck Traffic Route Map and State Highway System designations.
- Truck queuing, idling, or circling of vehicles on public streets adjacent to the facility is prohibited.
- When adjacent to sensitive receptors, a loading dock door shall be oriented away from the sensitive receptor and located a distance of 300 feet from said receptor
- A 20-foot irrigated landscape planter (buffer) shall be installed along the property line adjacent to a sensitive receptor, including a minimum 10-foot solid decorative wall(s), or landscaped berm and wall, or landscaped berm. The buffer can include areas to be used for bioswales, retention/detention areas and/or other stormwater and water quality management areas and must be subject to periodic maintenance.
- Building improvement plans shall identify an area for future HHD truck charging stations and the developer shall install conduit from the power source to the identified area.

- The tenant/operator shall restrict truck idling on site to a maximum of three (3) minutes, subject to exceptions defined by CARB's commercial vehicle idling requirements.
- All forklifts, yard trucks, and other equipment used for on-site movement of trucks, trailers and warehoused goods, as well as landscaping maintenance equipment used on the site, shall be electrically powered or zero-emission unless new technology is determined to be commercially unavailable.
- Where transport by temperature-controlled trucks or trailers is proposed, on-site electrical hookups shall be provided at loading docks. Idling or use of auxiliary truck engine power to power climate-control equipment shall be prohibited.
- All trucks, supportive vehicles and equipment shall be kept onsite in all loading, storage, and parking areas, and kept behind locked gates during nonbusiness hours.
- Truck queuing, idling, or circling of vehicles, on public streets adjacent to the facility is prohibited.

As discussed under Impact AIR-2, operational emissions would be below their respective SJVAPCD significance thresholds. With implementation of Warehouse Ordinance standards and applicable SJVAPCD rules and regulations, potential exposure of sensitive receptors to criteria pollutant emissions would be further reduced. As discussed below, facility prioritization model of the proposed project, discussed in more detail in the following section, indicated that diesel particulate matter emissions from the project would not impact any nearby residences, including the triplex units north of the site. Therefore, project impacts of criteria pollutant emissions on sensitive receptors are considered less than significant.

Level of Significance: Less than significant

Mitigation Measures: None required

Impact AIR-4: Exposure of Sensitive Receptors to Toxic Air Contaminants

Project construction would likely use construction equipment that would emit DPM, which is classified as a TAC. Likewise, the TAC that would most likely be emitted from project operations would be DPM, mainly from truck traffic. It should be noted that heavy-duty truck PM_{10} emissions, which include DPM, have substantially declined in recent decades. Based on EMFAC2021 factors used in vehicle emission analysis, the running exhaust emissions of PM10 generated by heavy-duty diesel trucks in California was 1.0108 grams per mile in 1978. In 2022, it was 0.0027 grams per mile – an approximately 99.7% decrease from the 1978 level.

The CalEEMod run estimated that project construction would generate a maximum of approximately 0.09 tons in a calendar year of exhaust PM_{10} emissions, which include DPM (see Appendix C). With mitigation measures, including the use of construction equipment with EPA Tier 4 engines, exhaust PM_{10} construction emissions would be reduced to approximately 0.02 tons per year. The CalEEMod run also estimated that project operations

would generate approximately 0.10 tons per year of exhaust PM_{10} emissions, including DPM. With incorporation of project features described in Chapter 10.0, Greenhouse Gas Emissions, exhaust PM_{10} construction emissions would be reduced to approximately 0.09 tons per year. It is anticipated that the mitigation measures identified in this chapter would further reduce DPM emissions; however, the amount of reduction cannot be determined.

To assess the potential health risk that may occur, Environmental Permitting Specialists conducted a facility prioritization of project construction. The facility prioritization calculated scores for cancer and non-cancer risk by TAC emissions generated by the project construction, which were then compared to the SJVAPCD significance thresholds for such risks. The only TAC considered to pose a potential health risk was DPM. The results of the facility prioritization are shown together with SJVAPCD significance thresholds in Table 6-7 below.

TABLE 6-7
FACILITY PRIORITIZATION SCORES
MARIPOSA #2 PROJECT

Screening Level Risk Metric	Significance Criteria	Maximum Project Risk - Operation
Cancer Risk	Score > 10	7.65
Non-Cancer Risk	Score > 1	0.05

The results of the facility prioritization found that the score for cancer risk related to construction was 7.65 at distances exceeding 100 meters. The nearest sensitive receptor to the project site, a triplex within the Mariposa Road DUC, located approximately 212 meters north of proposed development areas, is at a distance greater than 100 meters, this indicates that the potential cancer risk during construction would be less than the SJVAPCD significance threshold of 10. The non-cancer risk score is 0.05, which is below the significance threshold of 1. DPM emissions during project operation would be below those for project construction would be below those for construction and would result in lower risks in both categories. It is expected that facility prioritization scores for the data center operation would be substantially less, given its substantially lower trip generation, truck trip rates and potential vehicular emissions.

As has been noted, the project would comply with Stockton Warehouse Ordinance standards that would reduce both project operational emissions and exposure of sensitive receptors to pollutant emissions, particularly from truck traffic. Implementation of these standards would further reduce the potential exposure of sensitive receptors to DPM generated by the project, making such impacts even less than significant than the modeling results shown in Table 6-6. Chapter 18.0, Cumulative Impacts, discusses the potential cumulative impacts of the project related to toxic air contaminants.

Level of Significance: Less than significant

Mitigation Measures: None required

Impact AIR-5: Odor Emissions

The Environmental Checklist in CEQA Guidelines Appendix G regards objectionable odors as a potentially significant environmental impact. Some industrial raw materials, processes, and products can emit odors that would be considered objectionable, sometimes intensely. Examples include waste disposal and recycling, chemical production, and wastewater treatment. The Guide for Assessing and Mitigating Air Quality Impacts states that a project should be evaluated to determine the likelihood that it would result in nuisance odors. It also provides screening levels for potential odor sources, among which are wastewater treatment facilities, petroleum refineries, chemical and fiberglass manufacturing, food processing facilities, and feedlots/dairies (SJVAPCD 2015a).

No screening levels have been established for warehouses, as they have not been identified by SJVAPCD as significant odor sources. Proposed project development is not expected to generate significant odors, other than from vehicle emissions. Proposed warehousing and distribution uses would not involve livestock, food processing, handling of organic waste, or handling of other odor-generating materials. Project emissions would be localized and would dissipate rapidly outside the project site. As noted above, the nearest sensitive receptors would be the residences adjacent to the western portion of the project site, and these residences would be unlikely to be exposed to substantial odors from project operations, because the project is not expected to generate significant, if any, odors. Project impacts related to odor emissions are considered less than significant.

Level of Significance: Less than significant

Mitigation Measures: None required

Section B-5, Recirculated Chapter 10.0
Greenhouse Gases

RECIRCULATED CHAPTER 10.0 GREENHOUSE GAS EMISSIONS

ENVIRONMENTAL SETTING

Global Climate Change and Greenhouse Gases

Global climate change is a change in the average weather conditions, such as temperature and rainfall, of the Earth over a long period of time. Recent scientific observations and studies indicate that global climate change, linked to an increase in the average global temperature that has been observed, is now occurring. There is a consensus among climate scientists that the primary cause of this change is greenhouse gas (GHG) emissions generated primarily by human activities (CAPCOA 2009). A GHG is a gas that traps heat in the earth's atmosphere. GHGs include carbon dioxide, the most abundant GHG, along with methane, nitrous oxide, and less abundant gases. GHGs vary in their heat-trapping properties. Because of this, measurements of GHG emissions are commonly expressed in carbon dioxide equivalent (CO_2e), in which emissions of all other GHGs are converted to equivalent carbon dioxide emissions.

Concerns related to global climate change include the direct consequences of a warmer climate, but also include indirect effects such as reduced air quality, reduced snowpack, higher-intensity storms, and rising sea levels. All these changes have implications for the human environment, as well as existing ecosystems and the species that depend on them. The United Nations Intergovernmental Panel on Climate Change has concluded that stabilization of greenhouse gases at a concentration of 400-450 parts per million (ppm) CO_2e is required to keep mean global warming below 2° Celsius, which is considered necessary to avoid dangerous impacts of climate change (IPCC 2001). According to data collected by the National Oceanic and Atmospheric Administration, the monthly average carbon dioxide concentration in the atmosphere was 424.55 ppm in February 2024, an increase of 4.25 ppm from the monthly average in February 2023 (NOAA 2024).

The State of California, through a collaboration of three agencies, has prepared Climate Change Assessments that provide scientific assessments on the potential impacts of climate change in California and reports potential adaptation responses. The most recent reports include assessments of climate change impacts by region, including the San Joaquin Valley. Potential climate change impacts occurring in the San Joaquin Valley include the following (Fernandez-Bou et al. 2021):

- Higher temperatures.
- Increasing potential evapotranspiration from plants and soils.
- Longer and more severe droughts.
- Declining snowpack.

- More intense precipitation events.
- More frequent and extensive wildfires.

The consequences of these impacts would fall on the following sectors in the San Joaquin Valley. These would especially affect rural disadvantaged communities (Fernandez-Bou et al. 2021).

- Agriculture - fewer winter chill hours, shifts in water availability, and extreme heat have direct and indirect impacts such as changes in yield, crops water demand, increasing competition for water from other sectors, and reduced farm labor availability.
- Ecosystems - scarcer water supply will shape habitats and will be the determining factor for survival of many species, increases in soil salinity by saltwater intrusion, future droughts may lead to insufficient flooding and a decrease in food availability for waterfowl, warming in rivers contributing to local species extinction and facilitating the colonization by invasive species.
- Water resources - reduced water availability for irrigated agriculture, demand for groundwater for agriculture will increase while groundwater availability decreases, degradation of water quality.
- Infrastructure - accelerated deterioration of private property, canals, dams, roads, railways, and levees due to increasing land subsidence, droughts and associated over-pumping, wildfires, and floods.
- Public health - more heat-related deaths and illnesses, illnesses caused by poor water quality, and other issues caused by droughts, wildfires, and some agricultural activities.

Although local activities can emit GHGs, the impacts of GHG emissions are global in character. While global climate change can influence regional and local environments, it is not possible to connect GHG emissions from an individual project to changes in the local environment that result from climate change, as these changes result from the cumulative accumulation of GHGs into the atmosphere. As such, this analysis of project impacts focuses on whether project GHG emissions would make a significant cumulative contribution to global GHG emissions, and therefore to cumulative GHG effects.

Existing GHG Emissions

GHG emissions in California in 2021, the most recent year for which data are available, were estimated at approximately 381.3 million metric tons CO_2e – a decrease of approximately 21.5% from the peak level in 2004 but an increase of approximately 3% from the 2020 emissions. Transportation was the largest contributor to GHG emissions in California, with 39% of total emissions. Other significant sources include industrial activities, with approximately 22% of total emissions, and electric power generation, both in-state and imported, with approximately 16% of total emissions (ARB 2023).

Total GHG emissions from Stockton in 2005 were an estimated 2,360,932 metric tons CO_2e. Of the total emissions, approximately 48% percent came from on-road transportation and 33% came from building energy use (City of Stockton 2014). More recent information on Stockton GHG emissions is not available. The City has plans to update its community GHG inventory, but when this would occur is unknown at this time.

REGULATORY FRAMEWORK

Federal

As noted above, the EPA has found that GHG emissions endanger both the public health and public welfare under Section 202(a) of the Clean Air Act. However, the federal government currently does not have a comprehensive GHG strategy.

Some GHG emission reduction actions have been adopted at the federal level. In coordination with the U.S. Department of Transportation, EPA issued GHG emission and fuel economy standards for passenger vehicles and trucks that are intended to cut six billion metric tons of GHG emissions over the lifetimes of vehicles sold in model years 2012-2025. In 2010, the EPA set GHG emissions thresholds to define when permits under the New Source Review Prevention of Significant Deterioration and Title V Operating Permit programs are required for new and existing industrial facilities.

In 2013, the EPA proposed standards to cut carbon emissions from new power plants, which were adopted in 2015. Also, in 2015, the EPA adopted the Clean Power Plan, which established guidelines for states in limiting carbon dioxide emissions from existing power plants. The Clean Power Plan was repealed in 2019, and a U.S. Supreme Court decision issued in 2022 limits EPA's authority to regulate GHG emissions from existing plants. However, the 2015 emission standards for new power plants remain in place.

In 2015, the Paris Agreement was reached among 196 countries, with each country pledging to take actions to decrease GHG emissions to reach the overall goal of limiting the increase in global temperature to no more than two degrees Celsius. The Paris Agreement does not set legally binding reduction targets; instead, all parties are to put forward their best efforts through "nationally determined contributions" and to strengthen these efforts in the years ahead. All parties are to report regularly on their emissions and their reduction implementation efforts. As of November 2024, the United States was a signatory to the Paris Agreement, but it has not yet adopted a plan to meet the goals of the agreement.

State

California has addressed climate change on its own initiative as early as 1988, when the California Energy Commission was designated as the lead agency for climate change issues. However, the most significant state activities have occurred since 2005, when executive orders and State legislation established the current framework for addressing GHG emissions and climate change. Several of these actions are described below.

Executive Orders S-3-05 and B-30-15

Executive Order S-3-05, signed by Governor Schwarzenegger in 2005, established GHG emission reduction targets for California. Specifically, GHG emissions would be reduced to the level of emissions in the year 2000 by 2010, to the level of emissions in the year 1990 by 2020, and to 80% below the 1990 emissions level by 2050. The desired 2050 GHG emission reduction is consistent with the Intergovernmental Panel on Climate Change objectives for stabilizing global climate change. The 2020 reduction goal set forth by S-3-05 was codified by AB 32, which is described below.

On April 29, 2015, Governor Brown signed Executive Order B-30-15, which advanced the goals of Executive Order S-3-05 by establishing a GHG reduction target of 40% below 1990 emission levels by 2030. The 2030 reduction goal set forth by B-30-15 was codified by Senate Bill (SB) 32, which also is described below. In 2022, AB 1279 was enacted, requiring statewide GHG emissions to be reduced to at least 85% below 1990 levels by 2045. This magnifies and accelerates the 2050 reduction goal set forth in Executive Order S-3-05. The AB 1279 goals have been incorporated in the recently adopted 2022 Scoping Plan (see SB 32 discussion below).

AB 32

AB 32, the Global Warming Solutions Act of 2006, is State legislation that sets goals of reducing GHG emissions to year 2000 levels by 2010 and to year 1990 levels by 2020. These specific goals are directly related to the Governor's overall objectives established in Executive Order S-3-05. The State's initial planning efforts were oriented toward meeting the legislated 2010 and 2020 goals, while placing the State on a trajectory that will facilitate eventual achievement of the 2050 goal set forth in Executive Order S-3-05.

The ARB has primary responsibility for AB 32 implementation. ARB adopted a Climate Change Scoping Plan in 2008 with the purpose of meeting the AB 32 targets. The 2008 Scoping Plan proposed to reduce GHG emissions from the State's projected 2020 "business-as-usual" emissions by approximately 29%. Nearly 85% of the GHG reductions would be achieved under a "cap-and-trade" program and "complementary measures," including expansion of energy efficiency programs, increase in the use of renewable energy sources, and low-carbon fuel standards, among others. The remaining 15% would include measures applicable to GHG sources not covered by the cap-and-trade program (ARB 2008b).

The cap-and-trade program was the centerpiece of the GHG reduction program set forth in the 2008 Scoping Plan. In general, the program sets a "cap" on the total GHG emissions that would be allowed in California, which gradually decreases over time. Allowances for GHG emissions are sold at auction to industrial activities and utilities that emit large quantities of GHGs, which in turn can sell allowances that are unused to other activities that need more allowances (the "trade" component). The State Legislature recently extended the cap-and-trade program from its original expiration in 2020 to 2030, as part of a strategy to meet GHG reduction targets set by SB 32 (see below).

In May 2014, the ARB approved the First Update to the Scoping Plan. The 2014 Update lays the foundation for establishing a broad framework for continued emission reductions beyond 2020, on the path to the 2050 target set forth in Executive Order S-3-05. It recommended actions in nine sectors: energy, transportation, agriculture, water, waste management, natural and working lands, short-lived climate pollutants, green buildings, and the cap-and-trade program (ARB 2014).

Recently, the ARB released the California Greenhouse Gas Emission Inventory, with data from 2020. For the target year of 2020, state GHG emissions were 369.2 million metric tons CO2e, which was 35.3 million metric tons CO2e below 2019 emissions and 61.8 million metric tons CO2e below the AB 52 target (ARB 2022a). However, this substantial decrease was most likely caused by the lockdown ordered by the State that year in response to the COVID-19 pandemic. Economic recovery from the pandemic may result in GHG emission increases over the next few years (ARB 2022a). The 2021 increase in GHG emissions is consistent with this supposition.

SB 32

In 2016, SB 32 was enacted. SB 32 extends the GHG reduction goals of AB 32 by requiring statewide GHG emission levels to be 40% below 1990 levels by 2030, in accordance with the target established by Executive Order B-30-15. The State adopted an updated Scoping Plan in 2017 that sets forth strategies for achieving the SB 32 target. The 2017 Scoping Plan continues many of the programs that were part of the previous Scoping Plans, including the cap-and-trade program, low-carbon fuel standards, renewable energy, and methane reduction strategies. It also addresses for the first time GHG emissions from the natural and working lands of California, including the agriculture and forestry sectors. Both natural and working lands sequester carbon in trees, other vegetation, soils, and aquatic sediment. The 2017 Scoping Plan recommends protecting working lands from conversion, enhancing carbon sequestration, and encouraging innovation in the disposal of biomass from working lands (ARB 2017).

On December 15, 2022, ARB adopted an update to the Scoping Plan. The 2022 Scoping Plan assesses progress towards achieving the SB 32 2030 reduction target and lays out a path to achieve carbon neutrality no later than 2045, in accordance with Executive Order B-55-18 (see below). Proposed strategies to achieve these reductions include rapid movement to zero-emission transportation, phasing out fossil fuel use for heating homes and buildings, further restricting use of chemicals and refrigerants that are thousands of times more powerful at trapping heat than carbon dioxide, expanded development of renewable energy sources, increased use of natural and working lands for incorporating and storing carbon, and greater employment of carbon removal technology (ARB 2022b).

Executive Order B-55-18

In 2018, Governor Brown signed Executive Order B-55-18. This executive order set a statewide goal of achieving carbon neutrality no later than 2045. “Carbon neutrality” refers to achieving net zero carbon emissions (i.e., GHGs) by balancing a measured amount of carbon released with an equivalent amount sequestered or offset. After 2045, California shall achieve and maintain net negative GHG emissions, or greater GHG sequestration or

offsets than emissions. The carbon neutrality goal set by Executive Order B-55-18 was codified this year with the signing of AB 1279, discussed above.

SB 375/Sustainable Communities Strategy

In 2008, the State enacted SB 375, which requires a metropolitan planning organization to include a Sustainable Communities Strategy (SCS) in its Regional Transportation Plan (RTP - see Chapter 16.0, Transportation). The SCS demonstrates an approach to how land use development and transportation can work together to meet GHG emission reduction targets for cars and light trucks. These targets, set by ARB, call for the region to reduce per capita GHG emissions. If a metropolitan planning organization is unable to meet the targets through the SCS, then an alternative planning strategy must be developed which demonstrates how targets could be achieved. SJCOG is the metropolitan planning organization for San Joaquin County and its incorporated cities.

The ARB provided GHG reduction targets for SJCOG in 2019, setting them at a 12% per capita reduction relative to 2005 levels by 2020, and a 16% per capita reduction relative to 2005 levels by 2035 (SJCOG 2021a). The 2022 SCS was adopted by SJCOG at a meeting on August 25, 2022. The SCS includes policies and supporting strategies designed to attain the GHG per capita reduction targets. Among the strategies that may be relevant to the project are improving air quality by reducing transportation-related emissions; promoting safe and efficient strategies to improve the movement of goods by air, water, rail, and roadways; and promoting electric power, alternative fuels, and autonomous technologies for freight and agriculture (SJCOG 2022a).

SJCOG has no authority to enforce the policies and strategies in the SCS; the ultimate authority regarding land use remains with the local governments. However, as noted below, the City General Plan proposes to coordinate City plans and programs with the RTP/SCS.

Executive Order N-79-20

In 2020, Governor Newsom issued Executive Order N-79-20, setting new statewide goals for phasing out gasoline-powered cars and trucks in California. Under this order, 100% of in-state sales of new passenger cars and trucks are to be zero-emission by 2035; 100% of in-state sales of medium- and heavy-duty trucks and buses are to be zero-emission by 2045 where feasible; all drayage trucks are to be zero-emission by 2035; and 100% of off-road vehicles and equipment sales are to be zero-emission by 2035 where feasible. The Governor directed ARB and other state agencies to develop regulations or take other steps within existing authority to achieve these goals.

Other State Regulations

Chapter 6.0, Air Quality, describes the Advanced Clean Truck Regulation and the Advanced Clean Fleets Regulation adopted by ARB. Both regulations aim to reduce GHG emissions generated by trucks, which are a major source of transportation GHG emissions. It is anticipated that, by 2040, the Advanced Clean Truck Regulation would reduce GHG emissions by approximately 7% below baseline (ARB 2020b) and that the Advanced Clean Fleets Regulation would reduce GHG emissions by 47% below baseline (ARB 2023).

