AIR QUALITY, ENERGY, GREENHOUSE GAS EMISSIONS AND HEALTH RISK ASSESSMENT IMPACT ANALYSIS

COACHELLA AIRPORT BUSINESS PARK PROJECT

CITY OF COACHELLA

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ACRONYMS AND ABBREVIATIONS

AB	Assembly Bill
AQMP	Air Quality Management Plan
BACT	Best Available Control Technology
BSFC	Brake Specific Fuel Consumption
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CCAA	California Clean Air Act
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CFCs	chlorofluorocarbons
Cf_4	tetrafluoromethane
C_2F_6	hexafluoroethane
C_2H_6	ethane
CH_4	Methane
CO	Carbon monoxide
CO_2	Carbon dioxide
CO_2e	Carbon dioxide equivalent
City	City of Coachella
CPUC	California Public Utilities Commission
DPM	Diesel particulate matter
EPA	Environmental Protection Agency
ºF	Fahrenheit
FTIP	Federal Transportation Improvement Program
GHG	Greenhouse gas
GWP	Global warming potential
HAP	Hazardous Air Pollutants
HFCs	Hydrofluorocarbons
IPCC	International Panel on Climate Change

kWhr	kilowatt-hour
LCFS	Low Carbon Fuel Standard
LST	Localized Significant Thresholds
MATES	Multiple Air Toxics Exposure Study
$MMTCO_2e$	Million metric tons of carbon dioxide equivalent
MPO	Metropolitan Planning Organization
MSAT	Mobile Source Air Toxics
MWh	Megawatt-hour
NAAQS	National Ambient Air Quality Standards
NO_x	Nitrogen oxides
NO_2	Nitrogen dioxide
O_3	Ozone
OPR	Office of Planning and Research
Pfc	Perfluorocarbons
PM	Particle matter
PM10	Particles that are less than 10 micrometers in diameter
PM2.5	Particles that are less than 2.5 micrometers in diameter
PPM	Parts per million
PPB	Parts per billion
PPT	Parts per trillion
RTIP	Regional Transportation Improvement Plan
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
SB	Senate Bill
SCAQMD	South Coast Air Quality Management District
SCAG	Southern California Association of Governments
SF_6	Sulfur Hexafluoride
SIP	State Implementation Plan
SO_x	Sulfur oxides
SSAB	Salton Sea Air Basin
TAC	Toxic air contaminants
UNFCCC	United Nations' Framework Convention on Climate Change
VOC	Volatile organic compounds

1.0 INTRODUCTION

1.1 Purpose of Analysis and Study Objectives

This Air Quality, Energy, Greenhouse Gas (GHG) Emissions and Health Risk Assessment (HRA) Impact Analysis has been completed to determine the air quality, energy, GHG emissions and HRA impacts associated with the proposed Coachella Airport Business Park project (proposed project). The following is provided in this report:

- A description of the proposed project;
- A description of the atmospheric setting;
- A description of the criteria pollutants and GHGs;
- A description of the air quality regulatory framework;
- A description of the energy conservation regulatory framework;
- A description of the GHG emissions regulatory framework;
- A description of the air quality, energy, and GHG emissions thresholds including the California Environmental Quality Act (CEQA) significance thresholds;
- An analysis of the conformity of the proposed project with the South Coast Air Quality Management District (SCAQMD) Air Quality Management Plan (AQMP);
- An analysis of the short-term construction related and long-term operational air quality, energy, and GHG emissions impacts;
- An analysis of the cancer and non-cancer risks (acute and chronic) from operational TAC emissions; and
- An analysis of the conformity of the proposed project with all applicable energy and GHG emissions reduction plans and policies.

1.2 Site Locations and Study Area

The project site is located in the City of Coachella (City) located at northwest quadrant of State Route 86 and Airport Boulevard Interchange. The approximately 47.96-acre project site is vacant. The project site is bounded by vacant land to the north, White Water River Coachella Valley Water District stormwater channel to the west, vacant land and State Route 86 to the east, and Airport Boulevard and a mobile home park to the south. The project local study area is shown in Figure 1.

Sensitive Receptors in Project Vicinity

The nearest sensitive receptors to the project site are mobile home park residences located across Airport Boulevard as near as 50 feet to the south of the project site. The nearest school is John Kelley Elementary School, which is located as near as 0.42 miles southwest of the project site and La Familia High School located as near as 0.43 miles southwest of the project site.

1.3 Proposed Project Description

The proposed project site would be developed with approximately 42.36 acres of industrial uses while an Imperial Irrigation District (IID) substation would be located at the northern 5.6 acres of the overall project site. The industrial portion would consist of development of a business park project that would include the following building types: Large Warehouses, Small Warehouses, Small Business, Personal Vehicle Storage, Self-Storage, and Retail comprised of a Service Station/Mini Mart and Fast Food Restaurant with Drive-Thru as shown in Table B.

Table A – Proposed Project Details

Proposed Building Type	Building Area (square feet)	Parking Stalls Required
Large Warehouse	233,100	263
Small Warehouse	96,000	126
Small Business	81,000	111
Personal Vehicle Storage	76,800	107
Self-Storage	128,600	2
Service Station/Mini Mart[1]	4,000	5
Fast Food Restaurant with Drive Thru[1]	4,650	54
Project Total	624,500	668

Notes:
[1] The Mini Mart and Fast Food Restaurant with Drive Thru would be in a connecting structure.
Source: Project Applicant

The Service Station/Mini Mart and Fast-Food Restaurant with Drive-Thru are proposed to be developed at the southern end of the project site in concert with the proposed project's two primary access points along Airport Boulevard within close proximity to the SR-86 off ramp. Adjacent to the combined retail building to the north, will be the Small Business sector of the project site that will be comprised of 18 buildings for office and/or warehouse uses that are each 4,500 SF of leasable space. Beyond the Small Business area of the project site, to the west, will be the Personal Vehicle Storage area of the proposed project that will contain a total of four (4) hangar type buildings which are each 19,200 SF, and with a centralized courtyard-type green space between the buildings. The personal vehicle storage area will be designed for storage of automobile models and motorsport vehicles. The Self-Storage area of the proposed project will be located within the western central portion of the project site and be comprised of 17 buildings ranging in building footprints from 5,250 SF to 10,400 SF. The Small Warehouse area of the proposed project will be located within the eastern central portion of the project site and consist of five (5) warehouse buildings ranging from 9,600 SF to 24,000 SF. The Large Warehouse area of the proposed project will be located within the northern portion of the project site and consist of six (6) warehouses (two structures will consisted of connecting warehouses, which results in four total structures) ranging in footprints of 22,400 SF to 48,800 SF. Both the Large and Small Warehouse areas will be built to accommodate both logistical/distribution-related uses (i.e., fulfillment centers) and for cannabis.

The proposed project would also include 668 parking stalls. Primary project access will be provided along the southwestern frontage along Airport Boulevard. The proposed secondary access will be provided further east at the southeastern frontage along Airport Boulevard and will be used as emergency access.

A roadway, varying in widths from 30 to 40-feet, will be constructed throughout the proposed project to serve as the central thoroughfare and allow for complete circumnavigation of the project site. The proposed site plan is shown in Figure 2.

1.4 Executive Summary

Standard Air Quality, Energy, and GHG Regulatory Conditions

The proposed project will be required to comply with the following regulatory conditions from the SCAQMD and State of California (State).

South Coast Air Quality Management District Rules

The following lists the SCAQMD rules that are applicable, but not limited to the proposed project.

- Rule 201 Permit to Construct – Required for all facilities that need an Air Quality Permit to operate (i.e., gas stations);
- Rule 203 Permit to Operate - Required for all facilities that need an Air Quality Permit to operate (i.e., gas stations);
- Rule 402 Nuisance – Controls the emissions of odors and other air contaminants;
- Rule 403 Fugitive Dust – Controls the emissions of fugitive dust;
- Rule 461 Gasoline Dispensing Facilities – Controls gas station emissions;
- Rules 1108 and 1108.1 Cutback and Emulsified Asphalt – Controls the VOC content in asphalt;
- Rule 1113 Architectural Coatings – Controls the VOC content in paints and solvents; and
- Rule 1143 Paint Thinners – Controls the VOC content in paint thinners.

State of California Rules

The following lists the State of California Code of Regulations (CCR) air quality emission rules that are applicable, but not limited to the proposed project.

- CCR Title 13, Article 4.8, Chapter 9, Section 2449 – In use Off-Road Diesel Vehicles;
- CCR Title 13, Section 2025 – On-Road Diesel Truck Fleets;
- CCR Title 24 Part 6 – California Building Energy Standards; and
- CCR Title 24 Part 11 – California Green Building Standards.

Summary of Analysis Results

The following is a summary of the proposed project's impacts with regard to the State CEQA Guidelines air quality, energy, and GHG emissions checklist questions.

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

Less than significant impact.

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?

Potentially significant impact. Mitigation Measure 1 has been provided to reduce this impact to less than significant levels.

Expose sensitive receptors to substantial pollutant concentrations?

Potentially significant impact. Mitigation Measure 1 has been provided to reduce this impact to less than significant levels.

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

Potentially significant impact. Mitigation Measure 5 has been provided to reduce this impact to less than significant levels.

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

Potentially significant impact. Mitigation Measure 2 has been provided to reduce this impact to less than significant levels.

Conflict with or obstruct a state or local plan for renewable energy;

Potentially significant impact. Mitigation Measure 2 has been provided to reduce this impact to less than significant levels.

Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment? and Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs?

Potentially significant impact. Mitigation Measures 2, 3, and 4 have been provided to reduce this impact to less than significant levels.

1.5 Mitigation Measures for the Proposed Project

This analysis found that implementation of the State and SCAQMD air quality, energy, and GHG emissions reductions regulations detailed in Section 1.4 above as well as implementation of the following mitigation would limit criteria pollutants, toxic air contaminants, odors, and GHG emissions from the proposed project to less than significant levels.

Mitigation Measure 1:
All off-road equipment (non-street legal), such as forklifts and street sweepers, used onsite for warehouse operations shall be powered by alternative fuels, electrical batteries or other alternative/non-diesel fuels (e.g., propane or compressed natural gas (CNG)) that do not emit diesel particulate matter, and that are low or zero emission.

Mitigation Measure 2
The project applicant shall require that a minimum of 50 percent of the total project electrical consumption from operation of the project is provided by onsite solar photovoltaic (PV) panels or other onsite renewables sources (i.e., wind turbines, geothermal, etc…).

Mitigation Measure 3

The project applicant shall require any business that operates on the project site (including both construction and operations of the proposed project) and has 20 or more full-time employees onsite shall implement at least one of the following programs:

- Pre-tax election program to allow employees to exclude wages for commuting costs for transit or vanpools;
- An employer supplied transit pass;
- Employer provided transit; or
- Other, similar demand management programs

Mitigation Measure 4

The project applicant shall require that temporary power poles are installed in the vicinity of each structure to be installed. The temporary power poles shall be installed after completion of grading and prior to the issuance of each building permit. After electrification of the temporary power poles, the project applicant shall restrict building contractors from using gas-powered generators, compressors and saws and this restriction shall be incorporated into all contracts with building contractors that will work on the proposed project.

Mitigation Measure 5

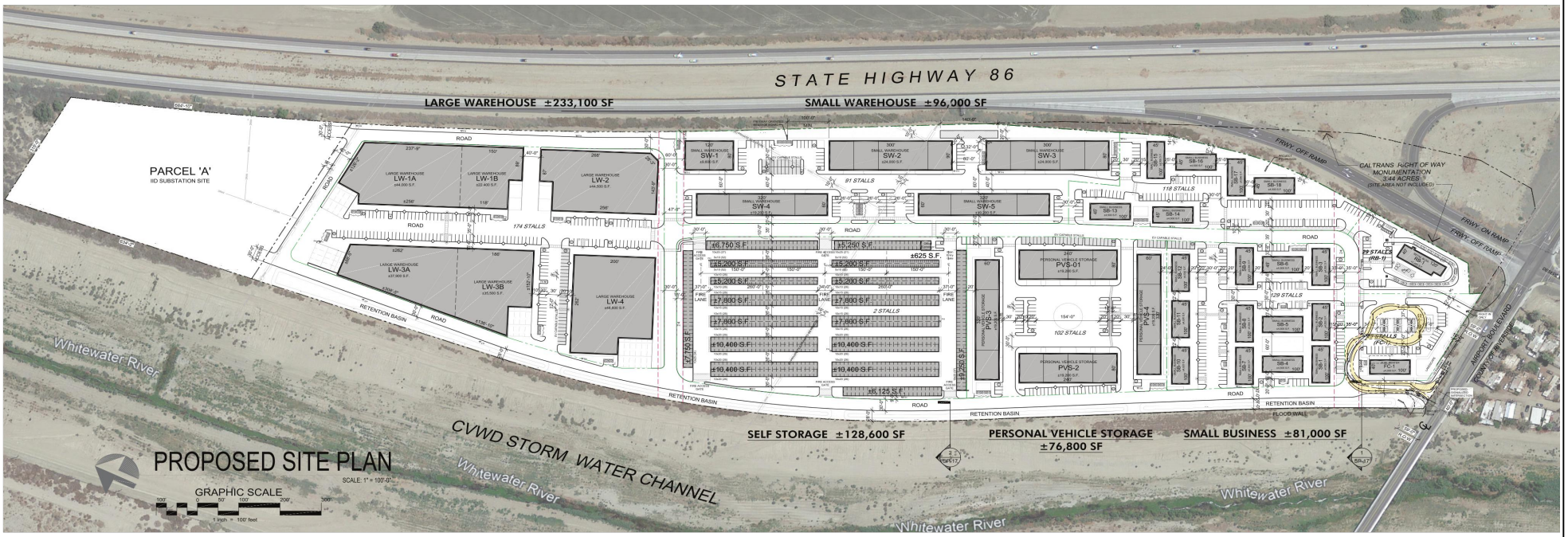
For any proposed commercial cannabis businesses, an Odor Management Plan shall be prepared by the Project Applicant and approved by the City's Building Department prior to the issuance of a certificate of occupancy. In conformance with provisions of South Coast Air Quality Management District's Rule 402 (Nuisance – Controls the emissions of odors and other air contaminants), the Odor Management Plan shall demonstrate that the emission of odors from the cannabis operations will be minimized to the degree that they do not create a significant odor impact.



SOURCE: Riverside County Map My County v11.9

VISTA ENVIRONMENTAL

Figure 1
Project Local Study Area



SOURCE: The Altum Group.

VISTA ENVIRONMENTAL

Figure 2
Proposed Site Plan

2.0 AIR POLLUTANTS

Air pollutants are generally classified as either criteria pollutants or non-criteria pollutants. Federal ambient air quality standards have been established for criteria pollutants, whereas no ambient standards have been established for non-criteria pollutants. For some criteria pollutants, separate standards have been set for different periods. Most standards have been set to protect public health. For some pollutants, standards have been based on other values (such as protection of crops, protection of materials, or avoidance of nuisance conditions). A summary of federal and state ambient air quality standards is provided in the Regulatory Framework section.

2.1 Criteria Pollutants and Ozone Precursors

The criteria pollutants consist of: ozone, NO_x, CO, SO_x, lead, and particulate matter (PM). The ozone precursors consist of NO_x and VOC. These pollutants can harm your health and the environment, and cause property damage. The Environmental Protection Agency (EPA) calls these pollutants "criteria" air pollutants because it regulates them by developing human health-based and/or environmentally-based criteria for setting permissible levels. The following provides descriptions of each of the criteria pollutants and ozone precursors.

Nitrogen Oxides

Nitrogen Oxides (NOx) is the generic term for a group of highly reactive gases which contain nitrogen and oxygen. While most NOx are colorless and odorless, concentrations of NO_2 can often be seen as a reddish-brown layer over many urban areas. NOx form when fuel is burned at high temperatures, as in a combustion process. The primary manmade sources of NO_x are motor vehicles, electric utilities, and other industrial, commercial, and residential sources that burn fuel. NOx reacts with other pollutants to form, ground-level ozone, nitrate particles, acid aerosols, as well as NO_2, which cause respiratory problems. NO_x and the pollutants formed from NO_x can be transported over long distances, following the patterns of prevailing winds. Therefore, controlling NOx is often most effective if done from a regional perspective, rather than focusing on the nearest sources.