In 2009, the ARB adopted the Low Carbon Fuel Standard regulation, which was one of the early action measures specified in the 2008 Scoping Plan that implemented AB 32. The Low Carbon Fuel Standard is designed to encourage the use of cleaner low-carbon transportation fuels in California, encourage the production of those fuels, and therefore, reduce GHG emissions and decrease petroleum dependence in the transportation sector. The standards are expressed in terms of the "carbon intensity" of gasoline and diesel fuel and their respective substitutes. In 2018, the ARB approved amendments to the regulation, which among others included strengthening and smoothing the carbon intensity benchmarks through 2030, in line with California's 2030 GHG emission reduction target enacted through SB 32. Cumulatively from 2019 through 2030, the 2018 amendments would provide an additional 97 million metric tons CO2e emission reductions as compared to the 2016 existing conditions baseline and an additional 63 million metric tons CO2e emission reductions as compared to the business-as-usual scenario (ARB 2018).

Local

City of Stockton Climate Action Plan

The City of Stockton adopted a Climate Action Plan (CAP) in 2014, in compliance with a Settlement Agreement with the California Attorney General and the Sierra Club related to the City's then-adopted General Plan 2035 and associated EIR. The CAP "outlines a framework to feasibly reduce community GHG emissions in a manner that is supportive of AB 32 and is consistent with the Settlement Agreement and 2035 General Plan policy" (City of Stockton 2014). The CAP set a GHG emission reduction target of 10% below 2005 GHG emission levels by 2020, or approximately 20.6% below 2020 "business as usual" GHG emissions (i.e., 2020 GHG emissions that are unmitigated), which is the level by which the State has set its emission reduction goal. Approximately 83% of the reductions needed to achieve the City's GHG reduction goal would be achieved through state-level programs, and 17% would be achieved through City-level programs (City of Stockton 2014).

The CAP did not set any GHG emission reduction targets beyond 2020. The City has initiated an update of the CAP; however, City staff (Diaz pers. comm.) indicate that the update is early in the process, and no new information is available, either for climate action performance during the previous planning period or goals for the future planning period. An updated community GHG inventory was planned during fiscal year 2021-22, but no other actions have been taken or proposed, and the planned inventory has not yet been conducted. While the CAP's outdated emission reduction targets are no longer applicable, GHG emission reduction measures in the adopted CAP remain valid.

Stockton General Plan 2040

The following Stockton General Plan 2040 policies and implementing actions are relevant to this project (City of Stockton 2018a):

- Action LU-6.6B: Participate in the San Joaquin Council of Governments' (SJCOG) regional planning programs and coordinate City plans and programs with those of SJCOG, including the Regional Transportation Plan/Sustainable

Communities Strategy, among others, and work with non-profit organizations also engaging in these planning programs.

- Action CH-5.1B: Maintain and implement the City of Stockton Climate Action Plan (CAP) and update the CAP to include the following:
    - Updated community-wide GHG emissions inventory,
    - 2030 GHG emissions reduction target, consistent with SB 32,
    - Estimated 2030 GHG emissions reduction benefits of State programs,
    - Summary of the City's progress toward the 2020 local GHG emissions reduction target,
    - New and/or revised GHG reduction strategies that, when quantified, achieve the 2030 reduction target and continue emission reductions beyond 2030, and
    - New or updated implementation plan for the CAP.

Stockton Warehouse Ordinance

As described in Chapter 6.0, Air Quality, the Stockton City Council adopted a Warehouse Ordinance in 2023. Part of the purpose of the Warehouse Ordinance was to reduce the potential impacts of warehouse projects on GHG emissions. Standards set forth in the Warehouse Ordinance include those designed to reduce energy consumption and emissions from vehicle and truck traffic, both of which are significant GHG sources. These standards are discussed in more detail in the following section.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Significance Thresholds

According to Appendix G of the CEQA Guidelines, a project may have a significant impact related to GHG emissions if it would:

- Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, or
- Conflict with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

This EIR conducts its GHG analysis in accordance with CEQA Guidelines Section 15064.4, which states that a lead agency should make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate, or estimate the amount of GHG emissions resulting from a project. CEQA Guidelines Section 15064.4(b) states that a Lead Agency should consider the following factors, among others, when assessing the significance of impacts from GHG emissions on the environment:

- The extent to which the project may increase or reduce GHG emissions as compared to the existing environmental setting.
- Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.
- The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions.

Some jurisdictions have established quantitative thresholds for determining the significance of project GHG emissions from construction activities and project operations. Neither the City, San Joaquin County, nor SJVAPCD has established such quantitative significance thresholds, although the SJVAPCD recommends a 29% reduction from business-as-usual GHG levels for project operational emissions. As noted above, the Stockton CAP determined that approximately 83% of the GHG reductions targeted by the City would be accomplished by statewide measures, while 17% would be accomplished by local measures. Based on these percentages, because local measures must make up 17% of the 29% reduction recommended by the SJVAPCD, approximately 5% of GHG reductions would be required by local measures. For the purposes of this analysis, a project that can attain at least a 5% reduction in GHG emissions from business-as-usual levels would have impacts on GHG reduction plans that would be less than significant.

Impact GHG-1: Project GHG Construction Emissions and Consistency with Applicable Plans and Policies

The CalEEMod model estimated the total GHG construction and operational emissions associated with the proposed warehouse development (see Chapter 6.0, Air Quality and Appendix C of this EIR). This is considered the maximum GHG emissions to be associated with the project, as the data center option would have less extensive development and fewer trips generated (see Chapter 6.0, Air Quality).

Table 10-1 presents the results of the CalEEMod run. Based on results from the CalEEMod run, maximum project construction GHG emissions for a calendar year would be approximately 2,009 metric tons CO_2e for the assumed construction period. Mitigation measures applied to reduce air pollutant emissions from construction emissions, which are largely related to dust control, would reduce maximum GHG emissions in a calendar year to 1,996 metric tons CO_2e.

As of 2020, off-road GHG emissions, which included equipment not only from construction but also from mining, oil drilling, industrial and airport ground operations, accounted for less than 0.5% of total GHG emissions in California (ARB 2022a). Construction emissions would occur only during construction work and would cease once work is completed. Though construction activity may increase or decrease in a given year because of market demand, the average amount of construction undertaken does not tend to increase over time, according to historical construction fleet emissions data. For this reason, even without mitigation, the amount of annual GHG emissions resulting from

construction is expected to decrease over time as a result of improving fuel efficiency and the implementation of existing regulations, such as the Low Carbon Fuel Standard.

TABLE 10-1
PROJECT GHG EMISSIONS

GHG Emission Type	Unmitigated Emissions (metric tons CO_2e)	Mitigated Emissions (metric tons CO_2e)
Construction[1]	2,009	1,996
Operational[2]		
Mobile Sources	7,718	6,154
Area Sources	26.1	-
Energy Sources	4,538	2,670
Water	686	549
Waste Management	522	131
Refrigeration	7,851	7,851
TOTAL OPERATIONAL	21,341	17,354

Also, the ARB has implemented the Regulation for In-Use Off-Road Diesel Fueled Fleets, which applies to all self-propelled off-road diesel vehicles 25 horsepower or greater used in California and most two-engine vehicles (except on-road two-engine sweepers). The overall purpose of the Off-Road Regulation is to reduce emissions of NO_x and particulate matter from off-road diesel vehicles operating within California. The Off-Road Regulation imposes limits on idling and requires a written idling policy. It also requires fleets to reduce their emissions by retiring, replacing, or repowering older engines, or by installing Verified Diesel Emission Control Strategies (i.e., exhaust retrofits). Compliance with the Off-Road Regulation, particularly the idling limitations, is expected to lead to an incidental reduction in GHG emissions, though the amount of this reduction cannot be determined.

The Climate Impact Study Process in the Stockton CAP describes construction BMPs to reduce GHG emissions from construction activities. These include having at least 3% of the construction fleet electric-powered and reducing idling time of construction equipment to three minutes. These measures have been incorporated as Existing Requirements below. Also, as discussed in Chapter 6.0, Air Quality, construction permit approval standards in the Stockton Warehouse Ordinance, which primarily address air pollutant emissions, also serve to reduce construction GHG emissions.

While the effectiveness of the above measures cannot be precisely quantified, and no quantified thresholds applicable to GHG construction emissions are available, it is expected that construction GHG emissions would be reduced to a level that is considered less than significant with implementation of the measures and applicable regulations, as is illustrated in the CalEEMod figures in Table 10-1, above.

Level of Significance: Less than significant

Mitigation Measures: None required.

Impact GHG-2: Project GHG Operational Emissions and Consistency with Applicable Plans and Policies

Warehouse operations, mainly through their vehicle traffic, are a source of GHG emissions. Because of the size of their operations, warehouses and their GHG impacts have become a concern of the State of California. As indicated in Table 10-1, operational GHG emissions resulting from warehouse development would be approximately 21,341 metric tons CO_2e annually under "unmitigated" conditions (i.e., without implementation of any reduction measures). To estimate "mitigated" with project conditions, the CalEEMod run incorporated the following project features and regulations that would reduce GHG emissions, including applicable provisions of the Stockton Warehouse Ordinance.

- Implementation of employee trip reduction program, which is required by SJVAPCD Rule 9410 (see Chapter 6.0, Air Quality).
- Reduction of energy consumption from 2019 Title 24 energy efficiency standards by 5%.
- Use of onsite renewable energy system or procurement of 100% clean energy from alternate sources.
- Use of zero-emission landscaping equipment.
- Implement required water conservation reduction (20% reduction in water use).
- Institute recycling and composting services (75% reduction in waste disposed).
- Use of low-VOC cleaning supplies.

With incorporation of these features, estimated operational GHG emissions would be reduced to approximately 17,354 metric tons CO_2e annually, an approximately 19% reduction in GHG emissions from unmitigated levels. Most of the decrease comes from emissions associated with energy use, along with a substantial decrease in mobile emissions. ETRIP implementation accounts for much of the emission reductions predicted by the model.

In analyzing the consistency of project operational emissions with GHG reduction plans, the focus is on the CAP and the 2017 Scoping Plan. In its ruling on *Cleveland National Forest Foundation v. SANDAG* (2017), the California Supreme Court ruled that the CEQA lead agency did not abuse its discretion by declining to explicitly engage in an analysis of the consistency of project GHG emissions with the 2050 goals in Executive Order S-3-05, given the lack of reliable means to forecast how future technology and State legislative action will affect future emissions. The same condition applies to this project; therefore, an analysis of project consistency with the 2045 reduction goal set by AB 1279 is not conducted in this EIR.

The Stockton CAP does not have GHG reduction targets beyond 2020; therefore, project consistency with SB 32 and its Scoping Plan is analyzed. Per SB 32, the State has set a 2030 reduction target of 40% below 1990 GHG emission levels. However, assuming the

same growth in business-as-usual GHG emissions that was projected to occur between 2005 and 2020 by the CAP, the total 2030 business-as-usual GHG emissions in Stockton would be 3,025,292 metric tons CO_2e. Based on information in the CAP, the 2030 reduction target (40% below 1990 emissions) would be 1,074,672 metric tons CO_2e. Therefore, the percentage reduction from business-as-usual levels that would be required in 2030 – from 3,025,292 metric tons CO_2e to 1,074,672 metric tons CO_2e would be approximately 64.5%, which would considerably exceed the State's 40% target.

The 2017 Scoping Plan proposes various measures to achieve the 2030 target. Most of these are State measures, such as use of the cap-and-trade program, the Short-Lived Climate Pollutant Plan, and achievement of the 50% renewable sources of electricity in the Renewables Portfolio Standard (see Chapter 17.0, Utilities and Energy). Based on estimates in the 2017 Scoping Plan, State actions would account for 89.8% of GHG reductions needed by 2030, with local actions accounting for approximately 9.3% of reductions. Applying this ratio to the percentage reduction for 2030, - 9.3% of the 34.5% target - then approximately 6.0% of the reduction from 2030 business-as-usual levels would be achieved by local measures, including the Development Review Process. A project that can show GHG reductions equal to or greater than 6.0% can be said to be consistent with the reduction goals of SB 32. As noted above, project GHG operational emission reductions would be 19%, which is greater than 6.0%. Therefore, the project would be consistent with the reduction goals of SB 32.

As noted, the project would comply with the standards set forth in the Stockton Warehouse Ordinance. Many of the standards that are described in Chapter 6.0, Air Quality, would also reduce GHG emissions. Other standards that would reduce GHG emissions include energy standards such as the following:

- All qualifying facilities shall be constructed using "cool roof" materials with an aged reflectance and thermal emittance values that are equal to or greater than those specified in the current edition of the CALGreen Building Tier 1 Standards.

- Each developer of an individual specific development proposal shall prepare the subject building structures in such a way to accommodate future solar panels pursuant to applicable Building Code requirements.

- The building permit application for qualifying facilities must demonstrate that sufficient power will be provided from clean energy sources for the operational base power use at the start of operations. Developers shall have the following options, or any combination of options, for procuring clean energy to meet operational base power needs for new building structures. Options may include: (i) installing solar panels on the subject building or building site; and/or (ii) procuring 100 percent clean energy from AVA Community Energy; and/or (iii)participating in California's Community Solar Program.

- Operational base power is defined as the amount of power required to supply loads for all ordinary operational uses of the site. Loads for all ordinary operational uses of the site include, as non-exhaustive examples, loads for minimal heating for fire sprinklers, primary office space lighting, HVAC, warehouse power, warehouse

lighting, site lighting, minimum power for dock positions (including chargers for yard equipment and any plug-ins for transport refrigeration units), and the amount of light-duty electric vehicle supply equipment required by CALGreen. Loads for all ordinary operational uses of the site exclude, as non-exhaustive examples, loads for specialized equipment, non-standard automation or material handling systems, and chargers for heavy-duty trucks.

- The office portion of a building's rooftop that is not covered with solar panels or other utilities shall be constructed with light colored roofing material with a solar reflective index of not less than 78.

In addition, the SCS has strategies designed to reduce GHG emissions, many of which are consistent with the mitigation measures proposed in this EIR. The GHG-reducing features of the project, the proposed mitigation measures, and compliance with applicable SJVAPCD rules would be consistent with the goals and strategies of the SCS; specifically, the greater use of electric vehicles and equipment, the ETRIP requirement, and the use of alternative energy sources. All these measures are expected to contribute to meeting the per capita reduction requirements set for SJCOG. As explained under Impact GHG-1, the data center option would result in fewer GHG emissions.

Operation of a data center in lieu of a portion of the anticipated warehouse industrial uses would generate substantially less mobile source GHG emissions than would the displaced warehouse development. As discussed in the revised Chapter 6.0 Air Quality of the RDEIR, an approximately 92.5% reduction in VMT (see) per quantity of industrial development would result from data center development; this reduction is discussed on page 6-22 of the revised Air Quality chapter of the RDEIR. The operational mobile source GHG emissions of a data center can be reasonably assumed to be reduced by the same approximate percentage. Overall, project impacts on mobile source GHG emissions are therefore considered less than significant.

Data center operations would, on the other hand, involve substantial consumption of energy needed to operate computer systems and to meet operational cooling needs. In the case of the comparable Gilroy Data Center project, its EIR the project would use 100 percent carbon-free energy for routine data center operation and all other routine energy use on site, and therefore no GHG emissions. Energy supply for Stockton data centers as well as warehouse industrial projects would be subject to the energy requirements of the Stockton Warehouse Ordinance that provides, in part:

> The building permit application for qualifying facilities must demonstrate that sufficient power will be provided from clean energy sources for the operational base power use at the start of operations. Developers shall have the following options, or any combination of options, for procuring clean energy to meet operational base power needs for new building structures. Options may include 1) installing solar panels on the subject building or building site, and/or 2) procuring 100% clean energy from AVA Community Energy, and/or 3) participating in California's Community Solar Program. Other potential sources under the ordinance would involve a higher renewables percentage.

Compliance with the ordinance would reduce in substantial reductions in or elimination of carbon emissions associated with power supply. As an example, AVA Community Energy's basic Bright Choice provides energy at rates reduced from PG&E that is 75% from hydroelectric, wind, solar and other renewable sources; energy that is 100% renewable is available now. AVA's objective is to provide 100% carbon-free electricity to all of customers by 2030.

Backup power systems powered by fossil fuels would also result in GHG emissions; therefore, development of a data center has the potential to result in increases in GHG emissions. The Gilroy Data Center EIR estimated annual GHG emissions at approximately 1,572 metric tons per year, which is approximately 16% of the BAAQMD significance threshold of 10,000 MT/year. Potential GHG emissions from a Stockton data center backup system are assumed to be comparable.

The SJVAPCD has no GHG emission significance threshold; the adjacent Sacramento Metropolitan, Bay Area and Southern California Air Quality Management Districts have all adopted a threshold of 10,000MT. Utilizing this as a basis for evaluating the project, as in the case of the Gilroy Data Center EIR, GHG emissions from a 49-MW Stockton data center emergency generator system would be less than significant. Moreover, the generators would also be subject to the SJVAPCD's New Source Review program and any applicable mitigation requirements.

In summary, with the anticipated reduction in GHG emissions from business-as-usual levels, project operational impacts on GHG emissions are considered less than significant.

Level of Significance: Less than significant

Mitigation Measures: None required

SECTION C
2024 UPDATES AND MINOR MODIFICATIONS TO OTHER DRAFT EIR CHAPTERS

RECIRCULATED MARIPOSA 2 EIR, SECTION C
MISCELLANEOUS UPDATES AND REVISIONS TO DRAFT EIR

The process of preparing the Recirculated Draft EIR involved a review of every chapter of the 2023 Draft EIR to determine where updates or revisions were needed to update the Draft EIR as a whole to the present day. While this process was focused on the Project Description, Air Quality and Greenhouse Gases chapters, minor revisions were made to several other EIR chapters, or it was determined that no revisions were needed.

This section of the Recirculated EIR documents identifies changes to the 2023 Draft EIR resulted from this review. These changes included updates reflecting the passage of time and modification of environmental setting or impact discussion needed to reflect changed circumstances since the publication of the Draft EIR in September 2023. The EIR revisions listed below do not identify any new or substantially more severe environmental effects than were identified in the 2023 DEIR.

SUMMARY (DEIR Chapter 2.0)

The text of Chapter 2.0 Summary of the Recirculated Draft EIR is not substantially modified as compared to the version appearing in the Mariposa 2 Draft EIR.Modifications of Chapter 2.0 include the following:

> Noting elimination of the Applicant-Proposed Mitigation Measures included in the Draft EIR as discussed in more detail elsewhere in the Recirculated Draft EIR
>
> Correction (decrease) of the project site size
>
> Noting potential for development of a "data center" in lieu of new warehousing construction as discussed in the Recirculated Draft EIR Project Description
>
> Discussion of comments received during the circulation of the September 2024 Notice of Preparation

Tabled 2-1, on the other hand, has been substantially revised to reflect the elimination of the Applicant-Proposed Mitigation Measures as they applied to the Air Quality and Greenhouse Gas chapters and inclusion of the related requirements of the Stockton Warehouse Ordinance. This information is shown in detail in the recirculated version of Table 2-1 and in the recirculated versions of the two chapters, all shown in the preceding Section B.

AESTHETICS AND VISUAL RESOURCES (DEIR Chapter 4.0)

Chapter 4.0 Aesthetics and Visual Resources of the Recirculated Draft EIR is not substantially modified as compared to the version appearing in the Mariposa 2 Draft EIR.

The Regulatory Framework subsection related to Stockton General Development Standards on page 4-4 is modified to add the following information:

> Section 16.36.060(C) requires mechanical equipment and utilities to be located out of public view or otherwise screened from public view.

This information is relevant to consideration of potential aesthetic effects of substation development later in the chapter. At page 4-7, data centers are mentioned as a potential use, and the above Development Code section is referenced as supporting the EIR's conclusion that the project's aesthetics effects would be less than significant.

On page 4-9, the conclusions of the aesthetics analysis are combined into a single paragraph:

> Based on assumed conformance with the applicable provisions of the Stockton Municipal Code and CALGreen, and compliance with ALUCP review requirements, expressed as existing requirements above, light and glare impacts would be less than significant.

AGRICULTURAL RESOURCES (DEIR Chapter 5.0)

Chapter 5.0 Agricultural Resources of the Recirculated Draft EIR is not substantially modified as compared to the version appearing in the Mariposa 2 Draft EIR. The following background information on page 5-1 of the Draft EIR is hereby updated.

> Agriculture has been, and continues to be, an important part of the economy in San Joaquin County. Approximately 96.8% of the county's land area was in farms and pasture as of 2022 (U.S. Department of Agriculture 2024). The gross value of agricultural production in San Joaquin County in 2022, the most recent year with available information, was $3,244,671,000, which represented an increase in value of 1.61% from the 2021 value. The top five agricultural products in 2022 were milk, grapes, almonds, cherries, and eggs (San Joaquin County Agricultural Commissioner's Office 2023).

AIR QUALITY (DEIR Chapter 6.0)

Chapter 6.0 Air Quality of the Recirculated Draft EIR has been extensively revised as compared to the Mariposa 2 Draft EIR. The modified chapter is included in full in Section B of the Recirculated Draft EIR.

BIOLOGICAL RESOURCES (DEIR Chapter 7.0)

Chapter 7.0 Biological Resources of the Recirculated Draft EIR is not substantially modified as compared to the same chapter in the Mariposa 2 Draft EIR.

The first paragraph on page 7-1 is modified to account for more recent biological survey work connected to permitting and environmental review of offsite storm drainage and other improvements associated with the neighboring Mariposa 1 project.

Following approval of the Mariposa 1 project, required construction of new water and storm water infrastructure involved the need for other unanticipated improvements in and near North Littlejohns Creek. Permitting of these improvements required additional and more detailed surveys and analysis of biological conditions along the Creek, which was conducted by Moore Biological Consultants. This work yielded some new biological information that was needed by the regulatory agencies but did not indicate that the Mariposa 2 project would involve any new or more severe biological effects than were described in the 2023 DEIR.

New information reported includes changes in listing status for two species: the western pond turtle is proposed for listing as a federal threatened species, and burrowing owl is proposed for listing as a state endangered species. Both are covered species under the San Joaquin County SJMSCP; the adopted HCP will authorize take of these species upon their actual listing (the HCP envisions the future listing of species and describes how take is to be authorized as soon as covered species are listed).

Moore also notes that 2023 DEIR MM BIO-2 is now partially implemented. The wetland delineation has been completed and the USACOE issued an Approved Jurisdictional Determination (AJD) on 11/13/24 . The USACOE determined North Littlejohns Creek is the only jurisdictional Water of the U.S. on the site; as a result, a constructed ditch along the west edge of the site is not a jurisdictional Water.

CULTURAL RESOURCES AND TRIBAL CULTURAL RESOURCES (DEIR Chapter 8.0)

Chapter 8.0 Cultural Resources of the Recirculated Draft EIR is not modified as compared to the same chapter in the Mariposa 2 Draft EIR.

GEOLOGY, SOILS AND MINERAL RESOURCES (DEIR Chapter 9.0)

Chapter 9.0 Geology, Soils and Mineral Resources of the Recirculated Draft EIR is not modified as compared to the same chapter in the Mariposa 2 Draft EIR.

GREENHOUSE GASES (DEIR Chapter 10.0)

Chapter 10.0 Greenhouse Gases of the Recirculated Draft EIR has been extensively revised as compared to the Mariposa 2 Draft EIR. The modified chapter is included in the Recirculated Draft EIR in full.

11.0 HAZARDS AND HAZARDOUS MATERIALS (DEIR Chapter 11.0)

Chapter 11.0 Hazards and Hazardous Materials of the Recirculated Draft EIR is not substantially modified as compared to the same chapter in the Mariposa 2 Draft EIR. The discussion of Environmental Impacts and Mitigation Measures is modified to incorporate the following analysis of environmental concerns related to development of data centers within the project.

The Draft EIR's analysis of Impact HAZ-1: Hazardous Material Transportation and Storage on page 11-7 is amended to include the following discussion of potential hazards and hazardous material a impacts associated with development of a data center within the Mariposa 2 project.

> If a future tenant proposes to locate a data center within the Mariposa 2 project, it is assumed that provision of adequate energy supply reliability will require the use of diesel, natural gas or fuel cell backup generators, battery energy storage systems or a combination thereof. Natural gas requirements may be met directly from nearby PG&E natural gas pipelines; diesel fuel would be obtained from commercial sources and delivered to onsite storage locations by truck. Potential use and constraints associated with fuel cell technology is undefined in this document.
>
> Concerns related to spills and fire safety associated with diesel fuel delivery and storage would be addressed in submitting and ongoing implementation and monitoring of an HBMP by the San Joaquin County CUPA. Building permits for the project would be subject to review by Stockton Fire Department for conformance with Building and Fire Codes and the Fire Department's recommendations and requirements. Battery energy storage systems, if used, would involve thermal runaway fire risks, and preventive and fire control plans acceptable to the Stockton FD would need to be in place. Battery systems would require periodic renewal of components; spent battery system components would be considered hazardous waste and would need to be properly disposed in accordance with federal and state regulations for utility-scale battery energy storage systems.
>
> Specialized hazards and risks associated with a future data center project would need to be evaluated in conjunction with City review of the proposed data center project. Mitigation Measure HAZ-3 establishes requirements for this review. Implementation of this measure will reduce potential effects to a less than significant level.
>
> HAZ-3: Data center project applications shall be subject to detailed HBMP and project review as to conformance with applicable

hazardous materials and waste storage, spill prevention, fire control and waste disposal requirements and regulations by the Stockton Fire Department and the San Joaquin County CUPA. The agencies' recommendations shall be incorporated into the conditions of approval for the project.

HAZ-4: Deliveries to and shipments of hazardous materials and hazardous wastes from the project shall be conducted, documented and reported as required by applicable state and federal regulations

HYDROLOGY AND WATER QUALITY (DEIR Chapter 12.0)

Chapter 12.0 Hydrology and Water Quality of the Recirculated Draft EIR is not substantially modified as compared to the same chapter in the Mariposa 2 Draft EIR. The modifications to the chapter include the following update to the status of the groundwater sustainability plan for the project area.

The Groundwater Sustainability Plan for the Eastern San Joaquin Groundwater Subbasin was submitted to DWR and was recommended for approval in 2023.

LAND USE, POPULATION, AND HOUSING (DEIR Chapter 13.0)

Chapter 13.0 Land Use, Population and Housing of the Recirculated Draft EIR is not substantially modified as compared to the same chapter in the Mariposa 2 Draft EIR. Modifications to the chapter include the following updates.

The land use setting is modified to update the status of development of adjoining Mariposa 1 project by adding:

"Development of a WalMart logistics facility is underway in the western portion of the Mariposa 1."

As a result of LAFCo action on the Mariposa 1 project, both the Mariposa 1 and Mariposa 2 sites were eliminated from the Mariposa Road Disadvantaged Unincorporated Community; see the revised DEIR Figure 13-3 showing the deletion, on the following page. The project site remains adjacent to the remaining portion of the Mariposa Road DUC located north of Mariposa Road. The discussion of impacts related to the DUC on pages 13-3, 13-9 and 13-11 of the 2023 DEIR have been modified to reflect this change, but no significant effect on the remainder of the DUC has been identified.

Population and employment data located on page 13-3 and 13-4 of the 2023 DEIR is updated to read as follows:

As of January 1, 2024, Stockton had an estimated 104,325 housing units. Single-family detached units - typical houses - accounted for approximately 64.9% of total housing units in Stockton, with multifamily units of two or more per building accounting for approximately 26.4%. The remaining

units were single-family attached units and mobile homes (California Department of Finance 2024).

Employment data from the California Employment Development Department indicate that the average annual unemployment rate in the Stockton-Lodi Metropolitan Statistical Area, which covers San Joaquin County, was 6.2% in 2023, the most recent year such data were available. This is an increase from the 2022 rate of 5.3%, and it is above the 2023 statewide average annual unemployment rate of 4.8% (EDD 2024).

The impact analysis was modified to indicate that development of data centers on the project would be consistent with Stockton general plan designations and zoning.

NOISE (DEIR Chapter 14.0)

Chapter 14.0 Noise of the Recirculated Draft EIR is not substantially modified as compared to the same chapter in the Mariposa 2 Draft EIR.

The 2023 DEIR's discussion of nearby noise-sensitive land uses on pages 14-3 and 14-4 has been modified to eliminate discussion of two rural residences located along the west line of the project site. These residences have since been acquired and incorporated into the Mariposa 1 project and are scheduled for demolition and will not be subject noise impacts from the project.

The 2023 DEIR's analysis of project operations noise on page 14-10 is expanded in this Recirculated Draft EIR to account for potential noise impacts associated with substitution of a data center for some anticipated warehouse uses

> Development of a data center on the Mariposa 2 site would involve unusual cooling/ventilating needs and associated mechanical equipment; backup generators, which may be powered by internal combustion engines, are needed to maintain near-100% electrical supply reliability required for a data center. Backup generators would, however, be operated intermittently for maintenance and readiness purposes. The 2024 EIR for a proposed data center in Gilroy modeled project noise levels based on a conservative scenario assuming the continuous and simultaneous running of exhaust fans, air handling units, roof-top condensing units, substation transformers, and one generator operating continuously. The results of the modeling indicated that noise levels would reach a maximum of 65 dBA at a distance of 520 feet (City of Gilroy 2024). At that distance, noise levels would be consistent with the Stockton standards for maximum noise emissions from industrial sources at 75 dBa and with noise exposure standards for outdoor activities at noise-sensitive land uses at 65 dBa.
>
> The nearest noise-sensitive land use expected to be in place during project operations is approximately 2,000 feet to the north. At that distance, noise levels, based on the conservative scenario described above, would range from 51 to 56 dBA (City of Gilroy 2024). This would be within City daytime noise standards.

Given that the scenario analyzed is conservative, it is not expected that data center operations would exceed nighttime noise standards.

Overall, project operations noise from either warehouse or data center operations would not exceed Stockton noise standards. Therefore, noise impacts from project operations are considered less than significant.

PUBLIC SERVICES AND RECREATION (DEIR Chapter 15.0)

Chapter 15.0 Public Services and Recreation of the Recirculated Draft EIR is not substantially modified as compared to the same chapter in the Mariposa 2 Draft EIR. The following updates are incorporated into the Recirculated Draft EIR.

The 2023 DEIR reported that the Stockton Fire Department, other City departments and industrial developers were cooperating in addressing increased demand for fire protection and related services in the south Stockton industrial areas. The parties are planning for financing, construction, and staffing of a new fire station to help meet increasing service demands and reduce response times.

The Recirculated Draft EIR updates this information by reporting that the Stockton City Council adopted a Resolution of Intention to form a Community Facilities District (CFD), and to incur bonded indebtedness for this purpose, on September 17, 2024.

TRANSPORTATION (DEIR Chapter 16.0)

Chapter 16.0 Transportation of the Recirculated Draft EIR is not substantially modified as compared to the same chapter in the Mariposa 2 Draft EIR.

The Recirculated Draft EIR considers the comparative traffic generation, and VMT effects of potential data center development as compared to the anticipated warehousing and distribution development, concluding that data center development would result in reduced traffic generation and VMT as reflected in the following text.

The transportation study evaluated traffic impacts of the warehouse development option. For the warehouse development, the project assumed a daily trip generation rate of 3.42 per 1,000 square feet. By comparison, the daily trip generation rate for a data center is 0.99 per 1,000 square feet, based on the Institute of Transportation Engineers *Trip Generation Manual,* 11th edition (City of Gilroy 2024). As a result, the DEIR's transportation study provides a conservative analysis of transportation impacts that would cover both potential warehouse and data center development as well as the range of other similar land uses allowable in the proposed IL zoning of the Mariposa 2 site.

Development of a data center as part of the Mariposa 2 project would also result in substantial reductions in the project VMT as compared to warehouse development. CalEEMod modeling indicates that warehouse development with mitigation

measures would generate 12.5 million VMT annually. Data center development, on the other hand, would generate just 0.9 million VMT annually, an approximately 92.5% VMT reduction. Likewise, data center option would not generate any substantial heavy-duty truck traffic as compared to warehouse development.

UTILITIES AND ENERGY (DEIR Chapter 17.0)

Chapter 17.0 Utilities and Energy of the Recirculated Draft EIR is not substantially modified as compared to the same chapter in the Mariposa 2 Draft EIR.

The Recirculated Draft EIR incorporates additional information regarding existing PG&E electrical facilities in the project vicinity and its plans to development a new public substation on or near the project site. The Recirculated EIR documents the increased energy demands of data center development vs. warehouse development in the Greenhouse Gas section but does not identify significant new energy-related environmental effects.

CUMULATIVE IMPACTS (DEIR Chapter 18.0)

Chapter 18.0 Cumulative Impacts of the Recirculated Draft EIR is not substantially modified as compared to the same chapter in the Mariposa 2 Draft EIR. The Recirculated Draft EIR Chapter 18.0 is updated to include:

Page 18-1, clarification of the "project list" vs. the "summary of projections method in the cumulative impact analysis

Page 18-2 and 3, descriptions of related projects are updated to reflect current conditions regarding completion of these projects

Page 18-4, the described conversion of the project area south of Mariposa Road from agriculture to industrial use is described as "substantially completed."

Page 18-8, strike reference to Mariposa 1 requirements in first paragraph

Page 18-9, discussion of Toxic Air Contaminants is revised to report that potential health effects were addressed in Draft EIR Chapter 6.0 and found to be less than significant.

Page 18-10, discussion of potential health risks to disadvantaged communities would be less than significant

Page 18-11, deleted "of which two responded" and reference to Stockton Municipal Code

Page 18-13, conclusion paragraph of GHG impact modified to add reference to Stockton Warehouse Ordinance and its provisions, leading to a cumulative impact conclusion of "Less than considerable" with no mitigation required.

In addition, as described in Chapter 6.0 Air Quality, the proposed project would incorporate mitigation measures to address air pollutant emissions as required by the Stockton Warehouse Ordinance. Some of these measures would also reduce GHG emissions, such as solar panel installation, electrical landscape equipment, zero-emission construction and yard equipment and limiting the on-site idling time of vehicles. With implementation of these measures, project operational emissions would make a less-than-considerable contribution to cumulative GHG emissions. The project would not make a considerable contribution to cumulative GHG impacts.

Contribution to Significant Cumulative Impacts: Less than considerable

Mitigation Measures: None required

Page 18-16, last paragraph modified to reflect annexation of the two house parcels to the Mariposa 1 project and to expand discussion of noise impacts to houses north of Mariposa Road, which would be less than significant

As discussed in Chapter 14.0 Noise, rural residences are located north and west of the project site. These residences would not be subject to significant increases in traffic noise along Mariposa Road or exposure to loading dock noise in excess of City standards. These residences are not subject to other noise sources that could produce a cumulative noise impact.

Page 18-7, updated discussion of fire CFD status

The Stockton Fire Department is in the process of addressing fire response times in southeast Stockton; the City Council recently initiated the formation of a Community Facilities District that would be empowered to meet these needs, including the potential construction and operation of a new fire station. The project applicant is contributing to CFD formation and would pay Public Facility Fees that could be used for the future construction of a new fire station.

Page 18-21, updates to PG&E ability to serve the project, including initial phases of data center

It is expected that PG&E will with construction of a planned new substation be able to provide additional electricity for the proposed project without expanding its facilities, including initial electrical supply for the data center should that development option be pursued.

ALTERNATIVES TO THE PROJECT (DEIR Chapter 19.0)

Chapter 19.0 Utilities and Energy of the Recirculated Draft EIR is not substantially modified as compared to the same chapter in the Mariposa 2 Draft EIR. The Recirculated Draft EIR contains a few edits and updates as listed below:

> Page 19-1, notes that the City is "responsible for making the findings required by Sections 15091-15093 of the CEQA Guidelines."
>
> Page 19-2, notes that "The applicant also seeks to locate a data center within the project site."
>
> Page 19-3, notes that tribal consultation "would occur with alternative projects."
>
> Page 19-5, notes that "The site is accessible directly from Mariposa Road, which is already used by other industrial development in the project vicinity."
>
> Page 19-8, notes that air pollutant and GHG emissions from the Reduced Project Site Development alternative "would be reduced from their projected less than significant level."

OTHER CEQA ISSUES (DEIR Chapter 20.0)

The Environmental Justice subsection Chapter 20.0 Other CEQA Issues of the Recirculated Draft EIR has been substantially modified from the same chapter in the Mariposa 2 Draft EIR as shown below. The revised analysis does not, however, identify any new significant environmental effects in this issue area. The revised Environmental Justice subsection discussion is shown below.

20.4 ENVIRONMENTAL JUSTICE

Environmental justice is not an issue that CEQA explicitly requires to be addressed, as it is more of a socioeconomic issue than one concerning the physical environment. However, the State of California has recently emphasized the incorporation of environmental justice concerns in land use and environmental planning.

State law (California Government Code 65040.12(e)) defines "environmental justice" as "the fair treatment of all races, cultures, and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies." Low-income residents, communities of color, tribal nations, and immigrant communities have historically experienced disproportionate environmental burdens and related health problems. This inequity has resulted from many factors, including inappropriate zoning and incomplete land use planning that have led to development patterns that concentrate environmental hazards in communities without the political power to protect themselves. These environmental hazards include air pollutant emissions, water contamination, hazardous wastes, and pesticide exposure, among others. The State

of California has made reducing disproportionate environmental burdens on these communities a priority.

In 2012, the Legislature passed SB 535, directing that 25 percent of the proceeds from the Greenhouse Gas Reduction Fund go to projects that provide a benefit to disadvantaged communities. To help identify a disadvantaged community for the purposes of SB 535, the California Office of Environmental Health Hazard Assessment has developed the California Communities Environmental Health Screening Tool (CalEnviroScreen), which measures pollution and population characteristics using 20 indicators and applies a formula based on these indicators to each U.S. Census tract in California to generate a score that rates the level of cumulative environmental impacts on each area. A Census tract that scores in the top 25% under the CalEnviroScreen formula is considered a disadvantaged community.

The project site is located within Census Tract 6077003700, which is designated by CalEnviroScreen as a disadvantaged community. This Census tract has been identified as experiencing environmental burdens related to drinking water, $PM_{2.5}$, pesticides, hazardous waste, and solid waste.

As discussed in the Mariposa 1 EIR, this project is adjacent to and within an SB 244 (2011) Disadvantaged Unincorporated Community, or DUC. During City and LAFCo approval of Mariposa San Joaquin LAFCo modified the Stockton MSR to remove the Mariposa 1 and Mariposa 2 project sites from the SB 244 DUC. During the processing and environmental review of the adjacent Mariposa Industrial Park project, the City received comments from the California Department of Justice related to air quality and GHG impacts of that project on nearby sensitive populations. The Department of Justice recommended measures and potential mitigation for siting and designing warehouse facilities, to minimize both construction and operational air quality and GHG emission impacts.

In September 2024, AB 98 was enacted, which establishes mandatory requirements for warehouse development intended to reduce air quality, noise, aesthetic and other impacts of "21st century warehouse development" or "logistics uses" as they are termed in the bill. AB 98 requirements include restrictions on project location, parking, truck loading bays, electric vehicle charging and landscape buffers. The bill's restrictions are derived from environmental impact analysis and Attorney General input on other warehouse project throughout the state and address many of the potential concerns associated with impacts on disadvantaged communities. By virtue of the fact that the Mariposa 2 project was in the Stockton entitlement review process prior to adoption of the bill, it is exempt from AB 98 requirements. Nonetheless, many of the AB 98 requirements are addressed in the proposed project, the Stockton Warehouse Ordinance requirements and this EIR as recommended mitigation measures.

The City has considered the potential environmental impacts of the project on the disadvantaged community, including "the physical conditions which exist within the area which will be affected by a proposed project including land, air, water,

minerals, flora, fauna, ambient noise, and objects of historical or aesthetic significance." Project impacts related to environmental concerns associated with the disadvantaged community, as defined by CalEnviroScreen, are described below. None of these impacts are considered significant.

- Air pollutant and diesel particulate matter emissions generated by the project could adversely affect nearby residents. However, as described in Chapter 6.0, Air Quality, an HRA conducted for the project concluded that potential carcinogenic risks for nearby sensitive receptors, mainly residences, would not exceed the SJVAPCD significance threshold for such risk. Project features and compliance with SJVAPCD rules and regulations would reduce air pollutant emissions to levels below SJVAPCD significance thresholds, thereby reducing health risks from such emissions. In addition, the project would incorporate applicable mitigation measures identified in Chapter 6.0, Air Quality.

- Pesticide exposure was identified as a significant environmental burden on the communities. The project would eliminate one existing potential source of pesticide use, as existing agricultural land on the project site would be converted to urban use. In turn, this would potentially reduce pesticide impacts on groundwater in the area. Other hazardous material issues besides pesticides were analyzed in Chapter 11.0 Hazards and Hazardous Materials and were found to be less than significant with compliance with applicable federal, state, and local regulations.

- The project proposes to collect and treat stormwater runoff that would be sent through water quality treatment devices to a detention basin, from which excess runoff would eventually be discharged into North Littlejohns Creek (see Chapter 12.0, Hydrology and Water Quality). This would reduce potential contamination of aquifers in the area and minimize any indirect impacts on drinking water. Other potential hydrology and water quality impacts of the project were found to be less than significant with mitigation measures.

- Increased noise from project construction was discussed in Chapter 14.0 Noise. Mitigation measures would reduce potential construction noise impacts to a level that would be less than significant. Other potential noise impacts were analyzed and were found to be less than significant.

- Solid waste would be collected by the franchise haulers for the area of southeast Stockton (see Chapter 17.0, Utilities and Energy). Because of this, the project would not contribute to solid waste issues in nearby residential areas. Solid waste impacts were found in the EIR to be less than significant.

In summary, project impacts specifically related to environmental burdens experienced by the disadvantaged community identified in Census Tract 6077003700 were analyzed. The project's impacts on these issues were found to be less than significant, with the application of mitigation measures.

SOURCES (DEIR Chapter 21.0)

Chapter 21.0 Sources of the Recirculated Draft EIR is modified to include an updated reference to the City of Gilroy's EIR on its proposed data center.

SECTION D
APPENDICES TO RECIRCULATED DRAFT EIR

D-1, 2024 Notice of Preparation and NOP Comments

D-2, Updated Air Quality and GHG Modeling Results

APPENDIX D-1, 2024 NOTICE OF PREPARATION

(no written comments were received during the NOP review period)

CITY OF STOCKTON
REVISED NOTICE OF PREPARATION
OF A RECIRCULATED ENVIRONMENTAL IMPACT REPORT

DATE: September 27, 2024

TO: Responsible and Trustee Agencies, Organizations, and Interested Parties

FROM: City of Stockton, Community Development Department (Lead Agency)

SUBJECT: **PROPOSED RECIRCULATION OF ENVIRONMENTAL IMPACT REPORT, MARIPOSA INDUSTRIAL PARK #2**

PROJECT TITLE: Mariposa Industrial Park #2

CITY PROJECT FILE NUMBER: P22-0303

STATE CLEARINGHOUSE NUMBER: 2023030679

The City of Stockton will revise and recirculate portions of the Draft Environmental Impact Report (EIR) for the Mariposa Industrial Park #2 project (hereafter, the "project") pursuant to the requirements of Section 15088.5 of the CEQA Guidelines. The Draft EIR was originally circulated for agency and public review on September 29, 2023 and is available for review at www.ci.stockton.ca.us/documents/bySC/Community_Development.html . Current information related to the project, project background, and the reasons why the Draft EIR is being revised and recirculated are discussed in detail on the following pages.