Ozone

Ozone is not usually emitted directly into the air, instead it is created by a chemical reaction between NOx and volatile organic compounds (VOC) in the presence of sunlight. Motor vehicle exhaust, industrial emissions, gasoline vapors, chemical solvents as well as natural sources emit NOx and VOC that help form ozone. Ground-level ozone is the primary constituent of smog. Sunlight and hot weather cause ground-level ozone to form with the greatest concentrations usually occurring downwind from urban areas. Ozone is subsequently considered a regional pollutant. Ground-level ozone is a respiratory irritant and an oxidant that increases susceptibility to respiratory infections and can cause substantial damage to vegetation and other materials. Because NOx and VOC are ozone precursors, the health effects associated with ozone are also indirect health effects associated with significant levels of NOx and VOC emissions.

Carbon Monoxide

Carbon monoxide (CO) is a colorless, odorless gas that is formed when carbon in fuel is not burned completely. It is a component of motor vehicle exhaust, which contributes approximately 56 percent of all CO emissions nationwide. In cities, 85 to 95 percent of all CO emissions may come from motor vehicle exhaust. Other sources of CO emissions include industrial processes (such as metals processing and chemical manufacturing), residential wood burning, and natural sources such as forest fires. Woodstoves,

gas stoves, cigarette smoke, and unvented gas and kerosene space heaters are indoor sources of CO. The highest levels of CO in the outside air typically occur during the colder months of the year when inversion conditions are more frequent. The air pollution becomes trapped near the ground beneath a layer of warm air. CO is described as having only a local influence because it dissipates quickly. Since CO concentrations are strongly associated with motor vehicle emissions, high CO concentrations generally occur in the immediate vicinity of roadways with high traffic volumes and traffic congestion, active parking lots, and in automobile tunnels. Areas adjacent to heavily traveled and congested intersections are particularly susceptible to high CO concentrations.

CO is a public health concern because it combines readily with hemoglobin and thus reduces the amount of oxygen transported in the bloodstream. The health threat from lower levels of CO is most serious for those who suffer from heart disease such as angina, clogged arteries, or congestive heart failure. For a person with heart disease, a single exposure to CO at low levels may cause chest pain and reduce that person's ability to exercise; repeated exposures may contribute to other cardiovascular effects. High levels of CO can affect even healthy people. People who breathe high levels of CO can develop vision problems, reduced ability to work or learn, reduced manual dexterity, and difficulty performing complex tasks. At extremely high levels, CO is poisonous and can cause death.

Sulfur Oxides

Sulfur Oxide (SOx) gases are formed when fuel containing sulfur, such as coal and oil is burned, as well as from the refining of gasoline. SOx dissolves easily in water vapor to form acid and interacts with other gases and particles in the air to form sulfates and other products that can be harmful to people and the environment. Exposure to SO_x gases can cause respiratory symptoms (bronchoconstriction, possible wheezing or shortness of breath) during exercise or physical activity in persons with asthma and cause possible allergic sensitization, airway inflammation, and asthma development.

Lead

Lead is a metal found naturally in the environment as well as manufactured products. The major sources of lead emissions have historically been motor vehicles and industrial sources. Due to the phase out of leaded gasoline, metal processing is now the primary source of lead emissions to the air. High levels of lead in the air are typically only found near lead smelters, waste incinerators, utilities, and lead-acid battery manufacturers. Exposure of fetuses, infants and children to low levels of lead can adversely affect the development and function of the central nervous system, leading to learning disorders, distractibility, inability to follow simple commands, and lower intelligence quotient. In adults, increased lead levels are associated with increased blood pressure.

Particulate Matter

Particle matter (PM) is the term for a mixture of solid particles and liquid droplets found in the air. PM is made up of a number of components including acids (such as nitrates and sulfates), organic chemicals, metals, and soil or dust particles. The size of particles is directly linked to their potential for causing health problems. Particles that are less than 10 micrometers in diameter (PM10) that are also known as *Respirable Particulate Matter* are the particles that generally pass through the throat and nose and enter the lungs. Once inhaled, these particles can affect the heart and lungs and cause serious health effects. Particles that are less than 2.5 micrometers in diameter (PM2.5) that are also known as *Fine Particulate Matter* have been designated as a subset of PM10 due to their increased negative health impacts and its ability to remain suspended in the air longer and travel further.

Volatile Organic Compounds

Hydrocarbons are organic gases that are formed from hydrogen and carbon and sometimes other elements. Hydrocarbons that contribute to formation of O_3 are referred to and regulated as VOCs (also referred to as reactive organic gases). Combustion engine exhaust, oil refineries, and fossil-fueled power plants are the sources of hydrocarbons. Other sources of hydrocarbons include evaporation from petroleum fuels, solvents, dry cleaning solutions, and paint.

VOC is not classified as a criteria pollutant, since VOCs by themselves are not a known source of adverse health effects. The primary health effects of VOCs result from the formation of O_3 and its related health effects. High levels of VOCs in the atmosphere can interfere with oxygen intake by reducing the amount of available oxygen through displacement. Carcinogenic forms of hydrocarbons, such as benzene, are considered toxic air contaminants (TACs). There are no separate health standards for VOCs as a group.

2.2 Other Pollutants of Concern

Toxic Air Contaminants

In addition to the above-listed criteria pollutants, toxic air contaminants (TACs) are another group of pollutants of concern. TACs is a term that is defined under the California Clean Air Act and consists of the same substances that are defined as Hazardous Air Pollutants (HAPs) in the Federal Clean Air Act. There are over 700 hundred different types of TACs with varying degrees of toxicity. Sources of TACs include industrial processes such as petroleum refining and chrome plating operations, commercial operations such as gasoline stations and dry cleaners, and motor vehicle exhaust. Cars and trucks release at least 40 different toxic air contaminants. The most important of these TACs, in terms of health risk, are diesel particulates, benzene, formaldehyde, 1,3-butadiene, and acetaldehyde. Public exposure to TACs can result from emissions from normal operations as well as from accidental releases. Health effects of TACs include cancer, birth defects, neurological damage, and death.

TACs are less pervasive in the urban atmosphere than criteria air pollutants, however they are linked to short-term (acute) or long-term (chronic or carcinogenic) adverse human health effects. There are hundreds of different types of TACs with varying degrees of toxicity. Sources of TACs include industrial processes, commercial operations (e.g., gasoline stations and dry cleaners), and motor vehicle exhaust.

According to *The California Almanac of Emissions and Air Quality 2013 Edition*, the majority of the estimated health risk from TACs can be attributed to relatively few compounds, the most important of which is diesel particulate matter (DPM). DPM is a subset of PM2.5 because the size of diesel particles are typically 2.5 microns and smaller. The identification of DPM as a TAC in 1998 led the CARB to adopt the Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-fueled Engines and Vehicles in October 2000. The plan's goals are a 75-percent reduction in DPM by 2010 and an 85-percent reduction by 2020 from the 2000 baseline. Diesel engines emit a complex mixture of air pollutants, composed of gaseous and solid material. The visible emissions in diesel exhaust are known as particulate matter or PM, which includes carbon particles or "soot." Diesel exhaust also contains a variety of harmful gases and over 40 other cancer-causing substances. California's identification of DPM as a TAC was based on its potential to cause cancer, premature deaths, and other health problems. Exposure to DPM is a health hazard, particularly to children whose lungs are still developing and the elderly who may have other serious health problems. Overall, diesel engine emissions are responsible for the majority of California's potential airborne cancer risk from combustion sources.

The various pollutants within DPM that also cause acute and chronic health impacts are detailed below in Table B. Table B was developed through crosschecking all diesel emissions pollutants provided in San Diego Air Pollutant Control District's (SDAPCD) Diesel Fired Engines Emissions Factor Table to the list of acute and chronic reference exposure levels provided at: http://oehha.ca.gov/air/allrels.html.

According to the California Office of Environmental Health and Hazards Assessment (OEHHA), no acute risk had been found to be directly created from DPM, so there is no acute AREL assigned to DPM. However, as detailed in Table B, other TAC emissions associated with diesel exhaust do have an acute REL assigned to them. In order to account for the acute risk from all TAC emissions associated with diesel emissions, a hypothetical acute REL was calculated for DPM through multiplying each TAC with an acute REL to its diesel weight fraction and then adding together the results, which resulted in a hypothetical acute AREL of 2,189 for diesel emissions.

Table B – Diesel Emission Pollutants that Cause Acute and Chronic Health Impacts

TAC	TAC Potency Factors (µg/m³)[1]		Percent of DPM Emission Rate[3]	Target Organ Systems
	Acute REL[2]	Chronic REL		
1,3-Butadiene	660	140	0.51%	Development
Acetaldehyde	470	140	1.84%	Eyes, respiratory system (sensory irritation)
Acrolein	2.5	0.35	0.08%	Eyes, respiratory system
Arsenic	0.2	0.015	0.004%	Reproductive/developmental, cardiovascular system, nervous system
Benzene	27	3	0.44%	Hematologic system, immune system, reproductive/developmental
Cadmium	--	0.02	0.004%	kidney, respiratory system
Chlorobenzene	--	1,000	0.0005%	Eyes, respiratory system
Chromium (hexavalent)	--	0.2	0.001%	Respiratory system, hematologic system
Copper	100	--	0.01%	Respiratory system
Ethyl benzene	--	5	0.03%	Liver, kidney, developmental
Formaldehyde	55	9	4.07%	Eyes, immune system, respiratory
Hexane	--	200	0.06%	Nervous system
Hydrogen Chloride	2,100	9	0.44%	Eyes, respiratory system
Manganese	--	0.09	0.01%	Nervous system
Mercury	0.6	0.03	0.005%	Reproductive/developmental
Naphthalene	--	9	0.05%	Respiratory system
Nickel	0.2	002	0.01%	Immune system, respiratory system
Propylene	--	3000	1.10%	Respiratory System
Selenium	--	20	0.01%	Liver, cardiovascular system, nervous system
Toluene	37000	300	0.25%	Nervous system, eyes, respiratory system, reproductive/developmental
Xylene	22000	700	0.10%	Eyes, nervous and respiratory systems
DPM	--	5	--	Respiratory system

Notes:
[1] Potency factors obtained from: http://www.oehha.ca.gov/risk/ChemicalDB/index.asp
[2] REL = Reference Exposure Level

[3] Percentage of DPM Emission Rate calculated by dividing the pollutant's pounds per 1,000 gallons rate by the PM2.5 pounds per 1,000 gallons rate provided by the SDAPCD
Sources: SDAPCD, 2011 and OEHHA, 2014.

Asbestos

Asbestos is listed as a TAC by CARB and as a HAP by the EPA. Asbestos occurs naturally in mineral formations and crushing or breaking these rocks, through construction or other means, can release asbestiform fibers into the air. Asbestos emissions can result from the sale or use of asbestos-containing materials, road surfacing with such materials, grading activities, and surface mining. The risk of disease is dependent upon the intensity and duration of exposure. When inhaled, asbestos fibers may remain in the lungs and with time may be linked to such diseases as asbestosis, lung cancer, and mesothelioma. The nearest likely locations of naturally occurring asbestos, as identified in the *General Location Guide for Ultramafic Rocks in California*, prepared by the California Division of Mines and Geology, is located in Santa Barbara County. The nearest historic asbestos mine to the project site, as identified in the *Reported Historic Asbestos Mines, Historic Asbestos Prospects, and Other Natural Occurrences of Asbestos in California,* prepared by U.S. Geological Survey, is located at Asbestos Mountain, which is approximately 18 miles west of the project site in the San Jacinto Mountains. Due to the distance to the nearest natural occurrences of asbestos, the project site is not likely to contain asbestos.

3.0 GREENHOUSE GASES

3.1 Greenhouse Gases

Constituent gases of the Earth's atmosphere, called atmospheric greenhouse gases (GHGs), play a critical role in the Earth's radiation amount by trapping infrared radiation from the Earth's surface, which otherwise would have escaped to space. Prominent greenhouse gases contributing to this process include carbon dioxide (CO_2), methane (CH_4), ozone, water vapor, nitrous oxide (N_2O), and chlorofluorocarbons (CFCs). This phenomenon, known as the Greenhouse Effect, is responsible for maintaining a habitable climate. Anthropogenic (caused or produced by humans) emissions of these GHGs in excess of natural ambient concentrations are responsible for the enhancement of the Greenhouse Effect and have led to a trend of unnatural warming of the Earth's natural climate, known as global warming or climate change. Emissions of gases that induce global warming are attributable to human activities associated with industrial/manufacturing, agriculture, utilities, transportation, and residential land uses. Emissions of CO_2 and N_2O are byproducts of fossil fuel combustion. Methane, a potent GHG, results from off-gassing associated with agricultural practices and landfills. Sinks of CO_2, where CO_2 is stored outside of the atmosphere, include uptake by vegetation and dissolution into the ocean. The following provides a description of each of the GHGs and their global warming potential.

Water Vapor

Water vapor is the most abundant, important, and variable GHG in the atmosphere. Water vapor is not considered a pollutant; in the atmosphere it maintains a climate necessary for life. Changes in its concentration are primarily considered a result of climate feedbacks related to the warming of the atmosphere rather than a direct result of industrialization. The feedback loop in which water is involved is critically important to projecting future climate change. As the temperature of the atmosphere rises, more water is evaporated from ground storage (rivers, oceans, reservoirs, soil). Because the air is warmer, the relative humidity can be higher (in essence, the air is able to "hold" more water when it is warmer), leading to more water vapor in the atmosphere. As a GHG, the higher concentration of water vapor is then able to absorb more thermal indirect energy radiated from the Earth, thus further warming the atmosphere. The warmer atmosphere can then hold more water vapor and so on and so on. This is referred to as a "positive feedback loop." The extent to which this positive feedback loop will continue is unknown as there is also dynamics that put the positive feedback loop in check. As an example, when water vapor increases in the atmosphere, more of it will eventually also condense into clouds, which are more able to reflect incoming solar radiation (thus allowing less energy to reach the Earth's surface and heat it up).

Carbon Dioxide

The natural production and absorption of CO_2 is achieved through the terrestrial biosphere and the ocean. However, humankind has altered the natural carbon cycle by burning coal, oil, natural gas, and wood. Since the industrial revolution began in the mid-1700s, each of these activities has increased in scale and distribution. CO_2 was the first GHG demonstrated to be increasing in atmospheric concentration with the first conclusive measurements being made in the last half of the 20th century. Prior to the industrial revolution, concentrations were fairly stable at 280 parts per million (ppm). The International Panel on Climate Change (IPCC) indicates that concentrations were 379 ppm in 2005, an increase of more than 30 percent. Left unchecked, the IPCC projects that concentration of CO_2 in the atmosphere is projected to increase to a minimum of 540 ppm by 2100 as a direct result of anthropogenic sources. This could result in an average global temperature rise of at least two degrees Celsius or 3.6 degrees Fahrenheit.

Methane

CH_4 is an extremely effective absorber of radiation, although its atmospheric concentration is less than that of CO_2. Its lifetime in the atmosphere is brief (10 to 12 years), compared to some other GHGs (such as CO_2, N_2O, and Chlorofluorocarbons (CFCs)). CH_4 has both natural and anthropogenic sources. It is released as part of the biological processes in low oxygen environments, such as in swamplands or in rice production (at the roots of the plants). Over the last 50 years, human activities such as growing rice, raising cattle, using natural gas, and mining coal have added to the atmospheric concentration of methane. Other anthropocentric sources include fossil-fuel combustion and biomass burning.

Nitrous Oxide

Concentrations of N_2O also began to rise at the beginning of the industrial revolution. In 1998, the global concentration of this GHG was documented at 314 parts per billion (ppb). N_2O is produced by microbial processes in soil and water, including those reactions which occur in fertilizer containing nitrogen. In addition to agricultural sources, some industrial processes (fossil fuel-fired power plants, nylon production, nitric acid production, and vehicle emissions) also contribute to its atmospheric load. N_2O is also commonly used as an aerosol spray propellant (i.e., in whipped cream bottles, in potato chip bags to keep chips fresh, and in rocket engines and race cars).

Chlorofluorocarbons

CFCs are gases formed synthetically by replacing all hydrogen atoms in methane or ethane (C_2H_6) with chlorine and/or fluorine atoms. CFCs are nontoxic, nonflammable, insoluble, and chemically unreactive in the troposphere (the level of air at the Earth's surface). CFCs have no natural source, but were first synthesized in 1928. They were used for refrigerants, aerosol propellants, and cleaning solvents. Due to the discovery that they are able to destroy stratospheric ozone, a global effort to halt their production was undertaken and in 1989 the European Community agreed to ban CFCs by 2000 and subsequent treaties banned CFCs worldwide by 2010. This effort was extremely successful, and the levels of the major CFCs are now remaining level or declining. However, their long atmospheric lifetimes mean that some of the CFCs will remain in the atmosphere for over 100 years.

Hydrofluorocarbons

HFCs are synthetic man-made chemicals that are used as a substitute for CFCs. Out of all the GHGs, they are one of three groups with the highest global warming potential. The HFCs with the largest measured atmospheric abundances are (in order), HFC-23 (CHF_3), HFC-134a (CF_3CH_2F), and HFC-152a (CH_3CHF_2). Prior to 1990, the only significant emissions were HFC-23. HFC-134a use is increasing due to its use as a refrigerant. Concentrations of HFC-23 and HFC-134a in the atmosphere are now about 10 parts per trillion (ppt) each. Concentrations of HFC-152a are about 1 ppt. HFCs are manmade for applications such as automobile air conditioners and refrigerants.

Perfluorocarbons

Perfluorocarbons (PFCs) have stable molecular structures and do not break down through the chemical processes in the lower atmosphere. High-energy ultraviolet rays about 60 kilometers above Earth's surface are able to destroy the compounds. Because of this, PFCs have very long lifetimes, between 10,000 and 50,000 years. Two common PFCs are tetrafluoromethane (CF_4) and hexafluoroethane (C_2F_6). Concentrations of CF_4 in the atmosphere are over 70 ppt. The two main sources of PFCs are primary aluminum production and semiconductor manufacturing.

Sulfur Hexafluoride

Sulfur Hexafluoride (SF_6) is an inorganic, odorless, colorless, nontoxic, nonflammable gas. SF_6 has the highest global warming potential of any gas evaluated; 23,900 times that of CO_2. Concentrations in the 1990s were about 4 ppt. Sulfur hexafluoride is used for insulation in electric power transmission and distribution equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas for leak detection.

Aerosols

Aerosols are particles emitted into the air through burning biomass (plant material) and fossil fuels. Aerosols can warm the atmosphere by absorbing and emitting heat and can cool the atmosphere by reflecting light. Cloud formation can also be affected by aerosols. Sulfate aerosols are emitted when fuel containing sulfur is burned. Black carbon (or soot) is emitted during biomass burning due to the incomplete combustion of fossil fuels. Particulate matter regulation has been lowering aerosol concentrations in the United States; however, global concentrations are likely increasing.

3.2 Global Warming Potential

GHGs have varying global warming potential (GWP). The GWP is the potential of a gas or aerosol to trap heat in the atmosphere; it is the cumulative radiative forcing effects of a gas over a specified time horizon resulting from the emission of a unit mass of gas relative to the reference gas, CO_2. The GHGs listed by the IPCC and the CEQA Guidelines are discussed in this section in order of abundance in the atmosphere. Water vapor, the most abundant GHG, is not included in this list because its natural concentrations and fluctuations far outweigh its anthropogenic (human-made) sources. To simplify reporting and analysis, GHGs are commonly defined in terms of their GWP. The IPCC defines the GWP of various GHG emissions on a normalized scale that recasts all GHG emissions in terms of CO_2e. As such, the GWP of CO_2 is equal to 1. The GWP values used in this analysis are based on the 2007 IPCC Fourth Assessment Report, which are used in CARB's 2022 Scoping Plan Update and the CalEEMod Model Version 2022.1 and are detailed in Table C. The IPCC has updated the GWP of some gases in their Fifth Assessment Report, however the new values have not yet been incorporated into the CalEEMod model that has been utilized in this analysis.

Table C – Global Warming Potentials, Atmospheric Lifetimes and Abundances of GHGs

Gas	Atmospheric Lifetime (years)[1]	Global Warming Potential (100 Year Horizon)[2]	Atmospheric Abundance
Carbon Dioxide (CO_2)	50-200	1	379 ppm
Methane (CH_4)	9-15	25	1,774 ppb
Nitrous Oxide (N_2O)	114	298	319 ppb
HFC-23	270	14,800	18 ppt
HFC-134a	14	1,430	35 ppt
HFC-152a	1.4	124	3.9 ppt
PFC: Tetrafluoromethane (CF_4)	50,000	7,390	74 ppt
PFC: Hexafluoroethane (C_2F_6)	10,000	12,200	2.9 ppt
Sulfur Hexafluoride (SF_6)	3,200	22,800	5.6 ppt

Notes:
[1] Defined as the half-life of the gas.
[2] Compared to the same quantity of CO_2 emissions and is based on the Intergovernmental Panel On Climate Change (IPCC) 2007 standard, which is utilized in CalEEMod (Version 2022.1),that is used in this report (CalEEMod user guide: Appendix A).
Definitions: ppm = parts per million; ppb = parts per billion; ppt = parts per trillion

Source: IPCC 2007, EPA 2015

3.3 Greenhouse Gas Emissions Inventory

According to the Carbon Dioxide Information Analysis Center[1], 9,855 million metric tons of carbon dioxide equivalent ($MMTCO_2e$) emissions were created globally in the year 2014. According to the EPA, the breakdown of global GHG emissions by sector consists of: 25 percent from electricity and heat production; 21 percent from industry; 24 percent from agriculture, forestry and other land use activities; 14 percent from transportation; 6 percent from building energy use; and 10 percent from all other sources of energy use[2].

According to *Inventory of U.S. Greenhouse Gas Emissions and Sinks 1990-2022,* prepared by EPA, April 2024, total U.S. GHG emissions in 2022 were 6,343.2 million metric tons (MMT) of CO_2e emissions. Total U.S. emissions have decreased by 3.0 percent between 1990 and 2022, which is down from a high of 15.2 percent above 1990 levels in 2007. Emissions increased from 2021 to 2022 by 0.2 percent. The increase in total GHG emissions was driven largely in an increase in CO_2 emissions from fossil fuel combustion.

According to *California Greenhouse Gas Emissions for 2000 to 2022 Trends of Emissions and Other Indicators*, prepared by the CARB, September 20, 2024, the State of California created 371.1 $MMTCO_2e$ in 2022. The 2022 emissions were 9.3 $MMTCO_2e$ lower than in 2021. The 2022 emissions data shows the State is continuing its established long-term trend of GHG emissions declines, despite the anomalous emissions trends from 2019 through 2021, due in large part to the impacts of the COVID-19 pandemic. The transportation sector showed the largest decrease in emissions of 5.2 $MMTCO_2e$ compared to 2021.

1 Obtained from: https://cdiac.ess-dive.lbl.gov/trends/emis/tre_glob_2014.html
2 Obtained from: https://www.epa.gov/ghgemissions/global-greenhouse-gas-emissions-data

4.0 AIR QUALITY MANAGEMENT

The project site is located within the Coachella Valley portion of the Salton Sea Air Basin (SSAB). The air quality at the project site is addressed through the efforts of various international, federal, state, regional, and local government agencies. These agencies work jointly, as well as individually, to improve air quality through legislation, regulations, planning, policy-making, education, and a variety of programs. The agencies responsible for improving the air quality are discussed below.

4.1 Federal – United States Environmental Protection Agency

The Clean Air Act, first passed in 1963 with major amendments in 1970, 1977 and 1990, is the overarching legislation covering regulation of air pollution in the United States. The Clean Air Act has established the mandate for requiring regulation of both mobile and stationary sources of air pollution at the state and federal level. The EPA was created in 1970 in order to consolidate research, monitoring, standard-setting and enforcement authority into a single agency.

The EPA is responsible for setting and enforcing the National Ambient Air Quality Standards (NAAQS) for atmospheric pollutants. It regulates emission sources that are under the exclusive authority of the federal government, such as aircraft, ships, and certain locomotives. NAAQS pollutants were identified using medical evidence and are shown below in Table D.

Table D – State and Federal Criteria Pollutant Standards

Air Pollutant	Concentration / Averaging Time		Most Relevant Effects
	California Standards	Federal Primary Standards	
Ozone (O_3)	0.09 ppm / 1-hour 0.07 ppm / 8-hour	0.070 ppm, / 8-hour	a) Pulmonary function decrements and localized lung injury in humans and animals; (b) asthma exacerbation; (c) chronic obstructive pulmonary disease (COPD) exacerbation; (d) respiratory infection; (e) increased school absences, and hospital admissions and emergency department (ED) visits for combined respiratory diseases; (e) increased mortality; (f) possible metabolic effects. Vegetation damage; property damage
Carbon Monoxide (CO)	20.0 ppm / 1-hour 9.0 ppm / 8-hour	35.0 ppm / 1-hour 9.0 ppm / 8-hour	Visibility reduction (a) Aggravation of angina pectoris and other aspects of coronary heart disease; (b) decreased exercise tolerance in persons with peripheral vascular disease and lung disease; (c) possible impairment of central nervous system functions; (d) possible increased risk to fetuses; (f) possible increased risk of pulmonary disease; (g) possible emergency department visits for respiratory diseases overall and visits for asthma.
Nitrogen Dioxide (NO_2)	0.18 ppm / 1-hour 0.030 ppm / annual	100 ppb / 1-hour 0.053 ppm / annual	Short-term (a) asthma exacerbations (“asthma attacks”) Long-term (a) asthma development; (b) higher risk of all-cause, cardiovascular, and respiratory mortality. Both short and long term NO2 exposure is also associated with chronic obstructive pulmonary disease (COPD) risk. Potential impacts on cardiovascular health, mortality and cancer, aggravate chronic respiratory disease. Contribution to atmospheric discoloration

Air Pollutant	Concentration / Averaging Time		Most Relevant Effects
	California Standards	Federal Primary Standards	
Sulfur Dioxide (SO_2)	0.25 ppm / 1-hour 0.04 ppm / 24-hour	75 ppb / 1-hour	Respiratory symptoms (bronchoconstriction, possible wheezing or shortness of breath) during exercise or physical activity in persons with asthma. Possible allergic sensitization, airway inflammation, asthma development.
Respirable Particulate Matter (PM_{10})	50 µg/m^3 / 24-hour 20 µg/m^3 / annual	150 µg/m^3 / 24-hour	Short -term (a) increase in mortality rates; (b) increase in respiratory infections; (c) increase in number and severity of asthma attacks; (d) COPD exacerbation; (e) increase in combined respiratory-diseases and number of hospital admissions; (f) increased mortality due to cardiovascular or respiratory diseases; (g) increase in hospital admissions for acute respiratory conditions; (h) increase in school absences; (i) increase in lost work days; (j) decrease in respiratory function in children; (k) increase medication use in children and adults with asthma. Long-term (a) reduced lung function growth in children; (b) changes in lung development; (c) development of asthma in children; (d) increased risk of cardiovascular diseases; (e) increased total mortality from lung cancer; (f) increased risk of premature death. Possible link to metabolic, nervous system, and reproductive and developmental effects for short-term and long-term exposure to PM2.5.
Suspended Particulate Matter ($PM_{2.5}$)	12 µg/m^3 / annual	35 µg/m^3 / 24-hour 12 µg/m^3 / annual	
Sulfates	25 µg/m^3 / 24-hour	No Federal Standards	(a) Decrease in lung function; (b) aggravation of asthmatic symptoms; (c) vegetation damage; (d) Degradation of visibility; (e) property damage
Lead	1.5 µg/m^3 / 30-day	0.15 µg/m^3 /3-month rolling	(a) Learning disabilities; (b) impairment of blood formation and nerve function; (c) cardiovascular effects, including coronary heart disease and hypertension Possible male reproductive system effects
Hydrogen Sulfide	0.03 ppm / 1-hour	No Federal Standards	Exposure to lower ambient concentrations above the standard may result in objectionable odor and may be accompanied by symptoms such as headaches, nausea, dizziness, nasal irritation, cough, and shortness of breath

Source: 2022 AQMP, SCAQMD, 2022.

As part of its enforcement responsibilities, the EPA requires each state with federal nonattainment areas to prepare and submit a State Implementation Plan (SIP) that demonstrates the means to attain the national standards. The SIP must integrate federal, state, and local components and regulations to identify specific measures to reduce pollution, using a combination of performance standards and market-based programs within the timeframe identified in the SIP. The CARB defines attainment as the category given to an area with no violations in the past three years. As indicated below in Table E, the SSAB has been designated by EPA for the national standards as a non-attainment area for ozone and PM10. Currently, the SSAB is in attainment with the national ambient air quality standards for CO, NO_2, SO_2, PM2.5, and lead.

Table E – National Air Quality Standards Attainment – Salton Sea Air Basin (Coachella Valley)

Criteria Pollutant	Averaging Time	Designation[a]	Attainment Date[b]
Ozone	1979 1-Hour (0.12 ppm)	Attainment	11/15/2007 (attained 12/31/2013)
	2015 8-Hour (0.07 ppm)[d]	Nonattainment (Severe-15)	8/3/2033
	2008 8-Hour (0.075 ppm)[d]	Nonattainment (Severe-15)	7/20/2027
	1997 8-Hour (0.08 ppm)[d]	Nonattainment (Extreme)	6/15/2024
PM2.5[e]	2006 24-Hour (35 µg/m^3)	Unclassifiable/Attainment	N/A (attained)
	2012 Annual (12 µg/m^3)	Unclassifiable/Attainment	N/A (attained)
	1997 Annual (15 µg/m^3)	Unclassifiable/Attainment	N/A (attained)
PM10[f]	1987 24-Hour (150 µg/m^3)	Nonattainment (Serious)	12/31/2006
Lead	2008 3-Months Rolling (0.15 µg/m^3)	Unclassifiable/Attainment	Unclassifiable/ Attainment
CO	1971 1-Hour (35 ppm)	Unclassifiable/Attainment	N/A (attained)
	1971 8-Hour (9 ppm)	Unclassifiable/Attainment	N/A (attained)
NO_2[g]	2010 1-Hour (100 ppb)	Unclassifiable/Attainment	N/A (attained)
	1971 Annual (0.053 ppm)	Unclassifiable/Attainment	N/A (attained)
SO_2[h]	2010 1-Hour (75 ppb)	Unclassifiable/Attainment	N/A (attained)
	1971 24-Hour (0.14 ppm)	Unclassifiable/Attainment	Unclassifiable/ Attainment

Source: SCAQMD, 2022

Notes:

a) The U.S. EPA often only declares Nonattainment areas; everywhere else is listed as Unclassifiable/Attainment or Unclassifiable.

b) A design value below the NAAQS for data through the full year or smog season prior to the attainment date is typically required for attainment demonstration.

c) The 1979 1-hour ozone NAAQS (0.12 ppm) was revoked, effective June 15, 2005; the Coachella Valley had not timely attained this standard by the 11/15/2007 "severe-17" deadline, based on 2005-2007 data; on 8/25/2014, a determination of attainment was based on 2011-2013 data. This rule was finalized by the U.S. EPA on 4/15/2015.

d) The 2008 8-hour ozone NAAQS (0.075 ppm) was revised to 0.070 ppm, effective 12/28/20115 with classifications and implementation goals to be finalized by 10/1/2017; the 1997 8-hour ozone NAAQS (0.08 ppm) was revoked in the 2008 ozone implementation rule, effective 4/6/2015; there are continuing obligations under the revoked 1997 and revised 2008 ozone NAAQS until they are attained.

e) The attainment deadline for the 2006 24-Hour PM2.5 NAAQS was 12/31/15 for the former "moderate" classification; the EPA approved reclassification to "serious", effective 2/12/16 with an attainment deadline of 12/31/2019; the 2012 (proposal year) annual PM2.5 NAAQS was revised on 1/15/2013, effective 3/18/2013, from 15 to 12 µg/m^3; new annual designations were final 1/15/2015, effective 4/15/2015; on 7/25/2016 the EPA finalized a determination that the Basin attained the 1997 annual (15.0 µg/m^3) and 24-hour PM2.5 (65 µg/m^3) NAAQS, effective 8/24/2016.

f) The annual PM10 standard was revoked, effective 12/18/2006; the 24-hour PM10 NAAQS deadline was 12/31/2006; the Basin's Attainment Re-designation Request and PM10 Maintenance Plan was approved by the EPA on 6/26/2103, effective 7/26/2013.

g) New 1-hour NO_2 NAAQS became effective 8/2/2010, attainment designations 1/20/2012; annual NO_2 NAAQS retained.

h) The 1971 annual and 24-hour SO_2 NAAQS were revoked, effective 8/23/2010.