When a Lead Agency requires preparation of an EIR, Section 15082 of the CEQA Guidelines requires the City to prepare a Notice of Preparation (NOP) to provide to the Office of Planning and Research, responsible and trustee agencies, and other interested parties with sufficient information describing the project and its potential environmental effects to enable the agencies and other parties to make a meaningful response. There is no known CEQA requirement that the Lead Agency prepare a revised NOP if it proposes to recirculate a Draft EIR. The initial NOP, circulated for review on March 21, 2023, and the original Draft EIR of September 29, 2023, described a set of developer-proposed mitigation measures that are no longer proposed as part of the project. This change in the project, requires modification of the Draft EIR's Project Description and other chapters related to the modifications, notably the Air Quality and Greenhouse Gas chapters. Therefore, in consultation with and concurrence from the applicant, the City is circulating this Revised NOP to announce and explain the decision to revise and recirculate portions of the Draft EIR and solicit comments on the contents and scope thereof.

The project description, location and an initial description of the probable environmental effects of the project to be considered in the Revised and Recirculated Draft EIR are described in the remainder of the NOP, below.

As specified by the CEQA Guidelines, the Revised NOP will be circulated for a 30-day comment period. The comment period for the Revised NOP runs from August 9, 2024 to September 8, 2024. The City welcomes your input during the comment period. In the event the City has not received either a response or a well-justified request for additional time from a Responsible Agency by the end of the review period, the City may presume that the Responsible Agency has no response (CEQA Guidelines Section 15082[b][2]).

By virtue of its potential employment, site acreage and potential building square footage the project is considered a project of "statewide, regional, or areawide significance" (CEQA Guidelines Section 15206 (b)(2)(E))[1] and therefore requires a scoping meeting (CEQA Guidelines Section 15082(c)(1)). A virtual scoping meeting for this project will be held from 6:00 p.m. to 7:30 p.m. on August 24, 2024. You may attend the meeting by going to www.webex.com. The meeting number is 87682395849; the meeting password is 2850.

If you have any questions regarding this matter or would like to submit comments on behalf of your agency/organization or as an individual, please submit your comments to the City's Project Manager at:

City of Stockton
Community Development Department
Attention: Nicole Moore
345 N. El Dorado Street
Stockton, CA 95202
Work phone: 323-955-5501
Email: nicole.moore.ctr@stocktonca.gov.

[1] CEQA Guidelines Section 15206(b)(2)(E) specifies that projects of "statewide, regional, or areawide significance" include: "A proposed industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or encompassing more than 650,000 square feet of floor area." The project meets all three of these criteria.

Mariposa Industrial Park #2
REVISED NOTICE OF PREPARATION
SUPPLEMENTAL INFORMATION

The following information consists of a description and location of the proposed project as well as information on the environmental issues to be discussed in the Revised and Recirculated EIR. As stated above in the NOP, the proposed project essentially unchanged from the project as it was described in the Draft EIR of September 29, 2023, except that the applicant's commitment to implement the range of additional mitigation measures assigned to the adjacent Mariposa Industrial Park project have been withdrawn.

The Revised and Recirculated EIR will describe changes to the 9-29-23 Draft EIR's description of the environmental effects, mitigation measures and alternatives resulting from that modification of the Project Description. These changes will be focused in revised versions of Chapters 6.0 Air Quality and 10.0 Greenhouse Gases chapters of the Draft EIR. The remaining chapters will be modified as required to reflect this change in the Project Description and any effect the resulting changes in the air quality and greenhouse gases affects the 9-29-23 Draft EIR's discussion related to the other environmental disciplines considered in the EIR.

1. Project Location

The project site consists of a total of 107.95 acres in two parcels of mostly undeveloped land. Of this total, approximately 107.48 acres are proposed to be annexed to the City of Stockton. The proposed project site includes an additional 0.47 acres that may be used to construct an emergency vehicle access from the site to Newcastle Road to the south; this parcel is, however, already within the City limits. Additional project location details may be found in Chapter 3.0 of the 9-29-23 Draft EIR and in the attached figures.

2. Project Background

The project site is presently within unincorporated San Joaquin County. The project site is vacant except for two rural residences adjacent to the west line of the site; these parcels are being considered for annexation to the City in a separate proposal. The project site is in an industrialized portion of southeastern Stockton, which has been undergoing industrial development since at least 1990. The project applicant obtained City approval of the adjacent Mariposa Industrial Park #1 project in December 2022, which was subsequently annexed to the City. Additional project background is provided in Chapter 1.0 of the 9-29-23 Draft EIR

3. Project Description

The proposed project involves annexation and prezoning of 107.48 acres of land into the City of Stockton to allow development of industrial uses. Under the proposed IL zoning designation, approximately 1.8 million square feet of industrial development could occur. Potential development is illustrated in a conceptual site plan (Figure 7). Utility services will be obtained

from existing City utilities that have been or are being extended to the adjacent Mariposa Industrial Park #1. The project would obtain its principal access from adjacent Mariposa Road. Additional project description detail is provided in Chapter 3.0 of the 9-29-23 Draft EIR.

The description of the Mariposa 2 project in Chapter 3.0 of the Draft EIR is unchanged from the 9-29-23 Draft EIR. The potential environmental effects of the project, which are largely dependent on the maximum potential size and layout of buildings and site improvements as described in the Draft EIR will be unaffected. The one change that would occur is that Section 3.5 of the 9-29-23 Draft EIR will be deleted from the Revised and Recirculated EIR. Section 3.5 provided Mariposa Industrial Park #1 background and enumerates 26 Additional Mitigation Measures that the applicant agreed would apply to the Mariposa #2 project. Since the Draft EIR was published, a number of related conditions have changed, including the City's adoption of its Warehouse Ordinance in 2023 and an amendment to that ordinance in 2024. Additional background information related to the formerly proposed Additional Mitigation Measures and adoption of the Warehouse Ordinance will be provided in detail in the Revised and Recirculated EIR.

4. Issues to be Analyzed in the Revised and Recirculated EIR

The applicant's 2022 submittal of an application for approval of the Mariposa #2 project triggered the Lead Agency's (City of Stockton) determination that an Environmental Impact Report (EIR) would be prepared for the project. At the time, a Notice of Preparation was prepared and circulated that described the expected contents of the 9-29-23 Draft EIR. Both the NOP and the 9-29-23 Draft EIR are available for review on the City's website.

The Revised and Recirculated EIR will consider any changes to the potential environmental effects of the Mariposa #2 project, along with any changes to mitigation measures and alternatives to the project as described in the 9-29-23 Draft EIR that could result from the elimination of Section 3.5 of that EIR, as well as consideration of the Additional Mitigation Measures listed in that section.

Environmental concerns that will be addressed in the various chapters of the Revised and Recirculated EIR are summarized on a chapter by basis below. It is anticipated that changes to the 9-29-23 Draft EIR will be concentrated in Chapter 6.0 Air Quality and Chapter 10.0 Greenhouse Gases and that changes to other chapters will be minimal. Other 9-29-23 Draft EIR chapters will be screened to identify changes in the environmental impact analysis and recommended mitigation measures that could result from the elimination of Section 3.5 of the 9-29-23 Draft EIR. Any substantive resulting changes to the Draft EIR will be described in the Revised and Recirculated EIR.

<u>Aesthetics and Visual Resources</u>

No substantive changes to the 9-29-23 Draft EIR are anticipated. The Draft EIR adequately considered the potential effects of the project on aesthetics and visual resources.

Agricultural Resources

No substantive changes to the 9-29-23 Draft EIR are anticipated. The Draft EIR adequately considered the potential effects of the project on agricultural resources.

Air Quality

Substantive changes to Chapter 6.0 of the 9-29-23 Draft EIR are anticipated. Elimination of Draft EIR Section 3.5 and the Additional Mitigation Measures it contained removed fundamental assumptions underlying the Draft EIR's analysis of air quality impacts. Chapter 6.0 will be modified and included in the Revised and Recirculated EIR with the following changes:

- Review of Environmental Setting information, update as required
- Review of Regulatory Setting, update as required
- Review assumptions, adjustments and revised results of air emissions modeling, if any
- Consider the mitigating effects of the adopted Stockton Warehouse Ordinance requirements as they pertain to air quality impacts
- Identify additional mitigation measures needed to reduce significant air quality effects to a less than significant level, which may include one or more of the mitigation measures deleted from Draft EIR Section 3.5

Biological Resources

No substantive changes to the 9-29-23 Draft EIR are anticipated. The Draft EIR adequately considered the potential biological effects of the project. The Revised and Recirculated EIR will consider updated biological resources information available from engineering and permitting of the Mariposa #1 and report that information as appropriate under CEQA.

Cultural Resources

No substantive changes to the 9-29-23 Draft EIR are anticipated. The Draft EIR adequately considered the potential cultural resource effects of the project.

Energy

No substantive changes to the 9-29-23 Draft EIR are anticipated. The Draft EIR adequately considered the potential energy effects of the project.

Geology, Soils, and Mineral Resources

No substantive changes to the 9-29-23 Draft EIR are anticipated. The Draft EIR adequately considered the potential geologic, soils and paleontological effects of the project.

Greenhouse Gas (GHG) Emissions

Substantive changes to Chapter 10.0 of the 9-29-23 Draft EIR may be needed, subject to further evaluation. Elimination of Draft EIR Section 3.5 and the Additional Mitigation Measures it contained removed fundamental assumptions underlying the Draft EIR's analysis greenhouse

gases impacts. Chapter 10.0 Greenhouse Gases will be modified and included in the Revised and Recirculated EIR with any changes resulting from the following considerations:

Review of Environmental Setting information, update as required

Review of Regulatory Setting, update as required

Review assumptions, adjustments and results of greenhouse gas emissions modeling

Consider the mitigating effects of the adopted Stockton Warehouse Ordinance requirements as they pertain to greenhouse gas impacts

Identify additional mitigation measures needed to reduce significant greenhouse gas effects to a less than significant level, which may include mitigation measures deleted from Draft EIR Section 3.5, as required

Hazards and Hazardous Materials

No substantive changes to the 9-29-23 Draft EIR are anticipated. The Draft EIR adequately considered the potential hazards and hazardous materials effects of the project.

Hydrology and Water Quality

No substantive changes to the 9-29-23 Draft EIR are anticipated. The Draft EIR adequately considered the potential hydrology and water quality effects of the project.

Land Use, Population, and Housing

No substantive changes to the 9-29-23 Draft EIR are anticipated. The Draft EIR adequately considered the potential land use, population and housing effects of the project.

Noise

No substantive changes to the 9-29-23 Draft EIR are anticipated. The Draft EIR adequately considered the potential noise effects of the project. The potential effects of the Stockton Warehouse Ordinance on noise and noise impacts will be evaluated and reported in the Revised and Recirculated EIR as appropriate.

Public Services and Recreation

No substantive changes to the 9-29-23 Draft EIR are anticipated. The Draft EIR adequately considered the potential public services and recreation effects of the project. Progress in establishing funding and a site for new fire control facilities will be evaluated and reported in the Revised and Recirculated EIR as appropriate.

Transportation

No substantive changes to the 9-29-23 Draft EIR are anticipated. The Draft EIR adequately considered the potential transportation effects of the project, and the revised project Description will not result in any increases or changes in planned industrial development or transportation impacts and demands associated with development. Recent offsite industrial

development and improvements along the Mariposa Road corridor will be considered and reported in the Revised and Recirculated EIR as appropriate.

Tribal Cultural Resources

No substantive changes to the 9-29-23 Draft EIR are anticipated. The Draft EIR adequately considered the potential tribal cultural resource effects of the project.

Utilities

No substantive changes to the 9-29-23 Draft EIR are anticipated. The Draft EIR adequately considered the potential utilities and services effects of the project. Several of the utility services to Mariposa Industrial Park #1 will also serve Mariposa #2. Updates to these planned services or construction details are emerging from the engineering and development of the Mariposa Industrial Park #1 infrastructure. This information will be reviewed and disclosed in the Revised and Recirculated EIR as appropriate.

Wildfire

No substantive changes to the 9-29-23 Draft EIR are anticipated. The Draft EIR adequately considered the potential wildfire effects of the project.

Cumulative Impacts

The Revised and Recirculated EIR will reconsider the potential cumulative impacts of the project in all the above-listed resource areas, including changes associated with removal of the Additional Air Quality Mitigation Measures.

Alternatives to the Proposed project

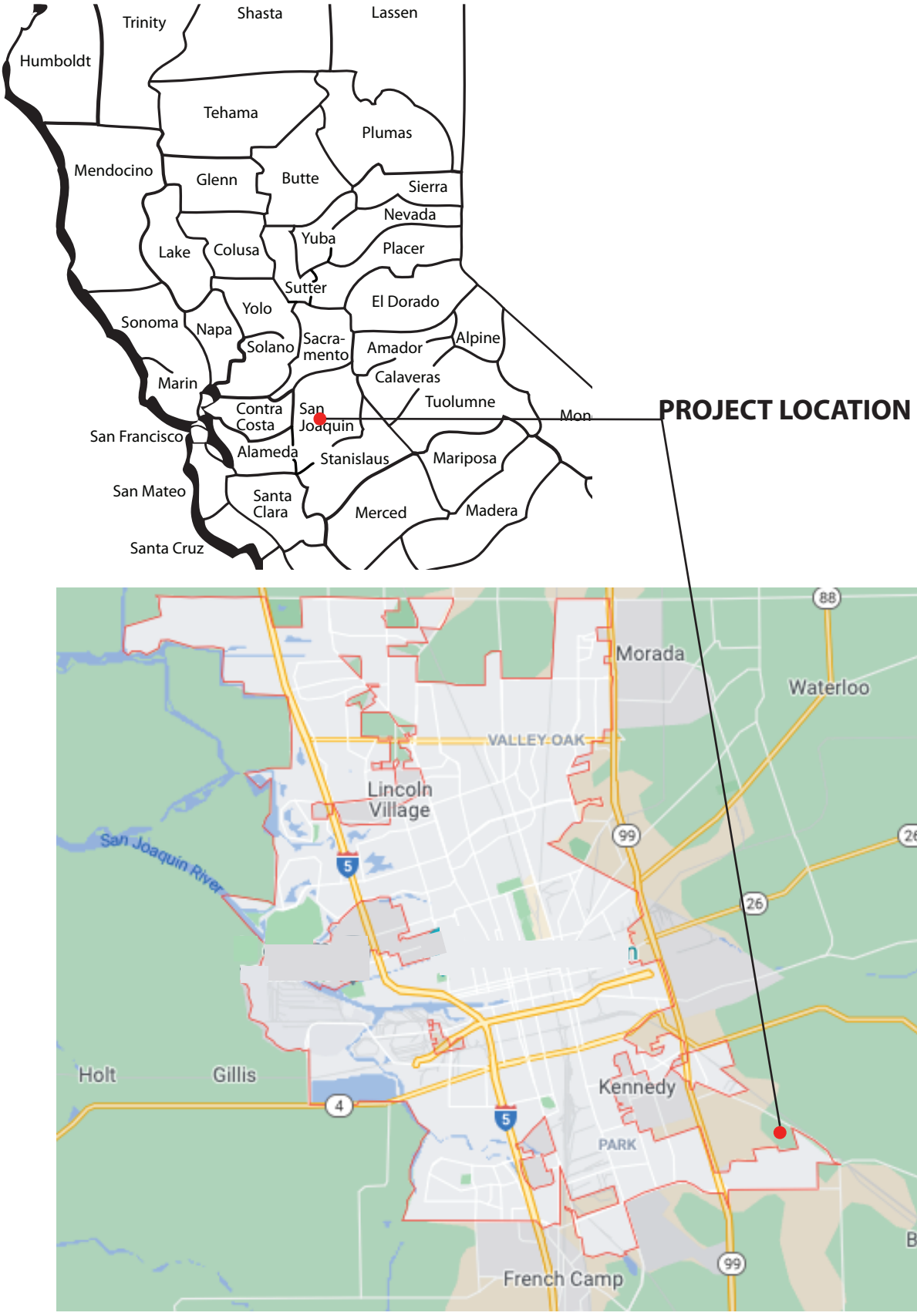
The Revised and Recirculated EIR will evaluate any changes to the 9-29-23 Draft EIR's comparative description of alternatives to the proposed project that may be warranted based on the foregoing analyses.

Growth-Inducing Impacts

The Revised and Recirculated EIR will revisit and summarize the environmental impacts of the project considered significant and unavoidable and describe any changes to the irreversible environmental commitments identified in the 9-29-23 Draft EIR. The Revised and Recirculated EIR will reconsider the potential growth-inducing impacts of the project and report any substantive changes.

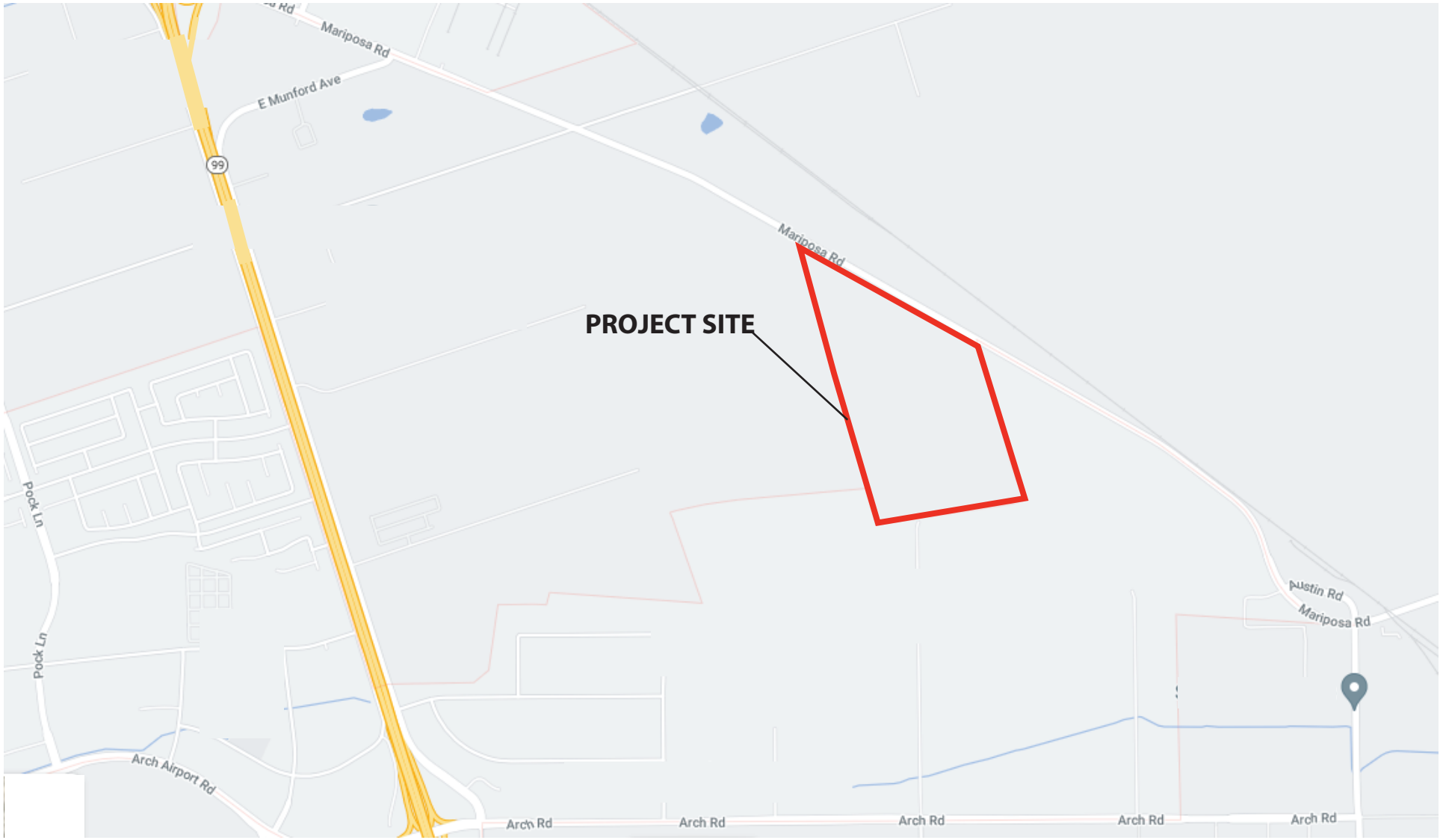
Environmental Justice

No substantive changes to the 9-29-23 Draft EIR are anticipated. The Draft EIR adequately considered the potential environmental justice effects of the project.