4.2 State – California Air Resources Board

The CARB, which is a part of the California Environmental Protection Agency, is responsible for the coordination and administration of both federal and state air pollution control programs within California. In this capacity, the CARB conducts research, sets the California Ambient Air Quality Standards (CAAQS), compiles emission inventories, develops suggested control measures, provides oversight of local programs, and prepares the SIP. The CAAQS for criteria pollutants are shown in Table F. In addition, the CARB establishes emission standards for motor vehicles sold in California, consumer products (e.g. hairspray, aerosol paints, and barbeque lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions.

Table F – California Ambient Air Quality Standards Attainment Status – Coachella Valley

Criteria Pollutant	Averaging Time	Level[a]	Designation[b]
Ozone	1-Hour	0.09 ppm	Nonattainment
	8-Hour	0.070 ppm	Nonattainment
PM2.5	Annual	12 µg/m^3	Attainment
PM10	24-Hour	50 µg/m^3	Nonattainment
	Annual	20 µg/m^3	Nonattainment
Lead	30-Day Average	1.5 µg/m^3	Attainment
CO	1-Hour	20 ppm	Attainment
	8-Hour	9.0 ppm	Attainment
NO_2	1-Hour	0.18 ppm	Attainment
	Annual	0.030	Attainment
SO_2	1-Hour	0.25 ppm	Attainment
	24-Hour	0.04 ppm	Attainment
Sulfates	24-Hour	25 µg/m^3	Attainment
Hydrogen Sulfide	1-Hour	0.03 ppm	Unclassified[c]

Source: SCAQMD, 2022

Notes:

a) CA State standards, or CAAQS, for ozone, SO_2, NO_2, PM10 and PM2.5 are values not to be exceeded; lead, sulfates and H_2S standards are values not to be equaled or exceeded; CAAQS are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

b) CA State designations shown were updated by CARB in 2019, based on the 2016-2018 3-year period; stated designations are based on a 3-year data period after consideration of outliers and exceptional events.

c) The SCAQMD began monitoring H2S in the southeastern Coachella Valley in November 2013 due to odor events related to the Salton Sea; this area has not yet been classified, but nonattainment is anticipated for the H2S CAAQS in at least part of the Coachella Valley.

As shown in Table F, the SSAB has been designated by the CARB as a non-attainment area for ozone and PM10. Currently, the SSAB is in attainment with the ambient air quality standards for CO, NO_2, SO_2, PM2.5, lead, and sulfates and is unclassified for visibility reducing particles and Hydrogen Sulfide.

The following lists the State of California Code of Regulations (CCR) air quality emission rules that are applicable, but not limited to all warehouse projects in the State.

Assembly Bill 2588

The Air Toxics "Hot Spots" Information and Assessment Act (Assembly Bill [AB] 2588, 1987, Connelly) was enacted in 1987 as a means to establish a formal air toxics emission inventory risk quantification program. AB 2588, as amended, establishes a process that requires stationary sources to report the type and quantities of certain substances their facilities routinely release in California. The data is ranked by high, intermediate, and low categories, which are determined by: the potency, toxicity, quantity, volume, and proximity of the facility to nearby receptors.

CARB Regulation for In-Use Off-Road Diesel Vehicles

On July 26, 2007, the California Air Resources Board (CARB) adopted CCR Title 13, Article 4.8, Chapter 9, Section 2449 to reduce diesel particulate matter (DPM) and NOx emissions from in-use off-road heavy-duty diesel vehicles in California. Such vehicles 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 NOx 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 requirement 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). Currently, no commercial operation in California may add any equipment to their fleet that has a Tier 0 or Tier 1 engine. By January 1, 2018 medium and large fleets will be restricted from adding Tier 2 engines to their fleets and by January 2023, no commercial operation will be allowed to add Tier 2 engines to their fleets. It should be noted that commercial fleets may continue to use their existing Tier 0 and 1 equipment, if they can demonstrate that the average emissions from their entire fleet emissions meet the NOx emissions targets.

CARB Resolution 08-43 for On-Road Diesel Truck Fleets

On December 12, 2008 the CARB adopted Resolution 08-43, which limits NOx, PM10 and PM2.5 emissions from on-road diesel truck fleets that operate in California. On October 12, 2009 Executive Order R-09-010 was adopted that codified Resolution 08-43 into CCR Title 13, Section 2025. This regulation requires that by the year 2023 all commercial diesel trucks that operate in California shall meet model year 2010 (Tier 4 Final) or latter emission standards. This regulation also provides a few exemptions including a onetime per year 3-day pass for trucks registered outside of California. All on-road diesel trucks utilized during construction of the proposed project will be required to comply with Resolution 08-43.

4.3 Regional – Southern California

The SCAQMD is the agency principally responsible for comprehensive air pollution control in the SSAB. To that end, as a regional agency, the SCAQMD works directly with the Southern California Association of Governments (SCAG), county transportation commissions, and local governments and cooperates actively with all federal and state agencies.

South Coast Air Quality Management District

SCAQMD develops rules and regulations, establishes permitting requirements for stationary sources, inspects emission sources, and enforces such measures through educational programs or fines, when necessary. SCAQMD is directly responsible for reducing emissions from stationary, mobile, and indirect sources. It has responded to this requirement by preparing a sequence of AQMPs. The *Final 2022 Air Quality Management Plan* (2022 AQMP) was adopted by CARB on January 26, 2023 and has been submitted to the EPA for final approval, which is anticipated to occur sometime this year. After the 2022 AQMP has been adopted by the EPA, the 2022 AQMP will be incorporated into the SIP. The 2022 AQMP establishes actions and strategies to reduce ozone levels to the EPA 2015 ozone standard of 70 ppb by 2037. The 2022 AQMP promotes extensive use of zero-emission technologies across all stationary and mobile sources coupled with rules and regulations, investment strategies, and incentives.

Although SCAQMD is responsible for regional air quality planning efforts, it does not have the authority to directly regulate air quality issues associated with plans and new development projects throughout the SSAB. Instead, this is controlled through local jurisdictions in accordance with CEQA. In order to assist local jurisdictions with air quality compliance issues the *CEQA Air Quality Handbook* (SCAQMD CEQA Handbook), prepared by SCAQMD, 1993, with the most current updates found at http://www.aqmd.gov/ceqa/hdbk.html, was developed in accordance with the projections and programs detailed in the AQMPs. The purpose of the SCAQMD CEQA Handbook is to assist Lead Agencies, as well as consultants, project proponents, and other interested parties in evaluating a proposed project's potential air quality impacts. Specifically, the SCAQMD CEQA Handbook explains the procedures that SCAQMD recommends be followed for the environmental review process required by CEQA. The SCAQMD CEQA Handbook provides direction on how to evaluate potential air quality impacts, how to

determine whether these impacts are significant, and how to mitigate these impacts. The SCAQMD intends that by providing this guidance, the air quality impacts of plans and development proposals will be analyzed accurately and consistently throughout the SSAB, and adverse impacts will be minimized.

The following lists the SCAQMD rules that are applicable but not limited to all land development projects in the SSAB.

Rule 201 – Permit to Construct

Rule 201 requires that a permit to construct be obtained prior to start of construction activities for all facilities that need to obtain an Air Quality Permit from the SCAQMD to operate, which includes gas stations.

Rule 203 – Permit to Operate

Rule 201 requires that a permit to operate be obtained prior to start of operational activities for all facilities that need to obtain an Air Quality Permit from the SCAQMD to operate, which includes gas stations.

Rule 402 - Nuisance

Rule 402 prohibits a person from discharging from any source whatsoever such quantities of air contaminants or other material which causes injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. Compliance with Rule 402 will reduce local air quality and odor impacts to nearby sensitive receptors.

Rule 403- Fugitive Dust

Rule 403 governs emissions of fugitive dust during construction activities and requires that no person shall cause or allow the emissions of fugitive dust such that dust remains visible in the atmosphere beyond the property line or the dust emission exceeds 20 percent opacity, if the dust is from the operation of a motorized vehicle. Compliance with this rule is achieved through application of standard Best Available Control Measures, which include but are not limited to the measures below. Compliance with these rules would reduce local air quality impacts to nearby sensitive receptors.

- Utilize either a pad of washed gravel 50 feet long, 100 feet of paved surface, a wheel shaker, or a wheel washing device to remove material from vehicle tires and undercarriages before leaving project site.
- Do not allow any track out of material to extend more than 25 feet onto a public roadway and remove all track out at the end of each workday.
- Water all exposed areas on active sites at least three times per day and pre-water all areas prior to clearing and soil moving activities.
- Apply nontoxic chemical stabilizers according to manufacturer specifications to all construction areas that will remain inactive for 10 days or longer.

- Pre-water all material to be exported prior to loading, and either cover all loads or maintain at least 2 feet of freeboard in accordance with the requirements of California Vehicle Code Section 23114.
- Replant all disturbed area as soon as practical.
- Suspend all grading activities when wind speeds (including wind gusts) exceed 25 miles per hour.
- Restrict traffic speeds on all unpaved roads to 15 miles per hour or less.

Rules 461 – Gasoline Dispensing Facilities

Rule 461 governs the operation of gasoline stations and requires that all underground storage tanks are equipped with a "CARB certified" enhanced vapor recovery system, all fill tubes are equipped with vapor tight caps, all dry breaks are equipped with vapor tight seals, a spill box shall be installed to capture any gasoline spillage, and all equipment is required to be properly maintained per CARB regulations. All gasoline dispensing units are required to be equipped with a "CARB certified" vapor recovery system, the dispensing system components all maintain vapor and liquid tight connections at all times and the breakaway coupling shall be equipped with a poppet valve that shall close when coupling is separated. Rule 461 also provides several additional requirements including detailed maintenance, testing, reporting, and recordkeeping requirements for all gas stations.

Rules 1108 and 1108.1 – Cutback and Emulsified Asphalt

Rules 1108 and 1108.1 govern the sale, use, and manufacturing of asphalt and limits the VOC content in asphalt. This rule regulates the VOC contents of asphalt used during construction as well as any on-going maintenance during operations. Therefore, all asphalt used during construction and operation of the proposed project must comply with SCAQMD Rules 1108 and 1108.1.

Rule 1113 – Architectural Coatings

Rule 1113 governs the sale, use, and manufacturing of architectural coatings and limits the VOC content in sealers, coatings, paints and solvents. This rule regulates the VOC contents of paints available during construction. Therefore, all paints and solvents used during construction and operation of the proposed project must comply with SCAQMD Rule 1113.

Rule 1143 – Paint Thinners

Rule 1143 governs the sale, use, and manufacturing of paint thinners and multi-purpose solvents that are used in thinning of coating materials, cleaning of coating application equipment, and other solvent cleaning operations. This rule regulates the VOC content of solvents used during construction. Solvents used during construction and operation of the proposed project must comply with SCAQMD Rule 1143.

Rule 1401 – New Source Review of Toxic Air Contaminants

Rule 1401 specifies cancer risk limits and noncancer acute and chronic limits that may be created from new permitted sources of toxic air contaminant emissions, which includes gasoline dispensing facilities. This rule requires the quantification of the cancer risk created by the proposed gasoline dispensing facility, which is provided in Section 10.4 of this Report

Southern California Association of Governments

The SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties and addresses regional issues relating to transportation, the economy, community development and the environment. SCAG is the federally designated Metropolitan Planning Organization (MPO) for the majority of the southern California region and is the largest MPO in the nation. With respect to air quality planning, SCAG has prepared the *2024-2050 Regional Transportation Plan/Sustainable Communities Strategy* (Connect SoCal 2024), adopted by SCAG on April 4, 2024 which is based on the regional development and growth forecasts provided in the *2023 Federal Transportation Improvement* Program (2023 FTIP), adopted October 2022. In September 2024, SCAG adopted the *Final 2025 Federal Transportation Improvement Program* (2025 FTIP), that provides a comprehensive listing of projects that will receive federal funding and/or are regionally significant projects that are proposed over the Federal Fiscal years of 2024/2025 through 2027/2028 as well as years 2028/2029 and 2029/2030 that have been included for informational purposes. The projects includes in the 2025 FTIP are consistent with programs and projects and subsequent amendments contained in Connect SoCal 2024.

Although the Connect SoCal 2024 and 2025 FTIP are primarily planning documents for future transportation projects, a key component of these plans are to integrate land use planning with transportation planning that promotes higher density infill development in close proximity to existing transit service. These plans form the basis for the land use and transportation components of the 2022 AQMP, which are utilized in the preparation of air quality forecasts and in the consistency analysis included in the 2022 AQMP. The Connect SoCal 2024, 2025 FTIP, and 2022 AQMP are based on projections originating within the City and County General Plans.

4.4 Local – City of Coachella

Local jurisdictions, such as the City of Coachella, have the authority and responsibility to reduce air pollution through its police power and decision-making authority. Specifically, the City is responsible for the assessment and mitigation of air emissions resulting from its land use decisions. The City is also responsible for the implementation of transportation control measures as outlined in the AQMPs. Examples of such measures include bus turnouts, energy-efficient streetlights, and synchronized traffic signals. In accordance with CEQA requirements and the CEQA review process, the City assesses the air quality impacts of new development projects, requires mitigation of potentially significant air quality impacts by conditioning discretionary permits, and monitors and enforces implementation of such mitigation.

The City does not, however, have the expertise to develop plans, programs, procedures, and methodologies to ensure that air quality within the City and region will meet federal and state standards. Instead, the City relies on the expertise of the SCAQMD and utilizes the SCAQMD CEQA Handbook as the guidance document for the environmental review of plans and development proposals within its jurisdiction.

5.0 ENERGY CONSERVATION MANAGEMENT

The regulatory setting related to energy conservation is primarily addressed through State and City regulations, which are discussed below.

5.1 State

Energy conservation management in the State was initiated by the 1974 Warren-Alquist State Energy Resources Conservation and Development Act that created the California Energy Resource Conservation and Development Commission (currently named California Energy Commission [CEC]), which was originally tasked with certifying new electric generating plants based on the need for the plant and the suitability of the site of the plant. In 1976 the Warren-Alquist Act was expanded to include new restrictions on nuclear generating plants, that effectively resulted in a moratorium of any new nuclear generating plants in the State. The following details specific regulations adopted by the State in order to reduce the consumption of energy.