BaseCamp Environmental

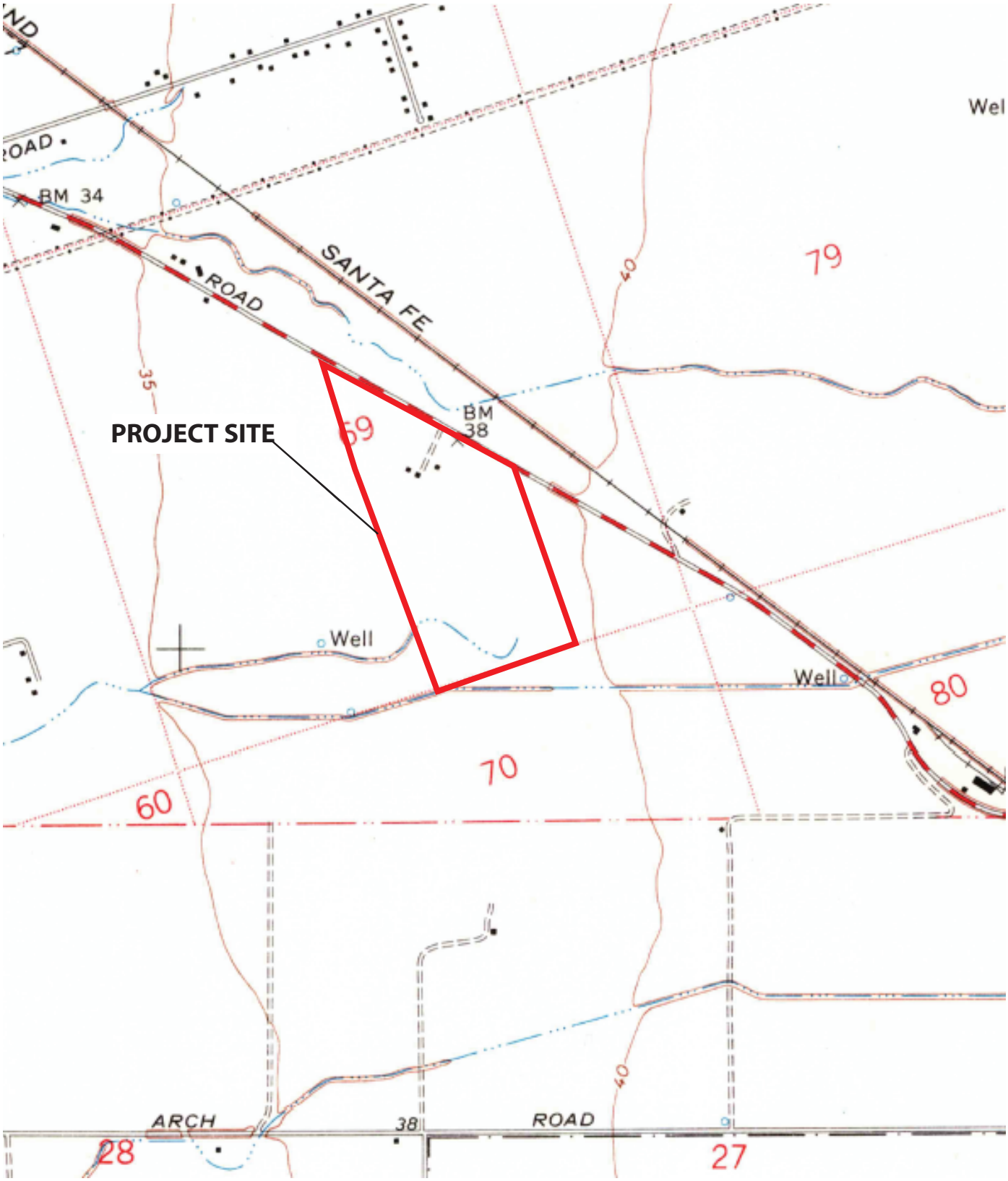
Figure 1
REGIONAL LOCATION MAP



BaseCamp Environmental

SOURCE: Google Maps

Figure 2
STREET MAP



SOURCE: USGS Quadrangle Map, Stockton East, 1968.
T 1N, R 7E, S 69

SOURCE: Google Earth

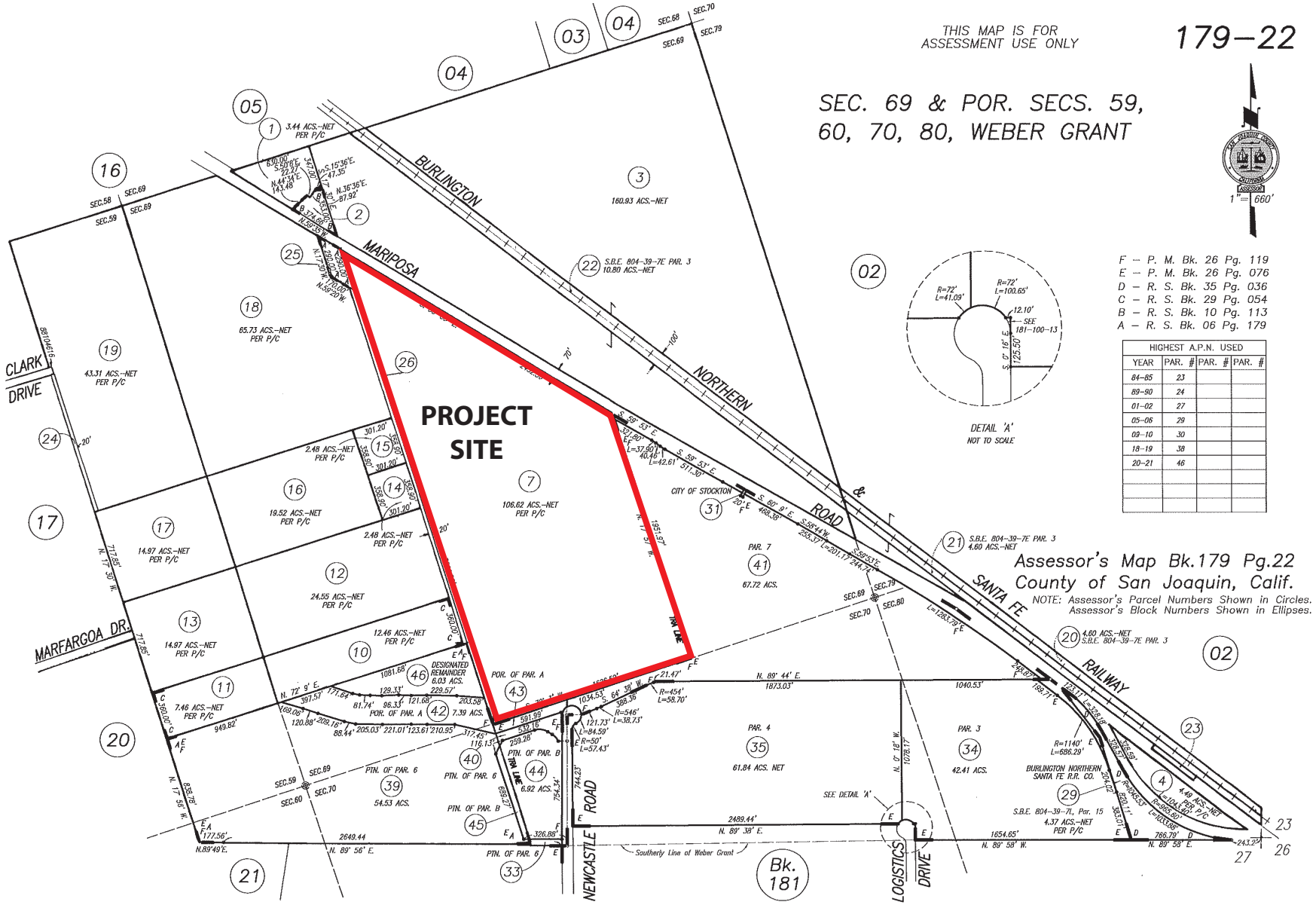


Figure 5
ASSESSOR PARCEL MAP

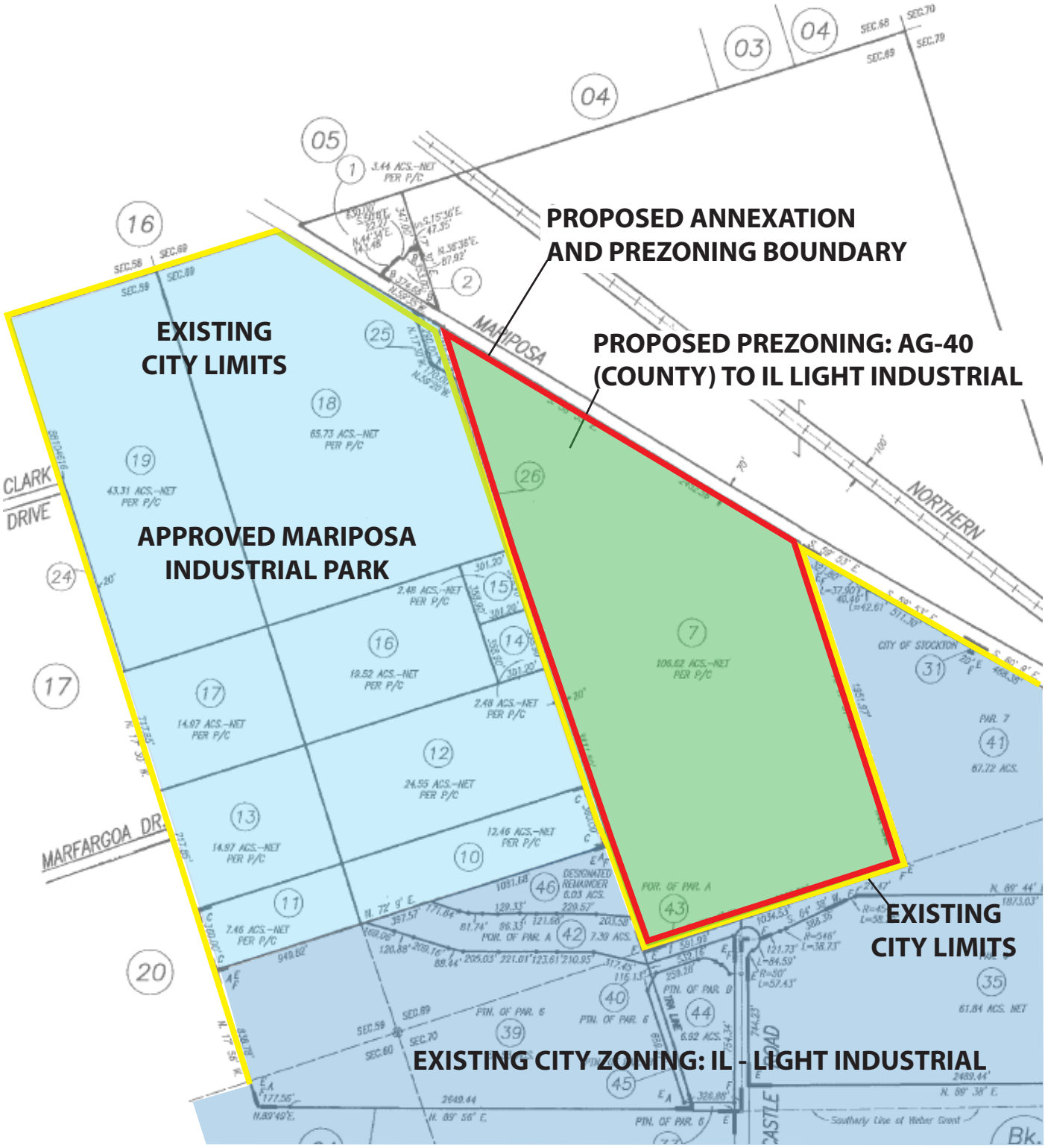


Figure 6
PROPOSED ANNEXATION AND PREZONING

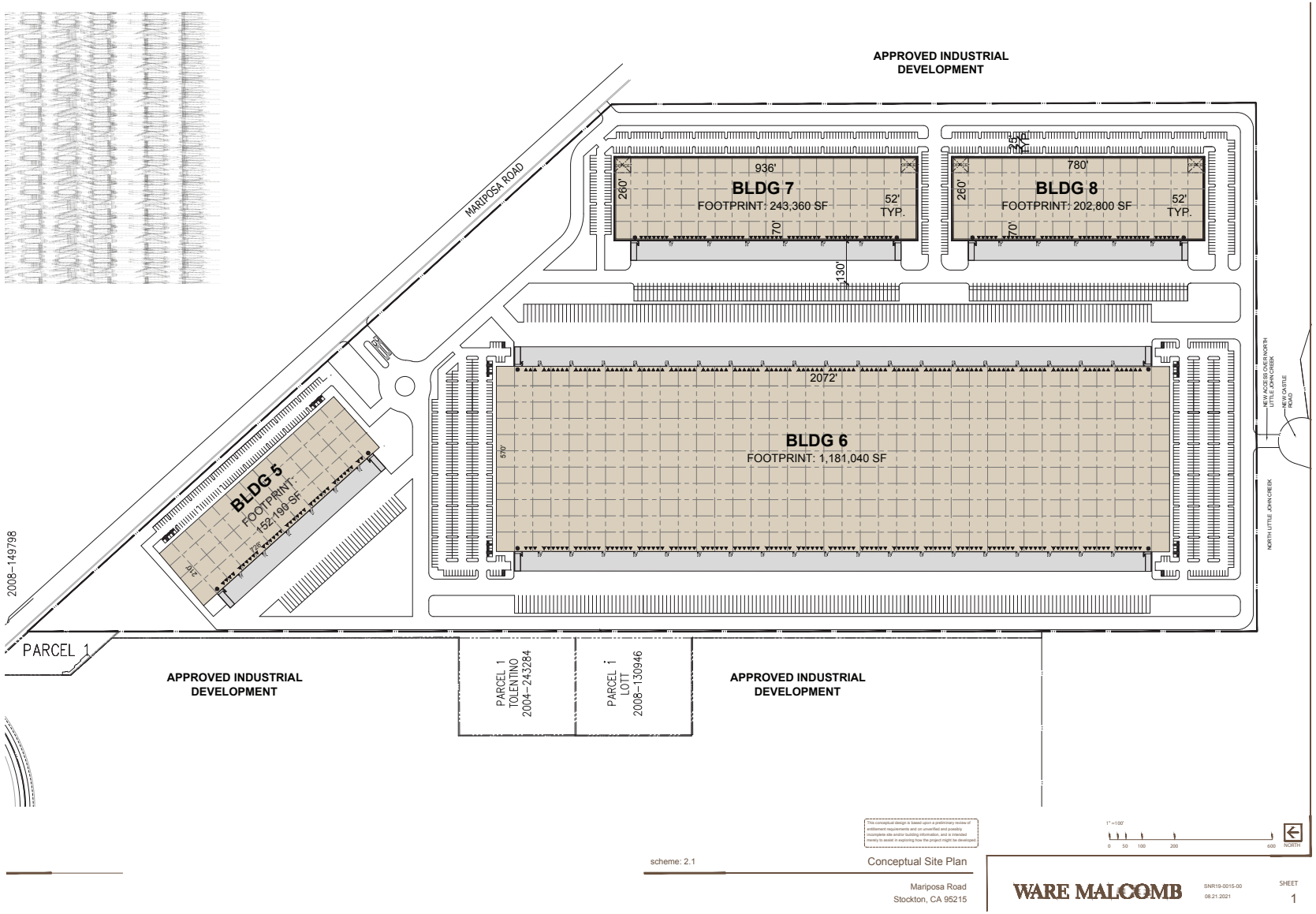


Figure 7
MARIPOSA INDUSTRIAL PARK #2 CONCEPTUAL SITE PLAN

RDEIR APPENDIX D-2

UPDATED AIR QUALITY AND GHG MODELING RESULTS

MIP 2 Cold Storage Detailed Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	MIP 2 Cold Storage
Construction Start Date	4/1/2026
Operational Year	2029
Lead Agency	City of Stockton
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.40
Precipitation (days)	31.2
Location	37.91955238949062, -121.20207584170782
County	San Joaquin
City	—
Air District	San Joaquin Valley APCD
Air Basin	San Joaquin Valley
TAZ	2004
EDFZ	4
Electric Utility	Pacific Gas & Electric Company
Gas Utility	Pacific Gas & Electric
App Version	2022.1.1.26

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
Refrigerated Warehouse-No Rail	1,779	1000sqft	40.8	1,779,390	217,800	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Construction	C-1-A	Use Electric or Hybrid Powered Equipment
Construction	C-2*	Limit Heavy-Duty Diesel Vehicle Idling
Construction	C-10-A	Water Exposed Surfaces
Construction	C-10-C	Water Unpaved Construction Roads
Construction	C-11	Limit Vehicle Speeds on Unpaved Roads
Construction	C-12	Sweep Paved Roads
Transportation	T-6	Implement Commute Trip Reduction Program (Mandatory Implementation and Monitoring)
Transportation	T-14*	Provide Electric Vehicle Charging Infrastructure
Transportation	T-34*	Provide Bike Parking
Transportation	T-50*	Required Project Contributions to Transportation Infrastructure Improvement
Transportation	T-53*	Electrify Loading Docks
Energy	E-1	Buildings Exceed 2019 Title 24 Building Envelope Energy Efficiency Standards
Energy	E-10-B	Establish Onsite Renewable Energy Systems: Solar Power
Water	W-7	Adopt a Water Conservation Strategy
Waste	S-1/S-2	Implement Waste Reduction Plan
Area Sources	AS-1	Use Low-VOC Cleaning Supplies
Area Sources	LL-1	Replace Gas Powered Landscape Equipment with Zero-Emission Landscape Equipment

* 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.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	551	146	57.9	0.71	3.15	47.4	50.5	3.05	17.6	20.6	109,100
Mit.	551	146	57.9	0.71	3.15	34.8	38.0	3.05	11.3	14.4	109,101
% Reduced	—	—	—	—	—	26%	25%	—	36%	30%	> -0.5%
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	4.03	22.7	44.9	0.08	0.50	8.50	9.00	0.47	2.09	2.55	17,089
Mit.	3.93	21.9	44.4	0.08	0.46	8.50	8.97	0.44	2.09	2.52	16,985
% Reduced	2%	3%	1%	2%	6%	—	< 0.5%	6%	—	1%	1%
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	23.7	15.1	30.9	0.06	0.32	5.96	6.28	0.30	1.46	1.77	12,133
Mit.	23.7	14.5	30.5	0.06	0.30	5.96	6.26	0.28	1.46	1.75	12,058
% Reduced	< 0.5%	4%	1%	2%	7%	—	< 0.5%	7%	—	1%	1%
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	4.33	2.75	5.64	0.01	0.06	1.09	1.15	0.06	0.27	0.32	2,009
Mit.	4.33	2.65	5.57	0.01	0.06	1.09	1.14	0.05	0.27	0.32	1,996
% Reduced	< 0.5%	4%	1%	2%	7%	—	< 0.5%	7%	—	1%	1%

2.2. Construction Emissions by Year, Unmitigated

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

Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
2026	4.96	146	57.9	0.71	3.15	47.4	50.5	3.05	17.6	20.6	109,100
2027	4.06	20.4	49.6	0.08	0.45	8.50	8.96	0.43	2.09	2.51	17,487
2028	551	19.6	47.1	0.08	0.42	8.50	8.92	0.39	2.09	2.48	17,143

Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
2026	4.03	22.7	44.9	0.08	0.50	8.50	9.00	0.47	2.09	2.55	17,089
2027	3.84	21.5	42.6	0.08	0.45	8.50	8.96	0.43	2.09	2.51	16,825
2028	3.47	20.5	40.7	0.08	0.42	8.50	8.92	0.39	2.09	2.48	16,500
Average Daily	—	—	—	—	—	—	—	—	—	—	—
2026	0.76	9.74	8.44	0.04	0.23	3.21	3.44	0.22	1.09	1.31	6,615
2027	2.74	15.1	30.9	0.06	0.32	5.96	6.28	0.30	1.46	1.77	12,133
2028	23.7	5.95	12.1	0.02	0.13	2.34	2.47	0.12	0.57	0.70	4,707
Annual	—	—	—	—	—	—	—	—	—	—	—
2026	0.14	1.78	1.54	0.01	0.04	0.59	0.63	0.04	0.20	0.24	1,095
2027	0.50	2.75	5.64	0.01	0.06	1.09	1.15	0.06	0.27	0.32	2,009
2028	4.33	1.09	2.21	< 0.005	0.02	0.43	0.45	0.02	0.10	0.13	779

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	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
2026	4.96	146	57.9	0.71	3.15	34.8	38.0	3.05	11.3	14.4	109,101
2027	3.96	19.6	49.0	0.08	0.42	8.50	8.93	0.40	2.09	2.48	17,383
2028	551	18.8	46.6	0.08	0.39	8.50	8.89	0.36	2.09	2.45	17,039
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
2026	3.93	21.9	44.4	0.08	0.46	8.50	8.97	0.44	2.09	2.52	16,985
2027	3.74	20.8	42.0	0.08	0.42	8.50	8.93	0.40	2.09	2.48	16,721
2028	3.37	19.7	40.2	0.08	0.39	8.50	8.89	0.36	2.09	2.45	16,396
Average Daily	—	—	—	—	—	—	—	—	—	—	—

2026	0.75	9.65	8.39	0.04	0.23	2.47	2.69	0.21	0.74	0.96	6,604
2027	2.67	14.5	30.5	0.06	0.30	5.96	6.26	0.28	1.46	1.75	12,058
2028	23.7	5.73	11.9	0.02	0.12	2.34	2.46	0.11	0.57	0.69	4,679
Annual	—	—	—	—	—	—	—	—	—	—	—
2026	0.14	1.76	1.53	0.01	0.04	0.45	0.49	0.04	0.14	0.17	1,093
2027	0.49	2.65	5.57	0.01	0.06	1.09	1.14	0.05	0.27	0.32	1,996
2028	4.33	1.05	2.18	< 0.005	0.02	0.43	0.45	0.02	0.10	0.13	775

2.4. Operations Emissions Compared Against Thresholds

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

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	66.8	16.3	211	0.36	0.57	30.7	31.3	0.52	7.80	8.32	118,025
Mit.	48.5	12.9	107	0.29	0.38	24.5	24.8	0.37	6.22	6.59	96,034
% Reduced	27%	21%	49%	20%	33%	20%	20%	29%	20%	21%	19%
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	53.1	17.7	114	0.33	0.43	30.7	31.1	0.42	7.80	8.22	115,107
Mit.	47.7	14.6	91.2	0.27	0.38	24.5	24.8	0.37	6.22	6.59	93,933
% Reduced	10%	18%	20%	19%	12%	20%	20%	12%	20%	20%	18%
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	53.8	36.6	119	0.45	0.78	31.2	32.0	0.73	8.01	8.75	128,902
Mit.	43.2	29.4	65.0	0.36	0.60	24.9	25.5	0.58	6.39	6.97	104,821
% Reduced	20%	20%	45%	20%	23%	20%	20%	21%	20%	20%	19%
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	9.81	6.68	21.8	0.08	0.14	5.69	5.83	0.13	1.46	1.60	21,341
Mit.	7.89	5.36	11.9	0.07	0.11	4.54	4.65	0.11	1.17	1.27	17,354

% Reduced	20%	20%	45%	20%	23%	20%	20%	21%	20%	20%	19%

2.5. Operations Emissions by Sector, Unmitigated

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

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Mobile	13.6	13.3	132	0.34	0.25	30.7	30.9	0.24	7.80	8.04	35,580
Area	53.1	0.65	77.4	< 0.005	0.14	—	0.14	0.10	—	0.10	319
Energy	0.13	2.37	1.99	0.01	0.18	—	0.18	0.18	—	0.18	27,409
Water	—	—	—	—	—	—	—	—	—	—	4,142
Waste	—	—	—	—	—	—	—	—	—	—	3,154
Refrig.	—	—	—	—	—	—	—	—	—	—	47,421
Total	66.8	16.3	211	0.36	0.57	30.7	31.3	0.52	7.80	8.32	118,025
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Mobile	12.6	15.3	112	0.32	0.25	30.7	30.9	0.24	7.80	8.04	32,981
Area	40.3	—	—	—	—	—	—	—	—	—	—
Energy	0.13	2.37	1.99	0.01	0.18	—	0.18	0.18	—	0.18	27,409
Water	—	—	—	—	—	—	—	—	—	—	4,142
Waste	—	—	—	—	—	—	—	—	—	—	3,154
Refrig.	—	—	—	—	—	—	—	—	—	—	47,421
Total	53.1	17.7	114	0.33	0.43	30.7	31.1	0.42	7.80	8.22	115,107
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Mobile	7.04	33.9	79.0	0.44	0.53	31.2	31.7	0.50	8.01	8.52	46,618
Area	46.6	0.32	38.2	< 0.005	0.07	—	0.07	0.05	—	0.05	158
Energy	0.13	2.37	1.99	0.01	0.18	—	0.18	0.18	—	0.18	27,409
Water	—	—	—	—	—	—	—	—	—	—	4,142
Waste	—	—	—	—	—	—	—	—	—	—	3,154

Refrig.	—	—	—	—	—	—	—	—	—	—	47,421
Total	53.8	36.6	119	0.45	0.78	31.2	32.0	0.73	8.01	8.75	128,902
Annual	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.28	6.18	14.4	0.08	0.10	5.69	5.79	0.09	1.46	1.55	7,718
Area	8.51	0.06	6.97	< 0.005	0.01	—	0.01	0.01	—	0.01	26.1
Energy	0.02	0.43	0.36	< 0.005	0.03	—	0.03	0.03	—	0.03	4,538
Water	—	—	—	—	—	—	—	—	—	—	686
Waste	—	—	—	—	—	—	—	—	—	—	522
Refrig.	—	—	—	—	—	—	—	—	—	—	7,851
Total	9.81	6.68	21.8	0.08	0.14	5.69	5.83	0.13	1.46	1.60	21,341

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	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Mobile	10.8	10.6	105	0.27	0.20	24.5	24.7	0.19	6.22	6.41	28,370
Area	37.5	—	—	—	—	—	—	—	—	—	—
Energy	0.13	2.37	1.99	0.01	0.18	—	0.18	0.18	—	0.18	16,140
Water	—	—	—	—	—	—	—	—	—	—	3,314
Waste	—	—	—	—	—	—	—	—	—	—	788
Refrig.	—	—	—	—	—	—	—	—	—	—	47,421
Total	48.5	12.9	107	0.29	0.38	24.5	24.8	0.37	6.22	6.59	96,034
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Mobile	10.1	12.2	89.2	0.25	0.20	24.5	24.7	0.19	6.22	6.41	26,297
Area	37.5	—	—	—	—	—	—	—	—	—	—
Energy	0.13	2.37	1.99	0.01	0.18	—	0.18	0.18	—	0.18	16,112
Water	—	—	—	—	—	—	—	—	—	—	3,314

Waste	—	—	—	—	—	—	—	—	—	—	788
Refrig.	—	—	—	—	—	—	—	—	—	—	47,421
Total	47.7	14.6	91.2	0.27	0.38	24.5	24.8	0.37	6.22	6.59	93,933
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Mobile	5.61	27.0	63.0	0.35	0.42	24.9	25.3	0.40	6.39	6.79	37,172
Area	37.5	—	—	—	—	—	—	—	—	—	—
Energy	0.13	2.37	1.99	0.01	0.18	—	0.18	0.18	—	0.18	16,126
Water	—	—	—	—	—	—	—	—	—	—	3,314
Waste	—	—	—	—	—	—	—	—	—	—	788
Refrig.	—	—	—	—	—	—	—	—	—	—	47,421
Total	43.2	29.4	65.0	0.36	0.60	24.9	25.5	0.58	6.39	6.97	104,821
Annual	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.02	4.93	11.5	0.06	0.08	4.54	4.62	0.07	1.17	1.24	6,154
Area	6.84	—	—	—	—	—	—	—	—	—	—
Energy	0.02	0.43	0.36	< 0.005	0.03	—	0.03	0.03	—	0.03	2,670
Water	—	—	—	—	—	—	—	—	—	—	549
Waste	—	—	—	—	—	—	—	—	—	—	131
Refrig.	—	—	—	—	—	—	—	—	—	—	7,851
Total	7.89	5.36	11.9	0.07	0.11	4.54	4.65	0.11	1.17	1.27	17,354

3. Construction Emissions Details

3.1. Site Preparation (2026) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	3.14	29.2	28.8	0.05	1.24	—	1.24	1.14	—	1.14	5,316
Dust From Material Movement	—	—	—	—	—	20.6	20.6	—	10.2	10.2	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	1.20	1.18	< 0.005	0.05	—	0.05	0.05	—	0.05	218
Dust From Material Movement	—	—	—	—	—	0.85	0.85	—	0.42	0.42	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.22	0.22	< 0.005	0.01	—	0.01	0.01	—	0.01	36.2
Dust From Material Movement	—	—	—	—	—	0.15	0.15	—	0.08	0.08	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.04	0.84	0.00	0.00	0.15	0.15	0.00	0.03	0.03	161
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	1.74	117	28.2	0.67	1.90	26.7	28.6	1.90	7.30	9.21	103,624
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	6.12
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	0.07	5.02	1.17	0.03	0.08	1.08	1.16	0.08	0.30	0.37	4,254
Annual	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	1.01
Vendor	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	0.92	0.21	< 0.005	0.01	0.20	0.21	0.01	0.05	0.07	704

3.2. Site Preparation (2026) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.14	29.2	28.8	0.05	1.24	—	1.24	1.14	—	1.14	5,316
Dust From Material Movement	—	—	—	—	—	8.02	8.02	—	3.99	3.99	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	1.20	1.18	< 0.005	0.05	—	0.05	0.05	—	0.05	218
Dust From Material Movement	—	—	—	—	—	0.33	0.33	—	0.16	0.16	—
Onsite truck	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	0.22	0.22	< 0.005	0.01	—	0.01	0.01	—	0.01	36.2

Dust From Material Movement	—	—	—	—	—	0.06	0.06	—	0.03	0.03	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.04	0.84	0.00	0.00	0.15	0.15	0.00	0.03	0.03	161
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	1.74	117	28.2	0.67	1.90	26.7	28.6	1.90	7.30	9.21	103,624
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	6.12
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.07	5.02	1.17	0.03	0.08	1.08	1.16	0.08	0.30	0.37	4,254
Annual	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	1.01
Vendor	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	0.92	0.21	< 0.005	0.01	0.20	0.21	0.01	0.05	0.07	704

3.3. Grading (2026) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.04	27.2	27.6	0.06	1.12	—	1.12	1.03	—	1.03	6,621

Dust From Material Movement	—	—	—	—	—	9.20	9.20	—	3.65	3.65	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	1.12	1.13	< 0.005	0.05	—	0.05	0.04	—	0.04	272
Dust From Material Movement	—	—	—	—	—	0.38	0.38	—	0.15	0.15	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.20	0.21	< 0.005	0.01	—	0.01	0.01	—	0.01	45.1
Dust From Material Movement	—	—	—	—	—	0.07	0.07	—	0.03	0.03	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.05	0.96	0.00	0.00	0.17	0.17	0.00	0.04	0.04	184
Vendor	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	7.00
Vendor	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

Annual	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	1.16
Vendor	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

3.4. Grading (2026) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.04	27.2	27.6	0.06	1.12	—	1.12	1.03	—	1.03	6,621
Dust From Material Movement	—	—	—	—	—	3.59	3.59	—	1.42	1.42	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	1.12	1.13	< 0.005	0.05	—	0.05	0.04	—	0.04	272
Dust From Material Movement	—	—	—	—	—	0.15	0.15	—	0.06	0.06	—
Onsite truck	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	0.20	0.21	< 0.005	0.01	—	0.01	0.01	—	0.01	45.1
Dust From Material Movement	—	—	—	—	—	0.03	0.03	—	0.01	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
Offsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.05	0.96	0.00	0.00	0.17	0.17	0.00	0.04	0.04	184
Vendor	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	7.00
Vendor	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
Annual	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	1.16
Vendor	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

3.5. Building Construction (2026) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.07	9.85	13.0	0.02	0.38	—	0.38	0.35	—	0.35	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.12	1.06	1.40	< 0.005	0.04	—	0.04	0.04	—	0.04	259
Onsite truck	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	0.19	0.25	< 0.005	0.01	—	0.01	0.01	—	0.01	42.9
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Worker	2.71	2.37	28.5	0.00	0.00	6.28	6.28	0.00	1.47	1.47	6,200
Vendor	0.25	10.5	3.42	0.06	0.12	2.23	2.34	0.12	0.62	0.73	8,483
Hauling	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	0.23	3.14	0.00	0.00	0.66	0.66	0.00	0.16	0.16	685
Vendor	0.03	1.10	0.36	0.01	0.01	0.24	0.25	0.01	0.07	0.08	914
Hauling	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	0.04	0.57	0.00	0.00	0.12	0.12	0.00	0.03	0.03	113
Vendor	0.01	0.20	0.07	< 0.005	< 0.005	0.04	0.05	< 0.005	0.01	0.01	151
Hauling	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 (2026) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.97	9.06	12.4	0.02	0.35	—	0.35	0.32	—	0.32	2,301
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.10	0.98	1.34	< 0.005	0.04	—	0.04	0.03	—	0.03	248
Onsite truck	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	0.18	0.24	< 0.005	0.01	—	0.01	0.01	—	0.01	41.0
Onsite truck	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	2.71	2.37	28.5	0.00	0.00	6.28	6.28	0.00	1.47	1.47	6,200
Vendor	0.25	10.5	3.42	0.06	0.12	2.23	2.34	0.12	0.62	0.73	8,483
Hauling	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	0.23	3.14	0.00	0.00	0.66	0.66	0.00	0.16	0.16	685
Vendor	0.03	1.10	0.36	0.01	0.01	0.24	0.25	0.01	0.07	0.08	914
Hauling	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	0.04	0.57	0.00	0.00	0.12	0.12	0.00	0.03	0.03	113
Vendor	0.01	0.20	0.07	< 0.005	< 0.005	0.04	0.05	< 0.005	0.01	0.01	151
Hauling	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 (2027) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.03	9.39	12.9	0.02	0.34	—	0.34	0.31	—	0.31	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.03	9.39	12.9	0.02	0.34	—	0.34	0.31	—	0.31	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.74	6.71	9.24	0.02	0.24	—	0.24	0.22	—	0.22	1,718
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	1.22	1.69	< 0.005	0.04	—	0.04	0.04	—	0.04	284
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Worker	2.78	1.65	33.4	0.00	0.00	6.28	6.28	0.00	1.47	1.47	6,758
Vendor	0.25	9.37	3.16	0.06	0.12	2.23	2.34	0.12	0.62	0.73	8,324
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Worker	2.57	2.14	26.3	0.00	0.00	6.28	6.28	0.00	1.47	1.47	6,106

Vendor	0.25	10.0	3.28	0.06	0.12	2.23	2.34	0.12	0.62	0.73	8,314
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Worker	1.83	1.36	19.4	0.00	0.00	4.39	4.39	0.00	1.03	1.03	4,474
Vendor	0.18	7.00	2.30	0.04	0.08	1.56	1.65	0.08	0.43	0.52	5,941
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Worker	0.33	0.25	3.53	0.00	0.00	0.80	0.80	0.00	0.19	0.19	741
Vendor	0.03	1.28	0.42	0.01	0.02	0.29	0.30	0.02	0.08	0.09	984
Hauling	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 (2027) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.93	8.60	12.4	0.02	0.31	—	0.31	0.28	—	0.28	2,301
Onsite truck	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	0.93	8.60	12.4	0.02	0.31	—	0.31	0.28	—	0.28	2,301
Onsite truck	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	0.67	6.15	8.87	0.02	0.22	—	0.22	0.20	—	0.20	1,644
Onsite truck	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	0.12	1.12	1.62	< 0.005	0.04	—	0.04	0.04	—	0.04	272
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Worker	2.78	1.65	33.4	0.00	0.00	6.28	6.28	0.00	1.47	1.47	6,758
Vendor	0.25	9.37	3.16	0.06	0.12	2.23	2.34	0.12	0.62	0.73	8,324
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Worker	2.57	2.14	26.3	0.00	0.00	6.28	6.28	0.00	1.47	1.47	6,106
Vendor	0.25	10.0	3.28	0.06	0.12	2.23	2.34	0.12	0.62	0.73	8,314
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Worker	1.83	1.36	19.4	0.00	0.00	4.39	4.39	0.00	1.03	1.03	4,474
Vendor	0.18	7.00	2.30	0.04	0.08	1.56	1.65	0.08	0.43	0.52	5,941
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Worker	0.33	0.25	3.53	0.00	0.00	0.80	0.80	0.00	0.19	0.19	741
Vendor	0.03	1.28	0.42	0.01	0.02	0.29	0.30	0.02	0.08	0.09	984
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Building Construction (2028) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.99	8.92	12.9	0.02	0.30	—	0.30	0.28	—	0.28	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.99	8.92	12.9	0.02	0.30	—	0.30	0.28	—	0.28	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.27	2.45	3.54	0.01	0.08	—	0.08	0.08	—	0.08	659
Onsite truck	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	0.45	0.65	< 0.005	0.02	—	0.02	0.01	—	0.01	109
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Worker	2.65	1.62	31.1	0.00	0.00	6.28	6.28	0.00	1.47	1.47	6,627
Vendor	0.25	9.04	3.03	0.06	0.12	2.23	2.34	0.12	0.62	0.73	8,110
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Worker	2.24	1.92	24.6	0.00	0.00	6.28	6.28	0.00	1.47	1.47	5,990
Vendor	0.24	9.61	3.14	0.06	0.12	2.23	2.34	0.12	0.62	0.73	8,105
Hauling	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	0.62	0.51	6.88	0.00	0.00	1.69	1.69	0.00	0.39	0.39	1,682
Vendor	0.07	2.58	0.84	0.02	0.03	0.60	0.63	0.03	0.17	0.20	2,220
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Annual	—	—	—	—	—	—	—	—	—	—	—
Worker	0.11	0.09	1.25	0.00	0.00	0.31	0.31	0.00	0.07	0.07	278
Vendor	0.01	0.47	0.15	< 0.005	0.01	0.11	0.12	0.01	0.03	0.04	368
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.10. Building Construction (2028) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.89	8.14	12.4	0.02	0.27	—	0.27	0.25	—	0.25	2,301
Onsite truck	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	0.89	8.14	12.4	0.02	0.27	—	0.27	0.25	—	0.25	2,301
Onsite truck	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	0.24	2.23	3.40	0.01	0.07	—	0.07	0.07	—	0.07	631
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.41	0.62	< 0.005	0.01	—	0.01	0.01	—	0.01	104
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Worker	2.65	1.62	31.1	0.00	0.00	6.28	6.28	0.00	1.47	1.47	6,627

Vendor	0.25	9.04	3.03	0.06	0.12	2.23	2.34	0.12	0.62	0.73	8,110
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Worker	2.24	1.92	24.6	0.00	0.00	6.28	6.28	0.00	1.47	1.47	5,990
Vendor	0.24	9.61	3.14	0.06	0.12	2.23	2.34	0.12	0.62	0.73	8,105
Hauling	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	0.62	0.51	6.88	0.00	0.00	1.69	1.69	0.00	0.39	0.39	1,682
Vendor	0.07	2.58	0.84	0.02	0.03	0.60	0.63	0.03	0.17	0.20	2,220
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Worker	0.11	0.09	1.25	0.00	0.00	0.31	0.31	0.00	0.07	0.07	278
Vendor	0.01	0.47	0.15	< 0.005	0.01	0.11	0.12	0.01	0.03	0.04	368
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.11. Paving (2028) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.69	6.63	9.91	0.01	0.26	—	0.26	0.24	—	0.24	1,516
Paving	1.97	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.04	0.36	0.54	< 0.005	0.01	—	0.01	0.01	—	0.01	83.1
Paving	0.11	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.07	0.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	13.8
Paving	0.02	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.03	0.63	0.00	0.00	0.13	0.13	0.00	0.03	0.03	133
Vendor	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	6.75
Vendor	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
Annual	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	1.12
Vendor	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

3.12. Paving (2028) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e

Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.69	6.63	9.91	0.01	0.26	—	0.26	0.24	—	0.24	1,516
Paving	1.97	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.36	0.54	< 0.005	0.01	—	0.01	0.01	—	0.01	83.1
Paving	0.11	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.07	0.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	13.8
Paving	0.02	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.03	0.63	0.00	0.00	0.13	0.13	0.00	0.03	0.03	133
Vendor	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	6.75
Vendor	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

Annual	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	1.12
Vendor	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

3.13. Architectural Coating (2028) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.81	1.12	< 0.005	0.02	—	0.02	0.01	—	0.01	134
Architectural Coatings	550	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.03	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	5.51
Architectural Coatings	22.6	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.91
Architectural Coatings	4.12	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Worker	0.53	0.32	6.23	0.00	0.00	1.26	1.26	0.00	0.29	0.29	1,325
Vendor	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.21	0.00	0.00	0.05	0.05	0.00	0.01	0.01	50.5
Vendor	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
Annual	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	8.35
Vendor	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

3.14. Architectural Coating (2028) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.81	1.12	< 0.005	0.02	—	0.02	0.01	—	0.01	134
Architectural Coatings	550	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	< 0.005	0.03	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	5.51
Architectural Coatings	22.6	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.91
Architectural Coatings	4.12	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Worker	0.53	0.32	6.23	0.00	0.00	1.26	1.26	0.00	0.29	0.29	1,325
Vendor	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.21	0.00	0.00	0.05	0.05	0.00	0.01	0.01	50.5
Vendor	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
Annual	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	8.35
Vendor	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

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	13.6	13.3	132	0.34	0.25	30.7	30.9	0.24	7.80	8.04	35,580
Total	13.6	13.3	132	0.34	0.25	30.7	30.9	0.24	7.80	8.04	35,580
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	12.6	15.3	112	0.32	0.25	30.7	30.9	0.24	7.80	8.04	32,981
Total	12.6	15.3	112	0.32	0.25	30.7	30.9	0.24	7.80	8.04	32,981
Annual	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	1.28	6.18	14.4	0.08	0.10	5.69	5.79	0.09	1.46	1.55	7,718
Total	1.28	6.18	14.4	0.08	0.10	5.69	5.79	0.09	1.46	1.55	7,718

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	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	10.8	10.6	105	0.27	0.20	24.5	24.7	0.19	6.22	6.41	28,370
Total	10.8	10.6	105	0.27	0.20	24.5	24.7	0.19	6.22	6.41	28,370

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	10.1	12.2	89.2	0.25	0.20	24.5	24.7	0.19	6.22	6.41	26,297
Total	10.1	12.2	89.2	0.25	0.20	24.5	24.7	0.19	6.22	6.41	26,297
Annual	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	1.02	4.93	11.5	0.06	0.08	4.54	4.62	0.07	1.17	1.24	6,154
Total	1.02	4.93	11.5	0.06	0.08	4.54	4.62	0.07	1.17	1.24	6,154

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	24,571
Total	—	—	—	—	—	—	—	—	—	—	24,571
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	24,571
Total	—	—	—	—	—	—	—	—	—	—	24,571
Annual	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	4,068

Total	—	—	—	—	—	—	—	—	—	—	4,068

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	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	13,307
Total	—	—	—	—	—	—	—	—	—	—	13,307
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	13,279
Total	—	—	—	—	—	—	—	—	—	—	13,279
Annual	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	2,201
Total	—	—	—	—	—	—	—	—	—	—	2,201

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	0.13	2.37	1.99	0.01	0.18	—	0.18	0.18	—	0.18	2,837
Total	0.13	2.37	1.99	0.01	0.18	—	0.18	0.18	—	0.18	2,837