California Code of Regulations Title 20

On November 3, 1976 the CEC adopted the *Regulations for Appliance Efficiency Standards Relating to Refrigerators, Refrigerator-Freezers and Freezers and Air Conditioners,* which were the first energy-efficiency standards for appliances. The appliance efficiency regulations have been updated several times by the CEC and the most current version is the *2016 Appliance Efficiency Regulations*, adopted January 2017, which now includes almost all types of appliances and lamps that use electricity, natural gas as well as plumbing fixtures. The authority for the CEC to control the energy-efficiency of appliances is detailed in CCR, Title 20, Division 2, Chapter 4, Article 4, Sections 1601-1609.

California Code of Regulations Title 24, Part 6

The CEC is also responsible for implementing the CCR Title 24, Part 6: *California's Energy Efficiency Standards for Residential and Nonresidential Buildings* (Title 24 Part 6) that were first established in 1978 in response to a legislative mandate to reduce California's energy consumption. In 2008 the State set an energy-use reduction goal of zero-net-energy use of all new homes by 2020 and the CEC was mandated to meet this goal through revisions to the Title 24, Part 6 regulations.

The Title 24 standards are updated on a three-year schedule and since 2008 the standards have been incrementally moving to the 2020 goal of the zero-net-energy use. The 2022 Title 24 standards are the current standards that went into effect on January 1, 2023.

According to the Title 24 Part 6 Fact Sheet, the CEC estimates that over 30 years the 2022 Title 24 standards will reduce GHG emissions by 16,230 $MMTCO_2e$ per year, when compared to the 2019 Title 24 standards, which is equivalent of taking 3,641 gas cars off the road each year. The 2022 Title 24 standards will: (1) Increase onsite renewable energy generation; (2) Increases electric load flexibility to support grid reliability; (3) Reduces emissions from newly constructed buildings; (4) Reduces air pollution for improved public health; and (5) Encourages adoption of environmentally beneficial efficient electric technologies.

California Code of Regulations Title 24, Part 11

CCR Title 24, Part 11: *California Green Building Standards* (CalGreen) was developed in response to continued efforts to reduce GHG emissions associated with energy consumption. The CalGreen Building

Standards are also updated every three years and the current version is the 2022 California Green Building Standard Code that become effective on January 1, 2023.

The CALGreen Code contains requirements for construction site selection; storm water control during construction; construction waste reduction; indoor water use reduction; material selection; natural resource conservation; site irrigation conservation; and more. The code provides for design options allowing the designer to determine how best to achieve compliance for a given site or building condition. The code also requires building commissioning, which is a process for verifying that all building systems (e.g., heating and cooling equipment and lighting systems) are functioning at their maximum efficiency.

The CALGreen Code provides standards for bicycle parking, carpool/vanpool/electric vehicle spaces, light and glare reduction, grading and paving, energy efficient appliances, renewable energy, graywater systems, water efficient plumbing fixtures, recycling and recycled materials, pollutant controls (including moisture control and indoor air quality), acoustical controls, storm water management, building design, insulation, flooring, and framing, among others. Implementation of the CALGreen Code measures reduces energy consumption and vehicle trips and encourages the use of alternative-fuel vehicles, which reduces pollutant emissions.

Some of the notable changes in the 2022 CalGreen Code over the prior 2019 CalGreen Code for nonresidential development mandatory requirements include the repeal of designated parking spaces for clean air vehicles and an increase in the number of electric vehicle (EV) ready parking spaces. The 2022 CalGreen Code also added new requirements for installed Level 2 or direct-current fast charger EV charging stations for autos, EV charging readiness for loading docks, enhanced thermal insulation, and acoustical ceilings.

Senate Bill 1020

Senate Bill 1020 (SB 1020) was adopted September 16, 2022 and would speed up the timeline retail electricity is supplied by renewable energy sources over the prior adoption timelines provided in SB 100, SB 350, SB 1078, SB 107, and SB X1-2. SB 1020 requires that retail sales of electricity are from renewable energy resources and zero-carbon resources supply 90 percent by December 31, 2035, 95 percent by December 31, 2040, and 100 percent by December 31, 2045.

Executive Order N-79-20

The California Governor issued Executive Order N-79-20 on September 23, 2020 that requires all new passenger cars and trucks and commercial drayage trucks sold in California to be zero-emissions by the year 2035 and all medium- heavy-duty vehicles (commercial trucks) sold in the state to be zero-emission by 2045 for all operations where feasible. Executive Order N-79-20 also requires all off-road vehicles and equipment to transition to 100 percent zero-emission equipment, where feasible by 2035.

Executive Order B-48-18 and Assembly Bill 2127

The California Governor issued Executive Order B-48-18 on January 26, 2018 that orders all state entities to work with the private sector to put at least five million zero-emission vehicles on California roads by 2030 and to install 200 hydrogen fueling stations and 250,000 electric vehicle chargers by 2025. Currently there are approximately 350,000 electric vehicles operating in California, which represents approximately 1.5 percent of the 24 million vehicles total currently operating in California. Implementation of Executive Order B-48-18 would result in approximately 20 percent of all vehicles in California to be zero emission electric vehicles. Assembly Bill 2127 (AB 2127) was codified into statute on September 13, 2018 and

requires that the California Energy Commission working with the State Air Resources Board prepare biannual assessments of the statewide electric vehicle charging infrastructure needed to support the levels of zero emission vehicle adoption required for the State to meet its goals of putting at least 5 million zero-emission vehicles on California roads by 2030.

Assembly Bill 1109

California Assembly Bill 1109 (AB 1109) was adopted October 2007, also known as the Lighting Efficiency and Toxics Reduction Act, prohibits the manufacturing of lights after January 1, 2010 that contain levels of hazardous substances prohibited by the European Union pursuant to the Restriction of Hazardous Substances Directive. AB 1109 also requires reductions in energy usage for lighting and is structured to reduce lighting electrical consumption by: (1) At least 50 percent reduction from 2007 levels for indoor residential lighting; and (2) At least 25 percent reduction from 2007 levels for indoor commercial and all outdoor lighting by 2018. AB 1109 would reduce GHG emissions through reducing the amount of electricity required to be generated by fossil fuels in California.

5.2 Local - City of Coachella

The City of Coachella General Plan, Natural Environments, adopted April 22, 2015, provides an Energy Resources that details the following goals and policies.

Goal 2	**Energy. An energy efficient community that relies primarily on renewable and non-polluting energy sources.**
Policy 2.1	**Community development–subdivisions**. When reviewing applications for new Community development–subdivisions. When reviewing applications for n
Policy 2.2	**Passive solar design**. Require new buildings to incorporate energy efficient building and site design strategies for the desert environment that include appropriate solar orientation, thermal mass, use of natural daylight and ventilation, and shading.
Policy 2.3	**Alternative energy**. Promote the incorporation of alternative energy generation (e.g., solar, wind, biomass) in public and private development.
Policy 2.4	**Community Choice Aggregation**. Work with nearby local and regional agencies to develop a community choice aggregation system in order to secure alternative energy supply contracts for the community.
Policy 2.5	**Construction standards**. Consider and evaluate new construction practices and standards that increase building energy efficiency.
Policy 2.6	**Energy performance targets – new construction**. Require new construction to exceed Title 24 energy efficiency standards by 15 percent and incorporate solar photovoltaics.
Policy 2.7	**Energy performance targets – existing buildings**. When existing buildings undergo major retrofits, require the buildings to exceed Title 24 energy efficiency standards by 15 percent and encourage solar photovoltaics.
Policy 2.8	**Renewable energy–open space areas**. Allow the installation of renewable energy systems in areas zoned for open space.
Policy 2.9	**Energy-efficient street lighting**. Implement a program to install the latest energy-efficient technologies for street and parking lot lights to meet City and state standards.
Policy 2.10	**New industries**. Actively promote the City as a place for renewable energy generation, and a place for energy conservation businesses to locate.
Policy 2.11	**Publicly funded buildings**. Require energy conservation as the primary strategy to reduce energy demand in new and renovation projects using public funds.
Policy 2.12	**Solar access**. Prohibit new development and renovations that impair adjacent buildings' solar access, unless it can be demonstrated that the shading benefits substantially offset the impacts of solar energy generation potential.

Policy 2.13	**Use of passive open space**. Allow renewable energy projects in areas zoned for open space, where consistent with other uses and values.
Policy 2.14	**Public buildings**. Require that any new building constructed in whole or in part with City funds incorporate passive solar design features, such as daylighting and passive solar heating, where feasible.

6.0 GLOBAL CLIMATE CHANGE MANAGEMENT

The regulatory setting related to global climate change is addressed through the efforts of various international, federal, state, regional, and local government agencies. These agencies work jointly, as well as individually, to reduce GHG emissions through legislation, regulations, planning, policy-making, education, and a variety of programs. The agencies responsible for global climate change regulations are discussed below.

6.1 International

In 1988, the United Nations established the IPCC to evaluate the impacts of global climate change and to develop strategies that nations could implement to curtail global climate change. In 1992, the United States joined other countries around the world in signing the United Nations' Framework Convention on Climate Change (UNFCCC) agreement with the goal of controlling GHG emissions. The parties of the UNFCCC adopted the Kyoto Protocol, which set binding GHG reduction targets for 37 industrialized countries, the objective of reducing their collective GHG emissions by five percent below 1990 levels by 2012. The Kyoto Protocol has been ratified by 182 countries, but has not been ratified by the United States. It should be noted that Japan and Canada opted out of the Kyoto Protocol and the remaining developed countries that ratified the Kyoto Protocol have not met their Kyoto targets. The Kyoto Protocol expired in 2012 and the amendment for the second commitment period from 2013 to 2020 has not yet entered into legal force. The Parties to the Kyoto Protocol negotiated the Paris Agreement in December 2015, agreeing to set a goal of limiting global warming to less than 2 degrees Celsius compared with pre-industrial levels.

Additionally, the Montreal Protocol was originally signed in 1987 and substantially amended in 1990 and 1992. The Montreal Protocol stipulates that the production and consumption of compounds that deplete ozone in the stratosphere—CFCs, halons, carbon tetrachloride, and methyl chloroform—were to be phased out, with the first three by the year 2000 and methyl chloroform by 2005.

6.2 Federal – United States Environmental Protection Agency

The EPA is responsible for implementing federal policy to address global climate change. The Federal government administers a wide array of public-private partnerships to reduce U.S. GHG intensity. These programs focus on energy efficiency, renewable energy, methane, and other non-CO_2 gases, agricultural practices and implementation of technologies to achieve GHG reductions. EPA implements several voluntary programs that substantially contribute to the reduction of GHG emissions.

In Massachusetts v. Environmental Protection Agency (Docket No. 05–1120), argued November 29, 2006 and decided April 2, 2007, the U.S. Supreme Court held that not only did the EPA have authority to regulate GHGs, but the EPA's reasons for not regulating this area did not fit the statutory requirements. As such, the U.S. Supreme Court ruled that the EPA should be required to regulate CO2 and other GHGs as pollutants under the federal Clean Air Act (CAA).

In response to the FY2008 Consolidations Appropriations Act (H.R. 2764; Public Law 110-161), EPA proposed a rule on March 10, 2009 that requires mandatory reporting of GHG emissions from large sources in the United States. On September 22, 2009, the Final Mandatory Reporting of GHG Rule was signed and published in the Federal Register on October 30, 2009. The rule became effective on December 29, 2009. This rule requires suppliers of fossil fuels or industrial GHGs, manufacturers of vehicles and

engines, and facilities that emit 25,000 metric tons or more per year of GHG emissions to submit annual reports to the EPA.

On December 7, 2009, the EPA Administrator signed two distinct findings under section 202(a) of the Clean Air Act. One is an endangerment finding that finds concentrations of the six GHGs in the atmosphere threaten the public health and welfare of current and future generations. The other is a cause or contribute finding, that finds emissions from new motor vehicles and new motor vehicle engines contribute to the GHG pollution which threatens public health and welfare. These actions did not impose any requirements on industry or other entities, however, since 2009 the EPA has been providing GHG emission standards for vehicles and other stationary sources of GHG emissions that are regulated by the EPA. On September 13, 2013 the EPA Administrator signed 40 CFR Part 60, that limits emissions from new sources to 1,100 pounds of CO_2 per MWh for fossil fuel-fired utility boilers and 1,000 pounds of CO_2 per MWh for large natural gas-fired combustion units.

On August 3, 2015, the EPA announced the Clean Power Plan, emissions guidelines for U.S. states to follow in developing plans to reduce GHG emissions from existing fossil fuel-fired power plants (Federal Register Vol. 80, No. 205, October 23 2015). On October 11, 2017, the EPA issued a formal proposal to repeal the Clean Power Plan and on June 19, 2019 the EPA replaced the Clean Power Plan with the Affordable Clean Energy rule that is anticipated to lower power sector GHG emissions by 11 million tons by the year 2030.

On April 30, 2020, the EPA and the National Highway Safety Administration published the Final Rule for the *Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks* (SAFE Vehicles Rule). Part One of the Rule revokes California's authority to set its own GHG emissions standards and zero-emission vehicle mandates in California, which results in one emission standard to be used nationally for all passenger cars and light trucks that is set by the EPA.

6.3 State

The CARB has the primary responsible for implementing state policy to address global climate change, however there are State regulations related to global climate change that affect a variety of State agencies. CARB, which is a part of the California Environmental Protection Agency, is responsible for the coordination and administration of both the federal and state air pollution control programs within California. In this capacity, the CARB conducts research, sets the CAAQS, compiles emission inventories, develops suggested control measures, provides oversight of local programs, and prepares the SIP. In addition, the CARB establishes emission standards for motor vehicles sold in California, consumer products (e.g. hairspray, aerosol paints, and barbeque lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions.

In 2008, CARB approved a Climate Change Scoping Plan that proposes a "comprehensive set of actions designed to reduce overall carbon GHG emissions in California, improve our environment, reduce our dependence on oil, diversify our energy sources, save energy, create new jobs, and enhance public health" (CARB 2008). The Climate Change Scoping Plan has a range of GHG reduction actions which include direct regulations; alternative compliance mechanisms; monetary and non-monetary incentives; voluntary actions; market-based mechanisms such as a cap-and-trade system. In 2014, CARB approved the First Update to the Climate Change Scoping Plan (CARB, 2014) that identifies additional strategies moving beyond the 2020 targets to the year 2050. On December 14, 2017 CARB adopted the California's 2017 Climate Change Scoping Plan, November 2017 (CARB, 2017) that provides specific statewide policies and measures to achieve the 2030 GHG reduction target of 40 percent below 1990 levels by 2030 and the

aspirational 2050 GHG reduction target of 80 percent below 1990 levels by 2050. On December 15, 2022, CARB adopted the *2022 Scoping Plan for Achieving Carbon Neutrality,* November 16, 2022 (CARB, 2022) that lays out a path to achieve targets for carbon neutrality and reduce anthropogenic GHG emissions by 85 percent below 1990 levels no later than 2045, as directed by Assembly Bill 1279.

In addition to the Scoping Plans, the State has passed the following laws directing CARB to develop actions to reduce GHG emissions, which are listed below in chronological order, with the most current first.

Executive Order B-55-18 and Assembly Bill 1279

The California Governor issued Executive Order B-55-18 in September 2018 that establishes a new statewide goal to achieve carbon neutrality as soon as possible, but no later than 2045. This executive order directs the CARB to work with relevant state agencies to develop a framework for implementation and accounting that tracks progress toward this goal as well as ensuring future scoping plans identify and recommend measures to achieve this carbon neutrality goal. Assembly Bill 1279 was passed by the legislature in September 2022 that codifies the carbon neutrality targets provided in Executive Order B-55-18. The *2022 Scoping Plan for Achieving Carbon Neutrality,* adopted by CARB on December 16, 2022, was prepared in order to meet the carbon neutrality goal targets developed in Executive Order B-55-18 and codified in Assembly Bill 1279.

Executive Order N-79-20

The California Governor issued Executive Order N-79-20 on September 23, 2020 that requires all new passenger cars and trucks and commercial drayage trucks sold in California to be zero-emissions by the year 2035 and all medium- heavy-duty vehicles (commercial trucks) sold in the state to be zero-emission by 2045 for all operations where feasible. Executive Order N-79-20 also requires all off-road vehicles and equipment to transition to 100 percent zero-emission equipment, where feasible by 2035.

Senate Bill 1020

SB 1020 requires that by December 1, 2045 that 100 percent of retail sales of electricity to be generated from renewable or zero-carbon emission sources of electricity and is described in more detail above in Section 5.1 under Energy Conservation Management.

California Code of Regulations Title 24, Part 6

The Title 24 Part 6 standards have been developed by the CEC primarily for energy conservation and is described in more detail above in Section 5.1 under Energy Conservation Management. It should be noted that implementation of the Title 24 Part 6 building standards would also reduce GHG emissions, since energy usage is the primary source of human generated GHG emissions.

California Code of Regulations Title 24, Part 11

The CalGreen Building standards have been developed by the CEC primarily for energy conservation and is described in more detail above in Section 5.1 under Energy Conservation Management. It should be noted that implementation of the CalGreen Building standards would also reduce GHG emissions, since energy usage is the primary source of human generated GHG emissions.

Executive Order B-48-18 and Assembly Bill 2127

Executive Order B-48-18 and AB 2127 provides measures to put at least five million zero-emission vehicles on California roads by 2030 and to install 200 hydrogen fueling stations and 250,000 electric vehicle

chargers by 2025 and is described in more detail above in Section 5.1 under Energy Conservation Management.

Executive Order B-30-15, Senate Bill 32 and Assembly Bill 197

The California Governor issued Executive Order B-30-15 on April 29, 2015 that aims to reduce California's GHG emissions 40 percent below 1990 levels by 2030. This executive order aligns California's GHG reduction targets with those of other international governments, such as the European Union that set the same target for 2030 in October, 2014. This target will make it possible to reach the ultimate goal of reducing GHG emissions 80 percent under 1990 levels by 2050 that is based on scientifically established levels needed in the U.S.A to limit global warming below 2 degrees Celsius – the warming threshold at which scientists say there will likely be major climate disruptions such as super droughts and rising sea levels. Assembly Bill 197 (AB 197) (September 8, 2016) and Senate Bill 32 (SB 32) (September 8, 2016) codified into statute the GHG emissions reduction targets of at least 40 percent below 1990 levels by 2030 as detailed in Executive Order B-30-15. AB 197 also requires additional GHG emissions reporting that is broken down to sub-county levels and requires CARB to consider the social costs of emissions impacting disadvantaged communities.

Executive Order B-29-15

The California Governor issued Executive Order B-29-15 on April 1, 2015 and directed the State Water Resources Control Board to impose restrictions to achieve a statewide 25 percent reduction in urban water usage and directed the Department of Water Resources to replace 50 million square feet of lawn with drought tolerant landscaping through an update to the State's Model Water Efficient Landscape Ordinance. The Ordinance also requires installation of more efficient irrigation systems, promotion of greywater usage and onsite stormwater capture, and limits the turf planted in new residential landscapes to 25 percent of the total area and restricts turf from being planted in median strips or in parkways unless the parkway is next to a parking strip and a flat surface is required to enter and exit vehicles. Executive Order B-29-15 would reduce GHG emissions associated with the energy used to transport and filter water.

Assembly Bill 341 and Senate Bills 939 and 1374

Senate Bill 939 (SB 939) requires that each jurisdiction in California to divert at least 50 percent of its waste away from landfills, whether through waste reduction, recycling or other means. Senate Bill 1374 (SB 1374) requires the California Integrated Waste Management Board to adopt a model ordinance by March 1, 2004 suitable for adoption by any local agency to require 50 to 75 percent diversion of construction and demolition of waste materials from landfills. Assembly Bill 341 (AB 341) was adopted in 2011 and builds upon the waste reduction measures of SB 939 and 1374, and sets a new target of a 75 percent reduction in solid waste generated by the year 2020.

Senate Bill 375

Senate Bill 375 (SB 375) was adopted September 2008 in order to support the State's climate action goals to reduce GHG emissions from transportation sources through coordinated regional transportation planning efforts, regional GHG emission reduction targets, and land use and housing allocation. SB 375 requires CARB to set regional targets for GHG emissions reductions from passenger vehicle use. In 2010, CARB established targets for 2020 and 2035 for each Metropolitan Planning Organizations (MPO) within the State. It was up to each MPO to adopt a sustainable communities strategy (SCS) that will prescribe land use allocation in that MPOs Regional Transportation Plan (RTP) to meet CARB's 2020 and 2035 GHG emission reduction targets. These reduction targets are required to be updated every eight years and the most current targets are detailed at: https://ww2.arb.ca.gov/our-work/programs/sustainable-

communities-program/regional-plan-targets, which provides GHG emissions reduction targets for SCAG of 8 percent by 2020 and 19 percent by 2035.

The Connect SoCal 2024 provides a 2035 GHG emission reduction target of 19 percent reduction over the 2005 per capita emissions levels. The Connect SoCal 2024 include new initiatives of land use, transportation and technology to meet the 19 percent GHG emission reduction target for 2035. CARB is also charged with reviewing SCAG's RTP/SCS for consistency with its assigned targets.

City and County land use policies, including General Plans, are not required to be consistent with the RTP and associated SCS. However, new provisions of CEQA incentivize, through streamlining and other provisions, qualified projects that are consistent with an approved SCS and categorized as "transit priority projects."

Assembly Bill 1109

AB 1109 requires reductions in energy usage for lighting and is described in more detail above in Section 5.1 under Energy Conservation Management.

Executive Order S-1-07

Executive Order S-1-07 was issued in 2007 and proclaims that the transportation sector is the main source of GHG emissions in the State, since it generates more than 40 percent of the State's GHG emissions. It establishes a goal to reduce the carbon intensity of transportation fuels sold in the State by at least ten percent by 2020. This Executive Order also directs CARB to determine whether this Low Carbon Fuel Standard (LCFS) could be adopted as a discrete early-action measure as part of the effort to meet the mandates in AB 32.

In 2009 CARB approved the proposed regulation to implement the LCFS. The standard was challenged in the courts, but has been in effect since 2011 and was re-approved by the CARB in 2015. The LCFS is anticipated to reduce GHG emissions by about 16 MMT per year by 2020. The LCFS is designed to provide a framework that uses market mechanisms to spur the steady introduction of lower carbon fuels. The framework establishes performance standards that fuel producers and importers must meet annually. Reformulated gasoline mixed with corn-derived ethanol and low-sulfur diesel fuel represent the baseline fuels. Lower carbon fuels may be ethanol, biodiesel, renewable diesel, or blends of these fuels with gasoline or diesel. Compressed natural gas and liquefied natural gas also may be low-carbon fuels. Hydrogen and electricity, when used in fuel cells or electric vehicles, are also considered as low-carbon fuels.

Senate Bill 97

Senate Bill 97 (SB 97) was adopted August 2007 and acknowledges that climate change is a prominent environmental issue that requires analysis under CEQA. SB 97 directed the Governor's Office of Planning and Research (OPR), which is part of the State Natural Resources Agency, to prepare, develop, and transmit to CARB guidelines for the feasible mitigation of GHG emissions or the effects of GHG emissions, as required by CEQA, by July 1, 2009. The Natural Resources Agency was required to certify and adopt those guidelines by January 1, 2010.

Pursuant to the requirements of SB 97 as stated above, on December 30, 2009 the Natural Resources Agency adopted amendments to the State CEQA guidelines that addresses GHG emissions. The CEQA Guidelines Amendments changed 14 sections of the CEQA Guidelines and incorporated GHG language

throughout the Guidelines. However, no GHG emissions thresholds of significance were provided and no specific mitigation measures were identified. The GHG emission reduction amendments went into effect on March 18, 2010 and are summarized below:

- Climate Action Plans and other greenhouse gas reduction plans can be used to determine whether a project has significant impacts, based upon its compliance with the plan.
- Local governments are encouraged to quantify the GHG emissions of proposed projects, noting that they have the freedom to select the models and methodologies that best meet their needs and circumstances. The section also recommends consideration of several qualitative factors that may be used in the determination of significance, such as the extent to which the given project complies with state, regional, or local GHG reduction plans and policies. OPR does not set or dictate specific thresholds of significance. Consistent with existing CEQA Guidelines, OPR encourages local governments to develop and publish their own thresholds of significance for GHG impacts assessment.
- When creating their own thresholds of significance, local governments may consider the thresholds of significance adopted or recommended by other public agencies, or recommended by experts.
- New amendments include guidelines for determining methods to mitigate the effects of GHG emissions in Appendix F of the CEQA Guidelines.
- OPR is clear to state that "to qualify as mitigation, specific measures from an existing plan must be identified and incorporated into the project; general compliance with a plan, by itself, is not mitigation."
- OPR's emphasizes the advantages of analyzing GHG impacts on an institutional, programmatic level. OPR therefore approves tiering of environmental analyses and highlights some benefits of such an approach.
- Environmental impact reports must specifically consider a project's energy use and energy efficiency potential.

Assembly Bill 32

In 2006, the California State Legislature adopted AB 32, the California Global Warming Solutions Act of 2006. AB 32 requires CARB, to adopt rules and regulations that would achieve GHG emissions equivalent to statewide levels in 1990 by 2020 through an enforceable statewide emission cap which will be phased in starting in 2012. Emission reductions shall include carbon sequestration projects that would remove carbon from the atmosphere and utilize best management practices that are technologically feasible and cost effective.

In 2007 CARB released the calculated Year 1990 GHG emissions of 431 million metric tons of CO2e ($MMTCO_2e$). The 2020 target of 431 $MMTCO_2e$ requires the reduction of 78 $MMTCO_2e$, or approximately 16 percent from the State's projected 2020 business as usual emissions of 509 $MMTCO_2e$ (CARB, 2014). Under AB 32, CARB was required to adopt regulations by January 1, 2011 to achieve reductions in GHGs to meet the 1990 cap by 2020. Early measures CARB took to lower GHG emissions included requiring operators of the largest industrial facilities that emit 25,000 metric tons of CO_2 in a calendar year to submit verification of GHG emissions by December 1, 2010. The CARB Board also approved nine discrete early action measures that include regulations affecting landfills, motor vehicle fuels, refrigerants in cars, port operations and other sources, all of which became enforceable on or before January 1, 2010.

Assembly Bill 1493

California Assembly Bill 1493 (also known as the Pavley Bill, in reference to its author Fran Pavley) was enacted on July 22, 2002 and required CARB to develop and adopt regulations that reduce GHGs emitted by passenger vehicles and light duty trucks. In 2004, CARB approved the "Pavley I" regulations limiting the amount of GHGs that may be released from new passenger automobiles that are being phased in between model years 2009 through 2016. These regulations will reduce GHG emissions by 30 percent from 2002 levels by 2016. In June 2009, the EPA granted California the authority to implement GHG emission reduction standards for light duty vehicles, in September 2009, amendments to the Pavley I regulations were adopted by CARB and implementation of the "Pavley I" regulations started in 2009.

The second set of regulations "Pavley II" was developed in 2010, and is being phased in between model years 2017 through 2025 with the goal of reducing GHG emissions by 45 percent by the year 2020 as compared to the 2002 fleet. The Pavley II standards were developed by linking the GHG emissions and formerly separate toxic tailpipe emissions standards previously known as the "LEV III" (third stage of the Low Emission Vehicle standards) into a single regulatory framework. The new rules reduce emissions from gasoline-powered cars as well as promote zero-emissions auto technologies such as electricity and hydrogen, and through increasing the infrastructure for fueling hydrogen vehicles. In 2009, the EPA granted California the authority to implement the GHG standards for passenger cars, pickup trucks and sport utility vehicles and these GHG emissions standards are currently being implemented nationwide.

The EPA has performed a midterm evaluation of the longer-term standards for model years 2022-2025, and based on the findings of this midterm evaluation, the EPA proposed The Safer Affordable Fuel Efficient (SAFE) Vehicles Proposed Rule for Model Years 2021-2026 that amends the corporate average fuel economy (CAFE) and GHG emissions standards for light vehicles for model years 2021 through 2026. The SAFE Vehicles Rule was published on April 30, 2020 and made effective on June 29, 2020.

6.4 Regional – Southern California

The SCAQMD is the agency principally responsible for comprehensive air pollution control in the South Coast Air Basin. To that end, as a regional agency, the SCAQMD works directly with the Southern California Association of Governments (SCAG), county transportation commissions, and local governments and cooperates actively with all federal and state agencies.

South Coast Air Quality Management District

SCAQMD develops rules and regulations, establishes permitting requirements for stationary sources, inspects emission sources, and enforces such measures through educational programs or fines, when necessary. SCAQMD is directly responsible for reducing emissions from stationary, mobile, and indirect sources. The SCAQMD is also responsible for GHG emissions for projects where it is the lead agency. However, for other projects in the SCAB where it is not the lead agency, it is limited to providing resources to other lead agencies in order to assist them in determining GHG emission thresholds and GHG reduction measures. In order to assist local agencies with direction on GHG emissions, the SCAQMD organized a Working Group, which is described below.

<u>SCAQMD Working Group</u>

Since neither CARB nor the OPR has developed GHG emissions threshold, the SCAQMD formed a Working Group to develop significance thresholds related to GHG emissions. At the September 28, 2010 Working

Group meeting, the SCAQMD released its most current version of the draft GHG emissions thresholds, which recommends a tiered approach that includes the following tiers:

- Tier 1: Applicable CEQA Exemptions (e.g., SB 97, categorical and statutory exemptions).
- Tier 2: Consistency with a GHG Reduction Plan (an adopted plan by a local agency).
- Tier 3: Quantitative Screening Values. The following quantitative thresholds were proposed:
    - 3,000 $MTCO_2e$ per year for all land use types; or
    - 3,500 $MTCO_2e$ per year for residential;
    - 1,400 $MTCO_2e$ per year for commercial;
    - 3,000 $MTCO_2e$ per year for mixed-use; and
    - 10,000 $MTCO_2e$ per year for industrial.
- Tier 4: Performance Standards. The following options were proposed as performance standards:
    - Option 1: Percent Emission Reduction Target (Provide an undefined percent reduction in GHG emissions over business-as-usual emissions).
    - Option 2: Early Implementation of Applicable AB32 Scoping Plan Measures (Require a set of AB32 Scoping Plan measures to be implemented).
    - Option 3: SCAQMD Efficiency Targets. The following targets were proposed:
        - Year 2020 Targets
            - 4.8 $MTCO_2e$ per year per service population for project level threshold (land use employment only)
            - 6.6 $MTCO_2e$ per year per service population for plan level threshold
        - Year 2035 Targets
            - 3.0 $MTCO_2e$ per year per service population for project level threshold.
            - 4.1 $MTCO_2e$ per year per service population for plan level threshold
- Tier 5: Mitigation Offsets (either alone or in combination with above tiers to achieve target threshold).

Southern California Association of Governments

As detailed above in Section 4.3, the current applicable RTP/SCS for the project area region is the Connect SoCal 2024 and 2025 FTIP, which have been prepared to meet the GHG emissions reduction targets set by SB 375 for the SCAG region of 19 percent reduction over the 2005 per capita emissions levels. The Connect SoCal 2024 includes new land use, transportation, and technology strategies to meet the new 19 percent GHG emission reduction target for 2035.

Although the Connect SoCal 2024 and 2025 FTIP are primarily planning documents for future transportation projects, a key component of these plans are to integrate land use planning with transportation planning that promotes higher density infill development in close proximity to existing transit service. These plans form the basis for the land use and transportation components of the 2022 AQMP, which are utilized in the preparation of air quality forecasts and in the consistency analysis included in the 2022 AQMP. The Connect SoCal 2024, 2025 FTIP, and 2022 AQMP are based on projections originating within the City and County General Plans.