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	0.13	2.37	1.99	0.01	0.18	—	0.18	0.18	—	0.18	2,837
Total	0.13	2.37	1.99	0.01	0.18	—	0.18	0.18	—	0.18	2,837
Annual	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	0.02	0.43	0.36	< 0.005	0.03	—	0.03	0.03	—	0.03	470
Total	0.02	0.43	0.36	< 0.005	0.03	—	0.03	0.03	—	0.03	470

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	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	0.13	2.37	1.99	0.01	0.18	—	0.18	0.18	—	0.18	2,833
Total	0.13	2.37	1.99	0.01	0.18	—	0.18	0.18	—	0.18	2,833
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	0.13	2.37	1.99	0.01	0.18	—	0.18	0.18	—	0.18	2,833
Total	0.13	2.37	1.99	0.01	0.18	—	0.18	0.18	—	0.18	2,833
Annual	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	0.02	0.43	0.36	< 0.005	0.03	—	0.03	0.03	—	0.03	469
Total	0.02	0.43	0.36	< 0.005	0.03	—	0.03	0.03	—	0.03	469

4.3. Area Emissions by Source

4.3.1. Unmitigated

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

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	38.1	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	2.26	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	12.7	0.65	77.4	< 0.005	0.14	—	0.14	0.10	—	0.10	319
Total	53.1	0.65	77.4	< 0.005	0.14	—	0.14	0.10	—	0.10	319
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	38.1	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	2.26	—	—	—	—	—	—	—	—	—	—
Total	40.3	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	6.95	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.41	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	1.14	0.06	6.97	< 0.005	0.01	—	0.01	0.01	—	0.01	26.1
Total	8.51	0.06	6.97	< 0.005	0.01	—	0.01	0.01	—	0.01	26.1

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	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	35.2	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	2.26	—	—	—	—	—	—	—	—	—	—
Total	37.5	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	35.2	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	2.26	—	—	—	—	—	—	—	—	—	—
Total	37.5	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	6.43	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.41	—	—	—	—	—	—	—	—	—	—
Total	6.84	—	—	—	—	—	—	—	—	—	—

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	4,142

Total	—	—	—	—	—	—	—	—	—	—	4,142
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	4,142
Total	—	—	—	—	—	—	—	—	—	—	4,142
Annual	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	686
Total	—	—	—	—	—	—	—	—	—	—	686

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	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	3,314
Total	—	—	—	—	—	—	—	—	—	—	3,314
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	3,314
Total	—	—	—	—	—	—	—	—	—	—	3,314
Annual	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	549
Total	—	—	—	—	—	—	—	—	—	—	549

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	3,154
Total	—	—	—	—	—	—	—	—	—	—	3,154
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	3,154
Total	—	—	—	—	—	—	—	—	—	—	3,154
Annual	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	522
Total	—	—	—	—	—	—	—	—	—	—	522

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	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	788
Total	—	—	—	—	—	—	—	—	—	—	788

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	788
Total	—	—	—	—	—	—	—	—	—	—	788
Annual	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	131
Total	—	—	—	—	—	—	—	—	—	—	131

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	47,421
Total	—	—	—	—	—	—	—	—	—	—	47,421
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	47,421
Total	—	—	—	—	—	—	—	—	—	—	47,421
Annual	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	7,851

Total	—	—	—	—	—	—	—	—	—	—	7,851

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	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	47,421
Total	—	—	—	—	—	—	—	—	—	—	47,421
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	47,421
Total	—	—	—	—	—	—	—	—	—	—	47,421
Annual	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	7,851
Total	—	—	—	—	—	—	—	—	—	—	7,851

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

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

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

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

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

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

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

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

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

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

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

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

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e

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

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

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

Species	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—

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

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	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	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	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	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	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—

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

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Site Preparation	Site Preparation	6/11/2026	7/1/2026	5.00	15.0	—
Grading	Grading	7/24/2026	8/13/2026	5.00	15.0	—
Building Construction	Building Construction	11/7/2026	5/19/2028	5.00	400	—
Paving	Paving	5/20/2028	6/16/2028	5.00	20.0	—
Architectural Coating	Architectural Coating	7/1/2028	7/21/2028	5.00	15.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

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

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

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	Electric	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	11.9	LDA,LDT1,LDT2
Site Preparation	Vendor	—	9.10	HHDT,MHDT
Site Preparation	Hauling	1,439	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	20.0	11.9	LDA,LDT1,LDT2
Grading	Vendor	—	9.10	HHDT,MHDT
Grading	Hauling	0.00	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	747	11.9	LDA,LDT1,LDT2
Building Construction	Vendor	292	9.10	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	15.0	11.9	LDA,LDT1,LDT2
Paving	Vendor	—	9.10	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT

Architectural Coating	—	—	—	—
Architectural Coating	Worker	149	11.9	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	9.10	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	11.9	LDA,LDT1,LDT2
Site Preparation	Vendor	—	9.10	HHDT,MHDT
Site Preparation	Hauling	1,439	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	20.0	11.9	LDA,LDT1,LDT2
Grading	Vendor	—	9.10	HHDT,MHDT
Grading	Hauling	0.00	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	747	11.9	LDA,LDT1,LDT2
Building Construction	Vendor	292	9.10	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	15.0	11.9	LDA,LDT1,LDT2
Paving	Vendor	—	9.10	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT

Architectural Coating	—	—	—	—
Architectural Coating	Worker	149	11.9	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	9.10	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	0.00	0.00	2,669,085	889,695	—

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)
Site Preparation	172,627	0.00	52.5	0.00	—
Grading	—	—	45.0	0.00	—
Paving	0.00	0.00	0.00	0.00	15.0

5.6.2. Construction Earthmoving Control Strategies

Non-applicable. No control strategies activated by user.

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt

Refrigerated Warehouse-No Rail	15.0	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2026	0.00	204	0.03	< 0.005
2027	0.00	204	0.03	< 0.005
2028	0.00	204	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
Refrigerated Warehouse-No Rail	3,772	3,772	3,772	1,376,892	43,099	43,099	43,099	15,731,305

5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Refrigerated Warehouse-No Rail	3,008	3,008	3,008	1,097,872	34,366	34,366	34,366	12,543,440

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.1.2. Mitigated

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0	0.00	2,669,085	889,695	—

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)
Refrigerated Warehouse-No Rail	43,536,840	204	0.0330	0.0040	8,827,852

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)
Refrigerated Warehouse-No Rail	23,528,521	204	0.0330	0.0040	8,815,984

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Refrigerated Warehouse-No Rail	411,483,938	3,057,053

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Refrigerated Warehouse-No Rail	329,187,150	2,445,642

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Refrigerated Warehouse-No Rail	1,673	—

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Refrigerated Warehouse-No Rail	418	—

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
Refrigerated Warehouse-No Rail	Cold storage	R-404A	3,922	7.50	7.50	7.50	25.0

5.14.2. Mitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Refrigerated Warehouse-No Rail	Cold storage	R-404A	3,922	7.50	7.50	7.50	25.0

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

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

5.15.2. Mitigated

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

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

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

5.17. User Defined

Equipment Type	Fuel Type

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

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

5.18.2.2. Mitigated

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

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

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

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	17.0	annual days of extreme heat
Extreme Precipitation	3.45	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	6.81	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	1	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	N/A	N/A	N/A	N/A
Flooding	0	0	0	N/A
Drought	0	0	0	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

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

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

6.3. Adjusted Climate Risk Scores

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

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

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

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

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	50.5
AQ-PM	53.4

AQ-DPM	41.1
Drinking Water	96.0
Lead Risk Housing	66.7
Pesticides	88.4
Toxic Releases	38.0
Traffic	28.5
Effect Indicators	—
CleanUp Sites	44.3
Groundwater	30.9
Haz Waste Facilities/Generators	91.1
Impaired Water Bodies	43.8
Solid Waste	80.0
Sensitive Population	—
Asthma	64.1
Cardio-vascular	92.0
Low Birth Weights	49.9
Socioeconomic Factor Indicators	—
Education	94.6
Housing	65.6
Linguistic	92.8
Poverty	81.8
Unemployment	93.3

7.2. Healthy Places Index Scores

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

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	11.77980239

Employed	2.502245605
Median HI	7.981521879
Education	—
Bachelor's or higher	3.079686898
High school enrollment	100
Preschool enrollment	1.873476197
Transportation	—
Auto Access	16.15552419
Active commuting	29.19286539
Social	—
2-parent households	85.79494418
Voting	23.71358912
Neighborhood	—
Alcohol availability	71.53856025
Park access	2.194276915
Retail density	9.739509817
Supermarket access	12.70370846
Tree canopy	80.31566791
Housing	—
Homeownership	40.94700372
Housing habitability	48.55639677
Low-inc homeowner severe housing cost burden	90.97908379
Low-inc renter severe housing cost burden	66.09778006
Uncrowded housing	18.27280893
Health Outcomes	—
Insured adults	40.74169126
Arthritis	41.4
Asthma ER Admissions	39.4

High Blood Pressure	21.8
Cancer (excluding skin)	74.5
Asthma	23.6
Coronary Heart Disease	15.5
Chronic Obstructive Pulmonary Disease	12.3
Diagnosed Diabetes	28.6
Life Expectancy at Birth	7.9
Cognitively Disabled	29.3
Physically Disabled	17.3
Heart Attack ER Admissions	23.7
Mental Health Not Good	11.5
Chronic Kidney Disease	27.1
Obesity	2.1
Pedestrian Injuries	65.6
Physical Health Not Good	10.5
Stroke	19.7
Health Risk Behaviors	—
Binge Drinking	52.5
Current Smoker	6.5
No Leisure Time for Physical Activity	5.4
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	5.0
Elderly	51.6
English Speaking	8.7
Foreign-born	53.9
Outdoor Workers	23.0

Climate Change Adaptive Capacity	—
Impervious Surface Cover	86.3
Traffic Density	40.0
Traffic Access	0.0
Other Indices	—
Hardship	94.9
Other Decision Support	—
2016 Voting	12.8

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	94.0
Healthy Places Index Score for Project Location (b)	6.00
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	Yes
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

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

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification

Construction: Construction Phases	No demolition work. Anticipated construction schedule.
Construction: Paving	Anticipated parking lot coverage.
Operations: Vehicle Data	Estimated travel distances.
Characteristics: Project Details	Project site to be annexed to City of Stockton.
Operations: Fleet Mix	In accordance with project traffic study.
Construction: Dust From Material Movement	Estimated soils to be imported.

MIP2 Data Center Detailed Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	MIP2 Data Center
Construction Start Date	5/1/2026
Operational Year	2027
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.40
Precipitation (days)	31.2
Location	37.91951909348252, -121.20327006015202
County	San Joaquin
City	Unincorporated
Air District	San Joaquin Valley APCD
Air Basin	San Joaquin Valley
TAZ	2004
EDFZ	4
Electric Utility	Pacific Gas & Electric Company
Gas Utility	Pacific Gas & Electric
App Version	2022.1.1.28

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
Industrial Park	225	1000sqft	5.17	225,000	22,500	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Construction	C-2*	Limit Heavy-Duty Diesel Vehicle Idling
Construction	C-10-A	Water Exposed Surfaces
Construction	C-10-C	Water Unpaved Construction Roads
Construction	C-11	Limit Vehicle Speeds on Unpaved Roads
Energy	E-1	Buildings Exceed 2019 Title 24 Building Envelope Energy Efficiency Standards
Water	W-7	Adopt a Water Conservation Strategy
Waste	S-1/S-2	Implement Waste Reduction Plan

* 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.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	105	29.2	29.7	0.05	1.24	19.8	21.0	1.14	10.1	11.3	5,477
Mit.	105	29.2	29.7	0.05	1.24	7.81	9.06	1.14	3.97	5.12	5,477
% Reduced	—	—	—	—	—	61%	57%	—	61%	55%	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.45	11.5	17.0	0.03	0.39	1.08	1.47	0.36	0.26	0.63	4,262
Mit.	1.45	11.5	17.0	0.03	0.39	1.08	1.47	0.36	0.26	0.63	4,262
% Reduced	—	—	—	—	—	—	—	—	—	—	—
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—

Unmit.	3.44	6.26	8.61	0.01	0.23	1.52	1.76	0.21	0.66	0.87	1,989
Mit.	3.44	6.26	8.61	0.01	0.23	0.84	1.07	0.21	0.32	0.53	1,989
% Reduced	—	—	—	—	—	45%	39%	—	52%	39%	—
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.63	1.14	1.57	< 0.005	0.04	0.28	0.32	0.04	0.12	0.16	329
Mit.	0.63	1.14	1.57	< 0.005	0.04	0.15	0.20	0.04	0.06	0.10	329
% Reduced	—	—	—	—	—	45%	39%	—	52%	39%	—

2.2. Construction Emissions by Year, Unmitigated

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

Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
2026	3.21	29.2	29.7	0.05	1.24	19.8	21.0	1.14	10.1	11.3	5,477
2027	105	10.8	17.6	0.03	0.35	1.08	1.43	0.32	0.26	0.59	4,312
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
2026	1.45	11.5	17.0	0.03	0.39	1.08	1.47	0.36	0.26	0.63	4,262
2027	1.39	10.9	16.7	0.03	0.35	1.08	1.43	0.32	0.26	0.59	4,229
Average Daily	—	—	—	—	—	—	—	—	—	—	—
2026	0.76	6.26	8.61	0.01	0.23	1.52	1.76	0.21	0.66	0.87	1,989
2027	3.44	4.02	6.20	0.01	0.14	0.35	0.48	0.13	0.08	0.21	1,482
Annual	—	—	—	—	—	—	—	—	—	—	—
2026	0.14	1.14	1.57	< 0.005	0.04	0.28	0.32	0.04	0.12	0.16	329
2027	0.63	0.73	1.13	< 0.005	0.02	0.06	0.09	0.02	0.02	0.04	245

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	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
2026	3.21	29.2	29.7	0.05	1.24	7.81	9.06	1.14	3.97	5.12	5,477
2027	105	10.8	17.6	0.03	0.35	1.08	1.43	0.32	0.26	0.59	4,312
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
2026	1.45	11.5	17.0	0.03	0.39	1.08	1.47	0.36	0.26	0.63	4,262
2027	1.39	10.9	16.7	0.03	0.35	1.08	1.43	0.32	0.26	0.59	4,229
Average Daily	—	—	—	—	—	—	—	—	—	—	—
2026	0.76	6.26	8.61	0.01	0.23	0.84	1.07	0.21	0.32	0.53	1,989
2027	3.44	4.02	6.20	0.01	0.14	0.35	0.48	0.13	0.08	0.21	1,482
Annual	—	—	—	—	—	—	—	—	—	—	—
2026	0.14	1.14	1.57	< 0.005	0.04	0.15	0.20	0.04	0.06	0.10	329
2027	0.63	0.73	1.13	< 0.005	0.02	0.06	0.09	0.02	0.02	0.04	245

2.4. Operations Emissions Compared Against Thresholds

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

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	7.70	2.73	19.8	0.03	0.17	1.82	1.99	0.16	0.46	0.62	8,098
Mit.	7.70	2.66	19.8	0.03	0.16	1.82	1.98	0.16	0.46	0.62	7,469
% Reduced	< 0.5%	2%	< 0.5%	—	3%	—	< 0.5%	3%	—	1%	8%
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	6.03	2.78	8.78	0.03	0.15	1.82	1.97	0.15	0.46	0.61	7,896
Mit.	6.03	2.72	8.73	0.03	0.14	1.82	1.97	0.14	0.46	0.61	7,267
% Reduced	< 0.5%	2%	1%	—	3%	—	< 0.5%	3%	—	1%	8%

Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	6.82	2.76	13.7	0.03	0.16	1.78	1.94	0.15	0.45	0.61	7,955
Mit.	6.82	2.70	13.6	0.03	0.15	1.78	1.94	0.15	0.45	0.60	7,326
% Reduced	< 0.5%	2%	< 0.5%	—	3%	—	< 0.5%	3%	—	1%	8%
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.25	0.50	2.49	0.01	0.03	0.33	0.35	0.03	0.08	0.11	1,317
Mit.	1.24	0.49	2.48	0.01	0.03	0.33	0.35	0.03	0.08	0.11	1,213
% Reduced	< 0.5%	2%	< 0.5%	1%	3%	—	< 0.5%	3%	—	1%	8%

2.5. Operations Emissions by Sector, Unmitigated

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

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.90	0.90	8.60	0.02	0.02	1.82	1.84	0.02	0.46	0.48	2,204
Area	6.71	0.08	9.79	< 0.005	0.02	—	0.02	0.01	—	0.01	40.4
Energy	0.10	1.74	1.47	0.01	0.13	—	0.13	0.13	—	0.13	4,745
Water	—	—	—	—	—	—	—	—	—	—	524
Waste	—	—	—	—	—	—	—	—	—	—	526
Refrig.	—	—	—	—	—	—	—	—	—	—	58.6
Total	7.70	2.73	19.8	0.03	0.17	1.82	1.99	0.16	0.46	0.62	8,098
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.83	1.04	7.32	0.02	0.02	1.82	1.84	0.02	0.46	0.48	2,043
Area	5.10	—	—	—	—	—	—	—	—	—	—
Energy	0.10	1.74	1.47	0.01	0.13	—	0.13	0.13	—	0.13	4,745
Water	—	—	—	—	—	—	—	—	—	—	524
Waste	—	—	—	—	—	—	—	—	—	—	526

Refrig.	—	—	—	—	—	—	—	—	—	—	58.6
Total	6.03	2.78	8.78	0.03	0.15	1.82	1.97	0.15	0.46	0.61	7,896
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.84	0.98	7.38	0.02	0.02	1.78	1.80	0.02	0.45	0.47	2,081
Area	5.89	0.04	4.83	< 0.005	0.01	—	0.01	0.01	—	0.01	19.9
Energy	0.10	1.74	1.47	0.01	0.13	—	0.13	0.13	—	0.13	4,745
Water	—	—	—	—	—	—	—	—	—	—	524
Waste	—	—	—	—	—	—	—	—	—	—	526
Refrig.	—	—	—	—	—	—	—	—	—	—	58.6
Total	6.82	2.76	13.7	0.03	0.16	1.78	1.94	0.15	0.45	0.61	7,955
Annual	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.15	0.18	1.35	< 0.005	< 0.005	0.33	0.33	< 0.005	0.08	0.09	345
Area	1.08	0.01	0.88	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	3.30
Energy	0.02	0.32	0.27	< 0.005	0.02	—	0.02	0.02	—	0.02	786
Water	—	—	—	—	—	—	—	—	—	—	86.7
Waste	—	—	—	—	—	—	—	—	—	—	87.1
Refrig.	—	—	—	—	—	—	—	—	—	—	9.70
Total	1.25	0.50	2.49	0.01	0.03	0.33	0.35	0.03	0.08	0.11	1,317

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	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.90	0.90	8.60	0.02	0.02	1.82	1.84	0.02	0.46	0.48	2,204
Area	6.71	0.08	9.79	< 0.005	0.02	—	0.02	0.01	—	0.01	40.4
Energy	0.09	1.68	1.41	0.01	0.13	—	0.13	0.13	—	0.13	4,615
Water	—	—	—	—	—	—	—	—	—	—	419

Waste	—	—	—	—	—	—	—	—	—	—	132
Refrig.	—	—	—	—	—	—	—	—	—	—	58.6
Total	7.70	2.66	19.8	0.03	0.16	1.82	1.98	0.16	0.46	0.62	7,469
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.83	1.04	7.32	0.02	0.02	1.82	1.84	0.02	0.46	0.48	2,043
Area	5.10	—	—	—	—	—	—	—	—	—	—
Energy	0.09	1.68	1.41	0.01	0.13	—	0.13	0.13	—	0.13	4,615
Water	—	—	—	—	—	—	—	—	—	—	419
Waste	—	—	—	—	—	—	—	—	—	—	132
Refrig.	—	—	—	—	—	—	—	—	—	—	58.6
Total	6.03	2.72	8.73	0.03	0.14	1.82	1.97	0.14	0.46	0.61	7,267
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.84	0.98	7.38	0.02	0.02	1.78	1.80	0.02	0.45	0.47	2,081
Area	5.89	0.04	4.83	< 0.005	0.01	—	0.01	0.01	—	0.01	19.9
Energy	0.09	1.68	1.41	0.01	0.13	—	0.13	0.13	—	0.13	4,615
Water	—	—	—	—	—	—	—	—	—	—	419
Waste	—	—	—	—	—	—	—	—	—	—	132
Refrig.	—	—	—	—	—	—	—	—	—	—	58.6
Total	6.82	2.70	13.6	0.03	0.15	1.78	1.94	0.15	0.45	0.60	7,326
Annual	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.15	0.18	1.35	< 0.005	< 0.005	0.33	0.33	< 0.005	0.08	0.09	345
Area	1.08	0.01	0.88	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	3.30
Energy	0.02	0.31	0.26	< 0.005	0.02	—	0.02	0.02	—	0.02	764
Water	—	—	—	—	—	—	—	—	—	—	69.4
Waste	—	—	—	—	—	—	—	—	—	—	21.8
Refrig.	—	—	—	—	—	—	—	—	—	—	9.70
Total	1.24	0.49	2.48	0.01	0.03	0.33	0.35	0.03	0.08	0.11	1,213

3. Construction Emissions Details

3.1. Site Preparation (2026) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.14	29.2	28.8	0.05	1.24	—	1.24	1.14	—	1.14	5,316
Dust From Material Movement	—	—	—	—	—	19.7	19.7	—	10.1	10.1	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.80	0.79	< 0.005	0.03	—	0.03	0.03	—	0.03	146
Dust From Material Movement	—	—	—	—	—	0.54	0.54	—	0.28	0.28	—
Onsite truck	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	0.15	0.14	< 0.005	0.01	—	0.01	0.01	—	0.01	24.1
Dust From Material Movement	—	—	—	—	—	0.10	0.10	—	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
Offsite	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.04	0.84	0.00	0.00	0.15	0.15	0.00	0.03	0.03	161
Vendor	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	4.08
Vendor	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
Annual	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.68
Vendor	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