6.5 Local – City of Coachella

In June 2014, the City adopted the *Climate Action Public Draft City of Coachella* (CAP). The CAP meets the requirements of 15183.5(b)(1) for a qualified GHG emissions reduction plan and builds on the 2013 General Plan Update by quantifying emissions from buildout of the General Plan and includes additional policies and implementation actions to help the City further reduce emissions. The CAP establishes emissions reduction targets in in order to meet the statewide emissions targets provided in Executive Order S-03-5 that require GHG emissions to be reduced to 1990 levels by 2020 and reduced to 80 percent below 1990 levels by 2050. The CAP was developed in order to be utilized as a tiering document for the streamlined review of project-level GHG emissions under CEQA for development projects within the City. The CEQA review process within the CAP has four primary compliance paths, which include:

- Ministerial and CEQA exempt projects;
- Projects that demonstrate application of the City's Climate-Ready Development Standards;
- Projects that apply a set of custom GHG mitigation measures and meet the City's performance targets; or
- Projects that pay an in-lieu fee.

7.0 ATMOSPHERIC SETTING

The project site is located within the Coachella Valley portion of the Salton Sea Air Basin (SSAB). The SSAB is bounded by the San Jacinto Mountains to the west and the eastern boundary or the Coachella Valley to the east. The Valley is impacted by transport of pollutants (primarily ozone) from coastal air basins to the west and locally generated particulate matter (PM). The mountains surrounding the region isolate the Valley from coastal influences and create a hot and drying low-lying desert. As the desert heats up it draws cooler coastal air through the narrow San Gorgonio Pass, generating strong and sustained winds.

Each year, winter rains cause erosion of adjacent mountains, and water run-off produces substantial deposits of gravel and sand through the major drainage areas in the Valley. During the spring months and at other times of the year, persistent and strong winds suspend and transport large quantities of sand and dust southeast through the center of the Valley, reducing visibility, damaging property, and constitute a significant health threat.

This process effectively combines water and wind erosion to generate a wide range of sand and very fine dust. Sometimes referred as "blowsand", this natural sand migration produces particulate matter (PM) in two ways: (1) by direct particle erosion and fragmentation (natural PM), and (2) by secondary effects, such as sand deposits on road surfaces that can be ground into PM by moving vehicles, and re-suspended in the air by those vehicles (manmade PM).

The temperature and precipitation levels for Desert Resorts Station, which is the nearest weather station to the project site with historical data is shown below in Table G. Table G shows that August is typically the warmest month and December is typically the coolest month. Rainfall in the project area varies considerably in both time and space. Almost all the annual rainfall comes from the fringes of mid-latitude storms from late November to early April, with summers being almost completely dry.

Table G – Monthly Climate Data

Month	Average Maximum Temperature (°F)	Average Minimum Temperature (°F)	Average Total Precipitation (inches)
January	70.8	38.5	0.52
February	74.6	42.6	0.50
March	79.8	48.4	0.32
April	86.6	55.0	0.07
May	94.0	62.7	0.04
June	102.5	69.2	0.01
July	106.7	75.8	0.17
August	105.5	75.2	0.27
September	101.1	68.6	0.32
October	91.2	57.3	0.15
November	78.6	44.7	0.28
December	70.7	37.7	0.31
Annual	**88.5**	**56.3**	**2.96**

Source: https://wrcc.dri.edu/cgi-bin/cliMAIN.pl?ca8892

In relation to other areas in Southern California, the Coachella Valley, has good air quality. However, in the past few decades, noticeable deterioration of air quality has occurred due to increased development and population growth, traffic, construction activity, and various site disturbances. It is apparent that although air pollution is emitted from various sources in the Coachella Valley, substantial degradation of air quality may be attributed primarily to sources outside the Valley.

7.3 Monitored Local Air Quality

The air quality at any site is dependent on the regional air quality and local pollutant sources. Regional air quality is determined by the release of pollutants throughout the Air Basin. Improvements in cleaner technology and strict regulations have reduced ozone levels since its peak in the mid-twentieth century. However, ozone levels have remained unacceptably high over the past decade despite significant reductions. This trend is due to the changes in climate and other weather conditions such as the increase in hot, stagnant days that can lead to the formation of ozone that we have experienced in recent years. (SCAQMD, 2022).

The SCAQMD has designated the Coachella Valley as its unique air-monitoring area (Monitoring Area 30). Since not all air monitoring stations measure all of the tracked pollutants, the data from the following two monitoring stations, listed in the order of proximity to the project site have been used: Indio-Jackson Station (Indio Station) and Palm Springs- Fire Station (Palm Springs Station).

The Indio Station, which is located approximately 6.5 miles northwest of the project site at 46990 Jackson St, Indio and the Palm Springs Station is located approximately 27.3 miles northwest of the project site at 590 Racquet Club Ave, Palm Springs. The monitoring data is presented in Table H and shows the most recent three years of monitoring data from CARB. Ozone, PM2.5, and PM10 were measured at Indio Station and NO_2, was measured at the Palm Springs Station. CO measurements have not been provided, since CO is currently in attainment in the Air Basin and monitoring of CO within the Air Basin ended on March 31, 2013.

Ozone

The State 1-hour concentration standard for ozone has been exceeded between zero and 2 days each year over the past three years at the Indio Station. The State 8-hour ozone standard has been exceeded between zero and 44 days each year over the past three years at the Indio Station. The Federal 8-hour ozone standard has been exceeded between zero and 42 days each year over the past three years at the Indio Station.

Ozone is a secondary pollutant as it is not directly emitted. Ozone is the result of chemical reactions between other pollutants, most importantly hydrocarbons and NO_2, which occur only in the presence of bright sunlight. Pollutants emitted from upwind cities react during transport downwind to produce the oxidant concentrations experienced in the area. Many areas of Southern California contribute to the ozone levels experienced at this monitoring station, with the more significant areas being those directly upwind.

Nitrogen Dioxide

The Palm Springs Station did not record an exceedance of either the Federal or State 1-hour NO_2 standards for the last three years.

Table H – Local Area Air Quality Monitoring Summary

Pollutant (Standard)	Year[1] 2020	2021	2022
Ozone: [1]			
Maximum 1-Hour Concentration (ppm)	0.097	0.099	0.072
Days > CAAQS (0.09 ppm)	**2**	**2**	0
Maximum 8-Hour Concentration (ppm)	0.084	0.078	0.069
Days > NAAQS (0.070 ppm)	**42**	**18**	0
Days > CAAQs (0.070 ppm)	**44**	**24**	0
Nitrogen Dioxide: [2]			
Maximum 1-Hour Concentration (ppb)	47.4	35.6	37.5
Days > NAAQS (100 ppb)	0	0	0
Days > CAAQS (180 ppb)	0	0	0
Inhalable Particulates (PM10) :[1]			
Maximum 24-Hour National Measurement (ug/m^3)	145.2	100.4	160.0
Days > NAAQS (150 ug/m^3)	0	0	**1**
Days > CAAQS (50 ug/m^3)	**2**	**5**	**2**
Annual Arithmetic Mean (AAM) (ug/m^3)	31.6	28.6	19.8
Annual > NAAQS (50 ug/m^3)	No	No	No
Annual > CAAQS (20 ug/m^3)	**Yes**	**Yes**	**Yes**
Ultra-Fine Particulates (PM2.5):[1]			
Maximum 24-Hour National Measurement (ug/m^3)	41.3	30.6	25.1
Days > NAAQS (35 ug/m^3)	**2**	0	0
Annual Arithmetic Mean (AAM) (ug/m^3)	11.6	8.1	ND
Annual > NAAQS and CAAQS (12 ug/m^3)	No	No	ND

Notes: Exceedances are listed in **bold.** CAAQS = California Ambient Air Quality Standard; NAAQS = National Ambient Air Quality Standard; ppm = parts per million; ppb = parts per billion; ND = no data available.

[1] Data obtained from the Indio Station.

[2] Data obtained from the Palm Springs Station.

Source: http://www.arb.ca.gov/adam/

Particulate Matter

The State 24-hour concentration standard for PM10 did record an exceedance of between two and five days at the Indio Station for the past three years. In one of the past three years, the Federal 24-hour standard for PM10 recorded an exceedance of one day at the Indio Station. The annual PM10 concentration at the Indio Station has exceeded the State standard for all of the past three years and has not exceeded the Federal standard for the past three years.

Over the past three years the federal 24-hour concentration standard for PM2.5 has been exceeded between zero and two days each year at the Indio Station. The annual PM2.5 concentrations at the Indio Station has been exceeded the State standards two of the past three years. There does not appear to be

a noticeable trend for PM10 or PM2.5 in either maximum particulate concentrations or days of exceedances in the area. Particulate levels in the area are due to natural sources, grading operations, and motor vehicles.

According to the EPA, some people are much more sensitive than others to breathing fine particles (PM10 and PM2.5). People with influenza, chronic respiratory and cardiovascular diseases, and the elderly may suffer worsening illness and premature death due to breathing these fine particles. People with bronchitis can expect aggravated symptoms from breathing in fine particles. Children may experience decline in lung function due to breathing in PM10 and PM2.5. Other groups considered sensitive are smokers and people who cannot breathe well through their noses. Exercising athletes are also considered sensitive, because many breathe through their mouths during exercise.

7.4 Toxic Air Contaminant Levels in the Air Basin

In order to determine the Air Basin-wide risks associated with major airborne carcinogens, the SCAQMD conducted the Multiple Air Toxics Exposure Study (MATES) studies. According to the MATES V study (SCAQMD, 2021), the project site has an estimated cancer risk of 316 per million persons chance of cancer in the vicinity of the project site. In comparison, the average cancer risk for the Air Basin is 455 per million persons. The MATES V study that monitored air toxins between May 1, 2018 to April 30, 2019 found that cancer risk from air toxics has declined significantly in the Air Basin with a 40 percent decrease in cancer risk since the monitoring for the MATES IV study that occurred between July 1, 2012 and June 30, 2013 and an 84 percent decrease in cancer risk since the monitoring for the MATES II study that occurred between April 1, 1998 and March 31, 1999.

The MATES V study also analyzed impacts specific to the communities experiencing environmental injustices (EJ communities) that were evaluated using the Senate Bill 535 definition of disadvantaged communities, which found that between MATES IV and MATES V, the cancer risk from air toxics decreased by 57 percent in EJ communities overall, compared to a 53 percent reduction in non-EJ communities.

In order to provide a perspective of risk, it is often estimated that the incidence in cancer over a lifetime for the U.S. population ranges between 1 in 3 to 4 and 1 in 3, or a risk of about 300,000 per million persons. The MATES-III study referenced a Harvard Report on Cancer Prevention, which estimated that of cancers associated with known risk factors, about 30 percent were related to tobacco, about 30 percent were related to diet and obesity, and about 2 percent were associated with environmental pollution related exposures that includes hazardous air pollutants.

8.0 MODELING PARAMETERS AND ASSUMPTIONS

8.1 CalEEMod Model Input Parameters

The criteria air pollution and GHG emissions impacts created by the proposed project have been analyzed through use of CalEEMod Version 2022.1.1.29. CalEEMod is a computer model published by the SCAQMD for estimating air pollutant emissions. The CalEEMod program uses the EMFAC2021 computer program to calculate the emission rates specific for the Salton Sea Air Basin portion of Riverside County for employee, vendor and haul truck vehicle trips and the OFFROAD2011 computer program to calculate emission rates for heavy equipment operations. EMFAC2021 and OFFROAD2011 are computer programs generated by CARB that calculates composite emission rates for vehicles. Emission rates are reported by the program in grams per trip and grams per mile or grams per running hour.

The project characteristics in the CalEEMod model were set to a project location of the Salton Sea Air Basin portion of Riverside County, utility company of Imperial Irrigation District (with 2027 forecast factors) and project opening year of 2027. The Locational Context in CalEEMod was changed from Rural to Suburban, since the project site is designated in the General Plan as being located within the Industrial District, is in close proximity to existing housing and industrial uses, and there is an existing bus stop adjacent to the project site.

Land Use Parameters

The proposed project consists of development of a business park project that would include the following building types: Large Warehouses, Small Warehouses, Small Business, Personal Vehicle Storage, Self-Storage, and Retail comprised of a Service Station/Mini Mart and Fast Food Restaurant with Drive-Thru. The proposed project would also include onsite roads and driveways and parking lots that would include a total of 682 parking spaces and an IID substation would be located at the northern 5.6 acres of the overall project site. The proposed project's land use parameters that were entered into the CalEEMod model are shown in Table I.

Table I – CalEEMod Land Use Parameters

Proposed Land Use	Land Use Subtype in CalEEMod	Land Use Size[1]	Lot Acreage[2]	Building Area[3] (sq ft)	Landscaped Area[4] (sq ft)
Large and Small Warehouses, Personal Vehicle Storage, Small Businesses	Industrial Park	486.90 TSF	23.03	486,900	100,337
Self-Storage	Unrefrigerated Warehouse No Rail	128.60 TSF	6.30	128,600	27,463
Service Station/Mini Mart	Convenience Market with Gas Pumps	10 VFP	0.06	4,000	269
Fast Food Restaurant with Drive-Thru	Fast Food Restaurant with Drive Thru	4.65 TSF	0.23	4,650	987
Onsite Roads, Driveways, Parking Lots	Parking Lot	682 PS	12.73	--	55,464
IID Substation	Other Non-Asphalt Surfaces	5.60 AC	5.60	--	24,394

Notes:
[1] TSF = Thousand Square Feet; VFP = Vehicle Fueling Position; PS = Parking Space; AC = Acre
[2] Lot acreage calculated based on the total project site of 42.36-acres.
[3] Building Area square feet represent area where architectural coatings will be applied.
[4] Landscaped Area based on 10 percent of each land use area landscaped.

Construction Parameters

Construction of the proposed project is anticipated to start in Fall 2027 and would occur in multiple phases that would have an aggregate construction time of 3.2 years. In order to provide a worst-case analysis, construction of the proposed project was analyzed in one phase, starting in Fall 2024 and would be completed in 3.2 years (The construction emissions calculated by CalEEMod are lower in future years, due to more stringent emissions standards for both equipment and vehicles). The construction-related GHG emissions were based on a 30-year amortization rate as recommended in the SCAQMD GHG Working Group meeting on November 19, 2009. The phases of construction activities that have been analyzed are detailed below and include: 1) Site Preparation; 2) Grading, 3) Building construction, 4) Paving; and 5) Application of architectural coatings.

The CalEEMod model provides the selection of reduction measures to account for project conditions that would result in less emissions than a project without these conditions. This includes the required to adherence to SCAQMD Rule 403, which requires that the Best Available Control Measures be utilized to reduce fugitive dust emissions that includes water all exposed areas three times per day during site preparation and grading, water unpaved roads two times per day, limit speeds on unpaved roads to 25 miles per hour and sweep paved roads once per month.

Site Preparation

The site preparation phase would consist of removing any vegetation, tree stumps, and stones onsite prior to grading. The site preparation phase is anticipated to start October 2021 and was modeled as occurring over six weeks, which is based on the CalEEMod default timing. The site preparation activities would require 17.5 worker trips per day. In order to account for water truck emissions, three onsite truck trips per day with a half mile length were added to the site preparation phase. The onsite equipment would consist of three rubber-tired dozers, and four of either tractors, loaders, or backhoes, which is based on the CalEEMod default equipment mix.

Grading

The grading phase would occur after completion of the site preparation phase and was modeled as occurring over 15 weeks, which is based on the CalEEMod default timing. The proposed grading is anticipated to include 35,565 cubic yards of material cut and 20,370 cubic yards of fill. When subsidence, and shrinkage are accounted for, it is anticipated that grading will require the import of 21,040 cubic yards of material. The import of dirt would generate a total of 2,630 haul truck trips (average 35.1 haul truck trips per day over the 15-week grading phase).

The CalEEMod model default onsite grading equipment consists of two excavators, one grader, two scrapers, one rubber-tired dozer, and two of either tractors, loaders, or backhoes. In order to account for the amount of dirt being moved onsite, an additional two scrapers were added to the default grading equipment list for a total of four scrapers. The grading activities would generate 25 worker trips per day. In order to account for water truck emissions, three onsite truck trips per day with a half mile length were added to the grading phase.