3.2. Site Preparation (2026) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.14	29.2	28.8	0.05	1.24	—	1.24	1.14	—	1.14	5,316
Dust From Material Movement	—	—	—	—	—	7.67	7.67	—	3.94	3.94	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.09	0.80	0.79	< 0.005	0.03	—	0.03	0.03	—	0.03	146
Dust From Material Movement	—	—	—	—	—	0.21	0.21	—	0.11	0.11	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.15	0.14	< 0.005	0.01	—	0.01	0.01	—	0.01	24.1
Dust From Material Movement	—	—	—	—	—	0.04	0.04	—	0.02	0.02	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.04	0.84	0.00	0.00	0.15	0.15	0.00	0.03	0.03	161
Vendor	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	4.08
Vendor	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
Annual	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.68
Vendor	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

3.3. Grading (2026) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.65	15.0	17.4	0.03	0.65	—	0.65	0.59	—	0.59	2,970
Dust From Material Movement	—	—	—	—	—	7.08	7.08	—	3.42	3.42	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	1.23	1.43	< 0.005	0.05	—	0.05	0.05	—	0.05	244
Dust From Material Movement	—	—	—	—	—	0.58	0.58	—	0.28	0.28	—
Onsite truck	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	0.22	0.26	< 0.005	0.01	—	0.01	0.01	—	0.01	40.4
Dust From Material Movement	—	—	—	—	—	0.11	0.11	—	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
Offsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.04	0.72	0.00	0.00	0.13	0.13	0.00	0.03	0.03	138
Vendor	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

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	10.5
Vendor	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
Annual	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	1.74
Vendor	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

3.4. Grading (2026) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.65	15.0	17.4	0.03	0.65	—	0.65	0.59	—	0.59	2,970
Dust From Material Movement	—	—	—	—	—	2.76	2.76	—	1.34	1.34	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	1.23	1.43	< 0.005	0.05	—	0.05	0.05	—	0.05	244
Dust From Material Movement	—	—	—	—	—	0.23	0.23	—	0.11	0.11	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.22	0.26	< 0.005	0.01	—	0.01	0.01	—	0.01	40.4
Dust From Material Movement	—	—	—	—	—	0.04	0.04	—	0.02	0.02	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.04	0.72	0.00	0.00	0.13	0.13	0.00	0.03	0.03	138
Vendor	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	10.5
Vendor	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
Annual	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	1.74
Vendor	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

3.5. Building Construction (2026) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.07	9.85	13.0	0.02	0.38	—	0.38	0.35	—	0.35	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.07	9.85	13.0	0.02	0.38	—	0.38	0.35	—	0.35	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.40	3.64	4.80	0.01	0.14	—	0.14	0.13	—	0.13	890
Onsite truck	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	0.07	0.67	0.88	< 0.005	0.03	—	0.03	0.02	—	0.02	147
Onsite truck	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	0.37	0.24	4.55	0.00	0.00	0.79	0.79	0.00	0.19	0.19	868
Vendor	0.03	1.24	0.42	0.01	0.01	0.28	0.30	0.01	0.08	0.09	1,074
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Worker	0.34	0.30	3.60	0.00	0.00	0.79	0.79	0.00	0.19	0.19	784
Vendor	0.03	1.32	0.43	0.01	0.01	0.28	0.30	0.01	0.08	0.09	1,073
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Worker	0.13	0.10	1.36	0.00	0.00	0.29	0.29	0.00	0.07	0.07	298

Vendor	0.01	0.48	0.16	< 0.005	0.01	0.10	0.11	0.01	0.03	0.03	397
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.25	0.00	0.00	0.05	0.05	0.00	0.01	0.01	49.3
Vendor	< 0.005	0.09	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	65.7
Hauling	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 (2026) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.07	9.85	13.0	0.02	0.38	—	0.38	0.35	—	0.35	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.07	9.85	13.0	0.02	0.38	—	0.38	0.35	—	0.35	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.40	3.64	4.80	0.01	0.14	—	0.14	0.13	—	0.13	890
Onsite truck	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	0.07	0.67	0.88	< 0.005	0.03	—	0.03	0.02	—	0.02	147
Onsite truck	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	0.37	0.24	4.55	0.00	0.00	0.79	0.79	0.00	0.19	0.19	868
Vendor	0.03	1.24	0.42	0.01	0.01	0.28	0.30	0.01	0.08	0.09	1,074
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Worker	0.34	0.30	3.60	0.00	0.00	0.79	0.79	0.00	0.19	0.19	784
Vendor	0.03	1.32	0.43	0.01	0.01	0.28	0.30	0.01	0.08	0.09	1,073
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Worker	0.13	0.10	1.36	0.00	0.00	0.29	0.29	0.00	0.07	0.07	298
Vendor	0.01	0.48	0.16	< 0.005	0.01	0.10	0.11	0.01	0.03	0.03	397
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.25	0.00	0.00	0.05	0.05	0.00	0.01	0.01	49.3
Vendor	< 0.005	0.09	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	65.7
Hauling	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 (2027) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.03	9.39	12.9	0.02	0.34	—	0.34	0.31	—	0.31	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	1.03	9.39	12.9	0.02	0.34	—	0.34	0.31	—	0.31	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.32	2.96	4.08	0.01	0.11	—	0.11	0.10	—	0.10	758
Onsite truck	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	0.06	0.54	0.74	< 0.005	0.02	—	0.02	0.02	—	0.02	125
Onsite truck	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	0.35	0.21	4.23	0.00	0.00	0.79	0.79	0.00	0.19	0.19	855
Vendor	0.03	1.19	0.40	0.01	0.01	0.28	0.30	0.01	0.08	0.09	1,053
Hauling	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	0.32	0.27	3.33	0.00	0.00	0.79	0.79	0.00	0.19	0.19	772
Vendor	0.03	1.27	0.41	0.01	0.01	0.28	0.30	0.01	0.08	0.09	1,051
Hauling	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	0.10	0.08	1.08	0.00	0.00	0.25	0.25	0.00	0.06	0.06	250
Vendor	0.01	0.39	0.13	< 0.005	< 0.005	0.09	0.09	< 0.005	0.02	0.03	331
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.01	0.20	0.00	0.00	0.04	0.04	0.00	0.01	0.01	41.3
Vendor	< 0.005	0.07	0.02	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	54.9
Hauling	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 (2027) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.03	9.39	12.9	0.02	0.34	—	0.34	0.31	—	0.31	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.03	9.39	12.9	0.02	0.34	—	0.34	0.31	—	0.31	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.32	2.96	4.08	0.01	0.11	—	0.11	0.10	—	0.10	758
Onsite truck	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	0.06	0.54	0.74	< 0.005	0.02	—	0.02	0.02	—	0.02	125
Onsite truck	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	0.35	0.21	4.23	0.00	0.00	0.79	0.79	0.00	0.19	0.19	855
Vendor	0.03	1.19	0.40	0.01	0.01	0.28	0.30	0.01	0.08	0.09	1,053
Hauling	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	0.32	0.27	3.33	0.00	0.00	0.79	0.79	0.00	0.19	0.19	772

Vendor	0.03	1.27	0.41	0.01	0.01	0.28	0.30	0.01	0.08	0.09	1,051
Hauling	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	0.10	0.08	1.08	0.00	0.00	0.25	0.25	0.00	0.06	0.06	250
Vendor	0.01	0.39	0.13	< 0.005	< 0.005	0.09	0.09	< 0.005	0.02	0.03	331
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.01	0.20	0.00	0.00	0.04	0.04	0.00	0.01	0.01	41.3
Vendor	< 0.005	0.07	0.02	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	54.9
Hauling	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 (2027) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.74	6.94	9.95	0.01	0.30	—	0.30	0.27	—	0.27	1,516
Paving	0.87	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.57	0.82	< 0.005	0.02	—	0.02	0.02	—	0.02	125
Paving	0.07	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.01	0.10	0.15	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	20.6
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
Offsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.03	0.67	0.00	0.00	0.13	0.13	0.00	0.03	0.03	136
Vendor	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	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
Hauling	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	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 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
Hauling	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 (2027) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.74	6.94	9.95	0.01	0.30	—	0.30	0.27	—	0.27	1,516
Paving	0.87	—	—	—	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.57	0.82	< 0.005	0.02	—	0.02	0.02	—	0.02	125
Paving	0.07	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.10	0.15	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	20.6
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
Offsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.03	0.67	0.00	0.00	0.13	0.13	0.00	0.03	0.03	136
Vendor	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	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
Hauling	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	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 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
Hauling	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 (2027) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.83	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02	134
Architectural Coatings	104	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.02	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	3.67
Architectural Coatings	2.86	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.61
Architectural Coatings	0.52	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.04	0.85	0.00	0.00	0.16	0.16	0.00	0.04	0.04	171
Vendor	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

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	4.34
Vendor	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
Annual	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.72
Vendor	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

3.12. Architectural Coating (2027) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.83	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02	134
Architectural Coatings	104	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.02	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	3.67
Architectural Coatings	2.86	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	< 0.005	< 0.005	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.61
Architectural Coatings	0.52	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.04	0.85	0.00	0.00	0.16	0.16	0.00	0.04	0.04	171
Vendor	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	4.34
Vendor	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
Annual	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.72
Vendor	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

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	0.90	0.90	8.60	0.02	0.02	1.82	1.84	0.02	0.46	0.48	2,204
Total	0.90	0.90	8.60	0.02	0.02	1.82	1.84	0.02	0.46	0.48	2,204
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	0.83	1.04	7.32	0.02	0.02	1.82	1.84	0.02	0.46	0.48	2,043
Total	0.83	1.04	7.32	0.02	0.02	1.82	1.84	0.02	0.46	0.48	2,043
Annual	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	0.15	0.18	1.35	< 0.005	< 0.005	0.33	0.33	< 0.005	0.08	0.09	345
Total	0.15	0.18	1.35	< 0.005	< 0.005	0.33	0.33	< 0.005	0.08	0.09	345

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	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	0.90	0.90	8.60	0.02	0.02	1.82	1.84	0.02	0.46	0.48	2,204
Total	0.90	0.90	8.60	0.02	0.02	1.82	1.84	0.02	0.46	0.48	2,204
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	0.83	1.04	7.32	0.02	0.02	1.82	1.84	0.02	0.46	0.48	2,043
Total	0.83	1.04	7.32	0.02	0.02	1.82	1.84	0.02	0.46	0.48	2,043
Annual	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	0.15	0.18	1.35	< 0.005	< 0.005	0.33	0.33	< 0.005	0.08	0.09	345
Total	0.15	0.18	1.35	< 0.005	< 0.005	0.33	0.33	< 0.005	0.08	0.09	345

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	2,658
Total	—	—	—	—	—	—	—	—	—	—	2,658
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	2,658
Total	—	—	—	—	—	—	—	—	—	—	2,658
Annual	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	440
Total	—	—	—	—	—	—	—	—	—	—	440

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	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	2,600
Total	—	—	—	—	—	—	—	—	—	—	2,600
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	2,600
Total	—	—	—	—	—	—	—	—	—	—	2,600
Annual	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	430
Total	—	—	—	—	—	—	—	—	—	—	430

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	0.10	1.74	1.47	0.01	0.13	—	0.13	0.13	—	0.13	2,087
Total	0.10	1.74	1.47	0.01	0.13	—	0.13	0.13	—	0.13	2,087
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	0.10	1.74	1.47	0.01	0.13	—	0.13	0.13	—	0.13	2,087
Total	0.10	1.74	1.47	0.01	0.13	—	0.13	0.13	—	0.13	2,087
Annual	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	0.02	0.32	0.27	< 0.005	0.02	—	0.02	0.02	—	0.02	346
Total	0.02	0.32	0.27	< 0.005	0.02	—	0.02	0.02	—	0.02	346

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	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	0.09	1.68	1.41	0.01	0.13	—	0.13	0.13	—	0.13	2,015
Total	0.09	1.68	1.41	0.01	0.13	—	0.13	0.13	—	0.13	2,015
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	0.09	1.68	1.41	0.01	0.13	—	0.13	0.13	—	0.13	2,015
Total	0.09	1.68	1.41	0.01	0.13	—	0.13	0.13	—	0.13	2,015
Annual	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	0.02	0.31	0.26	< 0.005	0.02	—	0.02	0.02	—	0.02	334
Total	0.02	0.31	0.26	< 0.005	0.02	—	0.02	0.02	—	0.02	334

4.3. Area Emissions by Source

4.3.1. Unmitigated

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

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	4.81	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.29	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	1.61	0.08	9.79	< 0.005	0.02	—	0.02	0.01	—	0.01	40.4
Total	6.71	0.08	9.79	< 0.005	0.02	—	0.02	0.01	—	0.01	40.4
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	4.81	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.29	—	—	—	—	—	—	—	—	—	—
Total	5.10	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.88	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.05	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.14	0.01	0.88	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	3.30
Total	1.08	0.01	0.88	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	3.30

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	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	4.81	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.29	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	1.61	0.08	9.79	< 0.005	0.02	—	0.02	0.01	—	0.01	40.4
Total	6.71	0.08	9.79	< 0.005	0.02	—	0.02	0.01	—	0.01	40.4
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	4.81	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.29	—	—	—	—	—	—	—	—	—	—
Total	5.10	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.88	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.05	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.14	0.01	0.88	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	3.30
Total	1.08	0.01	0.88	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	3.30

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	524
Total	—	—	—	—	—	—	—	—	—	—	524
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	524
Total	—	—	—	—	—	—	—	—	—	—	524
Annual	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	86.7
Total	—	—	—	—	—	—	—	—	—	—	86.7

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	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	419
Total	—	—	—	—	—	—	—	—	—	—	419
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	419
Total	—	—	—	—	—	—	—	—	—	—	419
Annual	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	69.4
Total	—	—	—	—	—	—	—	—	—	—	69.4

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	526
Total	—	—	—	—	—	—	—	—	—	—	526
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	526
Total	—	—	—	—	—	—	—	—	—	—	526
Annual	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	87.1
Total	—	—	—	—	—	—	—	—	—	—	87.1

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	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	132
Total	—	—	—	—	—	—	—	—	—	—	132
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	132
Total	—	—	—	—	—	—	—	—	—	—	132
Annual	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	21.8
Total	—	—	—	—	—	—	—	—	—	—	21.8

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	58.6
Total	—	—	—	—	—	—	—	—	—	—	58.6
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	58.6
Total	—	—	—	—	—	—	—	—	—	—	58.6
Annual	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	9.70
Total	—	—	—	—	—	—	—	—	—	—	9.70

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	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	58.6
Total	—	—	—	—	—	—	—	—	—	—	58.6
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	58.6
Total	—	—	—	—	—	—	—	—	—	—	58.6
Annual	—	—	—	—	—	—	—	—	—	—	—

Industrial Park	—	—	—	—	—	—	—	—	—	—	9.70
Total	—	—	—	—	—	—	—	—	—	—	9.70

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

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

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

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

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

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

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

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

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

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

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

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

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

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

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

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

Species	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—

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

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	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	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	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	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	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—

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

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Site Preparation	Site Preparation	5/1/2026	5/14/2026	5.00	10.0	—
Grading	Grading	5/15/2026	6/25/2026	5.00	30.0	—
Building Construction	Building Construction	6/26/2026	6/10/2027	5.00	250	—
Paving	Paving	6/11/2027	7/22/2027	5.00	30.0	—
Architectural Coating	Architectural Coating	7/23/2027	8/5/2027	5.00	10.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
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	1.00	8.00	36.0	0.38
Grading	Tractors/Loaders/Backhoes	Diesel	Average	3.00	8.00	84.0	0.37
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	1.00	8.00	36.0	0.38
Grading	Tractors/Loaders/Backhoes	Diesel	Average	3.00	8.00	84.0	0.37
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	11.9	LDA,LDT1,LDT2
Site Preparation	Vendor	—	9.10	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	15.0	11.9	LDA,LDT1,LDT2
Grading	Vendor	—	9.10	HHDT,MHDT
Grading	Hauling	0.00	20.0	HHDT
Grading	Onsite truck	—	—	HHDT

Building Construction	—	—	—	—
Building Construction	Worker	94.5	11.9	LDA,LDT1,LDT2
Building Construction	Vendor	36.9	9.10	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	15.0	11.9	LDA,LDT1,LDT2
Paving	Vendor	—	9.10	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	18.9	11.9	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	9.10	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	11.9	LDA,LDT1,LDT2
Site Preparation	Vendor	—	9.10	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	15.0	11.9	LDA,LDT1,LDT2
Grading	Vendor	—	9.10	HHDT,MHDT
Grading	Hauling	0.00	20.0	HHDT
Grading	Onsite truck	—	—	HHDT

Building Construction	—	—	—	—
Building Construction	Worker	94.5	11.9	LDA,LDT1,LDT2
Building Construction	Vendor	36.9	9.10	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	15.0	11.9	LDA,LDT1,LDT2
Paving	Vendor	—	9.10	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	18.9	11.9	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	9.10	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	0.00	0.00	337,500	112,500	—

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Site Preparation	—	—	15.0	0.00	—
Grading	—	—	30.0	0.00	—
Paving	0.00	0.00	0.00	0.00	10.0

5.6.2. Construction Earthmoving Control Strategies

Non-applicable. No control strategies activated by user.

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Industrial Park	10.0	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2026	0.00	204	0.03	< 0.005
2027	0.00	204	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
Industrial Park	223	223	223	81,304	2,556	2,556	2,556	932,974

5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Industrial Park	223	223	223	81,304	2,556	2,556	2,556	932,974

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.1.2. Mitigated

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0	0.00	337,500	112,500	—

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)
Industrial Park	4,709,101	204	0.0330	0.0040	6,495,530

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)
Industrial Park	4,607,181	204	0.0330	0.0040	6,270,605

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Industrial Park	52,031,250	315,811

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Industrial Park	41,625,000	252,649

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Industrial Park	279	—

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Industrial Park	69.8	—

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
Industrial Park	Other commercial A/C and heat pumps	R-410A	2,088	0.30	4.00	4.00	18.0

5.14.2. Mitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Industrial Park	Other commercial A/C and heat pumps	R-410A	2,088	0.30	4.00	4.00	18.0

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

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

5.15.2. Mitigated

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

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

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

5.17. User Defined

Equipment Type	Fuel Type

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

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

5.18.2.2. Mitigated

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

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

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

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	17.0	annual days of extreme heat
Extreme Precipitation	3.45	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	6.81	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	1	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	N/A	N/A	N/A	N/A
Flooding	0	0	0	N/A
Drought	0	0	0	N/A

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

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

6.3. Adjusted Climate Risk Scores

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

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

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

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

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	50.5
AQ-PM	53.4
AQ-DPM	41.1
Drinking Water	96.0
Lead Risk Housing	66.7
Pesticides	88.4
Toxic Releases	38.0
Traffic	28.5
Effect Indicators	—
CleanUp Sites	44.3
Groundwater	30.9
Haz Waste Facilities/Generators	91.1
Impaired Water Bodies	43.8
Solid Waste	80.0
Sensitive Population	—
Asthma	64.1
Cardio-vascular	92.0
Low Birth Weights	49.9
Socioeconomic Factor Indicators	—
Education	94.6
Housing	65.6
Linguistic	92.8
Poverty	81.8
Unemployment	93.3

7.2. Healthy Places Index Scores

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

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	11.77980239
Employed	2.502245605
Median HI	7.981521879
Education	—
Bachelor's or higher	3.079686898
High school enrollment	100
Preschool enrollment	1.873476197
Transportation	—
Auto Access	16.15552419
Active commuting	29.19286539
Social	—
2-parent households	85.79494418
Voting	23.71358912
Neighborhood	—
Alcohol availability	71.53856025
Park access	2.194276915
Retail density	9.739509817
Supermarket access	12.70370846
Tree canopy	80.31566791
Housing	—
Homeownership	40.94700372
Housing habitability	48.55639677
Low-inc homeowner severe housing cost burden	90.97908379
Low-inc renter severe housing cost burden	66.09778006
Uncrowded housing	18.27280893
Health Outcomes	—

Insured adults	40.74169126
Arthritis	41.4
Asthma ER Admissions	39.4
High Blood Pressure	21.8
Cancer (excluding skin)	74.5
Asthma	23.6
Coronary Heart Disease	15.5
Chronic Obstructive Pulmonary Disease	12.3
Diagnosed Diabetes	28.6
Life Expectancy at Birth	7.9
Cognitively Disabled	29.3
Physically Disabled	17.3
Heart Attack ER Admissions	23.7
Mental Health Not Good	11.5
Chronic Kidney Disease	27.1
Obesity	2.1
Pedestrian Injuries	65.6
Physical Health Not Good	10.5
Stroke	19.7
Health Risk Behaviors	—
Binge Drinking	52.5
Current Smoker	6.5
No Leisure Time for Physical Activity	5.4
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	5.0
Elderly	51.6

English Speaking	8.7
Foreign-born	53.9
Outdoor Workers	23.0
Climate Change Adaptive Capacity	—
Impervious Surface Cover	86.3
Traffic Density	40.0
Traffic Access	0.0
Other Indices	—
Hardship	94.9
Other Decision Support	—
2016 Voting	12.8

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	94.0
Healthy Places Index Score for Project Location (b)	6.00
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	Yes
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

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

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Construction: Construction Phases	No demolition.
Construction: Paving	Estimated parking area.
Operations: Vehicle Data	ITE Trip Generation Manual, 11th Edition - Data centers