Building Construction

The building construction would occur after the completion of the grading phase and was modeled as occurring over 2 year and 9 months, which is based on the CalEEMod default timing. The building construction phase would generate 262 worker trips and 102 vendor trips per day. The onsite equipment

would consist of the simultaneous operation of one crane, three forklifts, one generator, one welder, and three of either tractors, loaders, or backhoes, which is based on the CalEEMod default equipment mix.

Paving

The paving phase would consist of paving the onsite roads, driveways, and parking lots. The paving phase was modeled as occurring concurrently with the final 55 workdays of the building construction phase and is based on the CalEEMod default length for the paving phase. The paving phase would generate 15 worker trips per day. The onsite equipment would consist of the simultaneous operation of two pavers, two paving equipment, and two rollers, which is based on the CalEEMod default equipment mix.

Architectural Coating

The application of architectural coatings was modeled as occurring concurrently with the final 55 workdays of the building construction phase and is based on the CalEEMod default length for the architectural coating phase. The architectural coating phase was modeled based on covering 936,225 square feet of non-residential interior area, 312,075 square feet of non-residential exterior area, and 30,788 square feet of parking area. The architectural coating phase would generate 52.3 worker trips per day. The onsite equipment would consist of one air compressor, which is based on the CalEEMod default equipment mix. In order to account for SCAQMD Rule 1113 VOC limits for architectural coatings, the non-residential interior architectural coating VOC emissions was set to 50 grams per liter in the CalEEMod model.

Operational Emissions Modeling

The operations-related criteria air pollutant emissions and GHG emissions created by the proposed project have been analyzed through use of the CalEEMod model. The proposed project was analyzed in the CalEEMod model based on the land use parameters provided above.

Mobile Sources

Mobile sources include emissions the additional vehicle miles generated from the proposed project. The daily vehicle trip rates associated with the proposed project have been obtained from *Coachella Airport Business Park Traffic Impact Analysis* (Traffic Analysis), prepared by Integrated Engineering Group, July 2024. The vehicle trips rates utilized for each land use are provided in Table J, which does not include the Passenger Car Equivalent (PCE) weighting provided in the Traffic Analysis, since the CalEEMod accounts for the truck trips, which is shown below in Table K. As shown in Table K, the project would generate a non-PCE weighted 6,652 daily trips from all land uses, which also does not account for pass-by reductions.

Table J – Inventory of Vehicle Trips During Full Operation of Proposed Project

		Daily Trip Generation Rates	
Land Use Type in CalEEMod	**Land Use Size[1]**	**Trips Rates[2]**	**Total Daily Trips**
Industrial Park	486.90 TSF	3.37 per TSF	1,641
Unrefrigerated Warehouse No Rail	128.60 TSF	1.45 per TSF	186
Convenience Market with Gas Station	10 VFP (5 Pump)	265.12 per VFP (530.24 per Pump)	2,651
Fast Food Restaurant with Drive Thru	4.65 TSF	467.48 per TSF	2,174
Parking Lot	682 PS	0 per PS	0
Other Non-Asphalt Surfaces	5.6 AC	0 per AC	0

Notes:

[1] TSF = Thousand Square Foot, VFP = vehicle fueling position, PS = Parking Space, AC = Acre
[2] Daily Trip rates obtained from the Traffic Analysis (Integrated Engineering Group, 2024).

In order to account for the 5.38 percent 2-axle, 6.67 percent 3-axle, and 20.13 percent 4+-axle daily truck trips generated by the proposed Industrial Park land use, the vehicle mixes utilized in the CalEEMod model were adjusted to match the truck generation rates provided in the Traffic Analysis. In addition, the vehicle mixes for the other proposed land uses were also adjusted to remove the truck trips from these land uses, since the Traffic Analysis analyzed all truck trips generated from the proposed project under the Industrial Park land use. The vehicle mixes utilized in the CalEEMod model are shown in Table K. No other changes were made to the CalEEMod default mobile source parameters.

Table K – Fleet Mix During Full Operation of Proposed Project

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	MCY
Industrial Park[1]	0.338	0.029	0.177	0.120	0.041	0.012	0.067	0.201	0.003
All Other Land Uses	0.499	0.043	0.261	0.176	0	0	0	0	0.02

Notes:
LDA = Light Duty Auto; LDT1 = Light-Duty Trucks (less than 3,750 pounds gross vehicle weight rating [GVWR]); LDT2 = Light-Duty Trucks (3,751 to 6,000 pounds GVWR); MDV = Medium-Duty Trucks (6,000 to 8,500 pounds GVWR); LHD1 = Light-Heavy-Duty Trucks 1 (8,501 to 10,000 pounds GVWR); LHD2 = Light-Heavy-Duty Trucks 2 (GVWR 10,001 to 14,000 pounds); MHD = Medium-Heavy-Duty Trucks (GVWR 19,501 to 33,000 pounds); HHD = Heavy-Heavy-Duty Trucks (GVWR 33,000+ pounds); and MCY = motorcycles.
[1] The Industrial Park Truck fleet mix was based on the Truck Fleet Mix provided in the Traffic Analysis (Integrated Engineering Group, 2024), with 2-axle trucks analyzed as LDT1 and LDT2, 3-axle trucks analyzed as MHD, and 4+-axle trucks analyzed as HHD.

The CalEEMod Mitigation Measure T-6 – Implement Commute Trip Reduction Program was selected for 20 percent of employees in order to account for Mitigation Measure 3, that requires any business within the proposed project that has 20 or more full-time employees to implement a commute trip reduction program.

Area Sources

Area sources include emissions from consumer products, landscape equipment, and architectural coatings. The area source emissions were based on the on-going use of the proposed project in the CalEEMod model. No changes were made to the default area source parameters in the CalEEMod model.

Energy Usage

Energy usage includes emissions from electricity and natural gas used onsite. The energy usage was based on the ongoing use of the proposed project in the CalEEMod Model. No changes were made to the default energy usage parameters in the CalEEMod model.

The CalEEMod Mitigation Measure E-10-A – Establish Onsite Renewable Energy Systems, with 50 percent of the power to be provided by onsite power system was selected to account for Mitigation Measure 2 that requires a minimum of 50 percent of total project electrical consumption be provided by onsite renewable sources.

Solid Waste

Waste includes the GHG emissions associated with the processing of waste from the proposed project as well as the GHG emissions from the waste once it is interred into a landfill. The analysis was based on the

default CalEEMod waste generation rate of 781 tons of solid waste per year from the proposed project. No changes were made to the default solid waste parameters or mitigation measures in the CalEEMod model.

Water and Wastewater

Water includes the water used for the interior of the buildings as well as for landscaping and is based on the GHG emissions associated with the energy used to transport and filter the water. The analysis was based on the default CalEEMod water usage rate of 147,718,492 gallons per year of water use. No changes were made to the default water and wastewater parameters in the CalEEMod model.

Off-Road Equipment

The primary activity that would require the use of off-road equipment would be associated with forklifts unloading/loading of truck deliveries. Forklifts would most likely be operated at the six proposed large warehouses. Although the other proposed land uses would also have truck deliveries, due to the size of the other buildings, the unloading activities would most likely be performed with hand trucks or small electric powered forklifts, which do not create air emissions. As such, it has been assumed that each of the six large warehouses would have one forklift that would operate 8 hours per day. In order to account for Mitigation Measure 1, that restricts the operation of diesel-powered off-road equipment on the project site during long-term operations of the project, the forklifts were analyzed based on being powered with compressed natural gas (CNG).

8.2 Energy Use Calculations

The proposed project is anticipated to consume energy during both construction and operation of the proposed project and the parameters utilized to calculate energy use from construction and operation of the proposed project are detailed separately below.

Construction-Related Energy Use

Construction of the proposed project is anticipated to use energy in the forms of petroleum fuel for both off-road equipment as well as from the transport of workers and materials to and from the project site and the calculations for each source are described below.

Off-Road Construction Equipment

The off-road construction equipment fuel usage was calculated through use of the CalEEMod model's default off-road equipment assumptions detailed above in Section 8.1. For each piece of off-road equipment, the fuel usage was calculated through use of the *2017 Off-road Diesel Emission Factors* spreadsheet, prepared by CARB (https://ww3.arb.ca.gov/msei/ordiesel.htm). The Spreadsheet provides the following formula to calculate fuel usage from off-road equipment:

Fuel Used = Load Factor x Horsepower x Total Operational Hours x BSFC / Unit Conversion

Where:

Load Factor - Obtained from CalEEMod default values

Horsepower – Obtained from CalEEMod default values

Total Operational Hours – Calculated by multiplying CalEEMod default daily hours by CalEEMod default number of working days for each phase of construction

BSFC – Brake Specific Fuel Consumption (pounds per horsepower-hour) – If less than 100 Horsepower = 0.408, if greater than 100 Horsepower = 0.367

Unit Conversion – Converts pounds to gallons = 7.109

Table L shows the off-road construction equipment fuel calculations based on the above formula. Table L shows that the off-road equipment utilized during construction of the proposed project would consume 129,648 gallons of diesel fuel.

Table L – Off-Road Equipment and Fuel Consumption from Construction of the Proposed Project

Equipment Type	Equipment Quantity	Horse-power	Load Factor	Operating Hours per Day	Total Operational Hours[1]	Fuel Used (gallons)
Site Preparation						
Rubber Tired Dozers	3	367	0.4	8	720	5,457
Tractors/Loaders/Backhoes	4	84	0.37	8	960	1,712
Grading						
Excavators	2	36	0.38	8	1,200	942
Graders	1	148	0.41	8	600	1,880
Rubber Tired Dozers	1	367	0.4	8	600	4,547
Scrapers	4	423	0.48	8	2,400	25,157
Tractors/Loaders/Backhoes	2	84	0.37	8	1,200	2,140
Building Construction						
Cranes	1	367	0.29	7	5,180	28,461
Forklifts	3	82	0.2	8	17,760	16,716
Generator Sets	1	14	0.74	8	5,920	3,520
Tractors/Loaders/Backhoes	3	84	0.37	7	15,540	27,719
Welders	1	46	0.45	8	5,920	7,033
Paving						
Pavers	2	81	0.42	8	880	1,718
Paving Equipment	2	89	0.36	8	880	1,618
Rollers	2	36	0.38	8	880	691
Architectural Coating						
Air Compressor	1	37	0.48	6	330	336
Total Off-Road Equipment Diesel Fuel Used during Construction (gallons)						**129,648**

Notes:
[1] Based on: 30 days for Site Preparation, 75 days for Grading; 740 days for Building Construction; 55 days for Paving; and 55 days for Architectural Coating.
Source: CalEEMod Version 2022.1 (see Appendix A); CARB, 2017.

On-Road Construction-Related Vehicle Trips

The on-road construction-related vehicle trips fuel usage was calculated through use of the construction vehicle trip assumptions from the CalEEMod model run as detailed above in Section 8.1. The calculated total construction miles were then divided by the fleet average for the Salton Sea portion of Riverside County miles per gallon rates for the year 2024 calculated through use of the EMFAC2021 model and the EMFAC2021 model printouts are shown in Appendix B. The worker trips were based on the combined fleet average miles per gallon rates for gasoline powered automobiles, SUVs and pickup trucks and the vendor and haul truck trips were based on the combined T6 and T7 diesel trucks fleet average miles per

gallon rate. Table M shows the on-road construction vehicle trips modeled in CalEEMod and the fuel usage calculations.

Table M shows that the on-road construction-related vehicle trips would consume 150,631 gallons of gasoline and 118,046 gallons of diesel fuel. As detailed above, Table L shows that the off-road construction equipment would consume 129,648 gallons of diesel fuel. This would result in the total consumption of 150,631 gallons of gasoline and 247,694 gallons of diesel fuel from construction of the proposed project.

Table M – On-Road Vehicle Trips and Fuel Consumption from Construction of the Proposed Project

Vehicle Trip Types / Fuel Type	Daily Trips	Trip Length (miles)	Total Miles per Day	Total Miles per Phase[1]	Fleet Average Miles per Gallon[2]	Fuel Used (gallons)
Site Preparation						
Worker (Gasoline)	17.5	18.5	324	9,713	24.6	395
Water Trucks (Diesel)	3	0.5	1.5	45	7.0	6
Grading						
Worker (Gasoline)	25	18.5	463	34,688	24.6	1,412
Water Trucks (Diesel)	3	0.5	1.5	113	7.0	16
Haul Trucks (Diesel)	35.1	20	702	52,650	7.0	7,555
Building Construction						
Worker (Gasoline)	262	18.5	4,847	3,586,780	24.6	146,035
Vendor (Diesel)	102	10.2	1,040	769,896	7.0	110,469
Paving						
Worker (Gasoline)	15	18.5	278	15,263	24.6	621
Architectural Coating						
Worker (Gasoline)	52.3	18.5	968	53,215	24.6	2,167
					Total Gasoline Fuel Used from On-Road Construction Vehicles (gallons)	**150,631**
					Total Diesel Fuel Used from On-Road Construction Vehicles (gallons)	**118,046**

Notes:
[1] Based on: 30 days for Site Preparation, 75 days for Grading; 740 days for Building Construction; 55 days for Paving; and 55 days for Architectural Coating.
[2] From EMFAC 2021 model (see Appendix B). Worker Trips based on entire fleet of gasoline vehicles and Vendor Trips based on only truck fleet of diesel vehicles.
Source: CalEEMod Version 2022.1; CARB, 2018.

Operations-Related Energy Use

The operation of the proposed project is anticipated to use energy in the forms of petroleum fuel, electricity, and natural gas, and the calculations for each source are described below.

Operational Petroleum Fuel

The on-road operations-related vehicle trips fuel usage was calculated through use of the total annual vehicle miles traveled assumptions from the CalEEMod model run as detailed above in Section 8.1, which found that with implementation of Mitigation Measure 3 that requires implementation of a Commute Trip Reduction Program, operation of the proposed project would generate 10,641,728 vehicle miles traveled per year from autos and would generate 1,578,651 vehicle miles traveled per year from trucks. The calculated total operational miles were then divided by the Salton Sea area portion of Riverside County fleet average rates of 26.2 miles per gallon for automobiles and the fleet average rate of 7.1 miles

per gallon for trucks, which was calculated through use of the EMFAC2021 model and based on the project opening year 2027. The EMFAC2021 model printouts are shown in Appendix B. Based on the above calculation methodology, the operation of automobiles would consume 406,543 gallons of gasoline per year and from trucks would consume 222,118 gallons of diesel per year.

Operational Electricity Use

The operations-related electricity usage was calculated in the CalEEMod model run with implementation of Mitigation Measure 2 that requires a minimum of 50 percent of total electrical consumption to be produced onsite that is detailed above in Section 8.1 and depicts the electricity use from each land use that are shown below in kilo-watt hours (kWh) per year (CalEEMod land use shown in brackets):

- Service Station/Mini Mart (Convenience Market with Gas Pumps) – 74,903 kWh/year
- Fast Food Restaurant with Drive Thru (Fast Food Restaurant with Drive Thru) – 157,128 kWh/year
- Large Warehouses, Small Warehouses, Personal Vehicle Storage, Small Businesses (Industrial Park) – 9,259,003 kWh/year
- Onsite Roads, Driveways, Parking Lots (Parking Lot) – 117,910 kWh/year
- Self Storage (Unrefrigerated Warehouse No Rail) – 721,087 kWh/year

Based on the above, it is anticipated that the proposed project would utilize 10,330,031 kWh per year of electricity.

Operational Natural Gas Use

The operations-related natural gas usage was calculated in the CalEEMod model run that is detailed above in Section 8.1 that depicts the natural gas use from each land use that are shown below in kilo British Thermal Units (kBTU) per year (CalEEMod land use shown in brackets):

- Service Station/Mini Mart (Convenience Market with Gas Pumps) – 86,988 kBTU/year
- Fast Food Restaurant with Drive Thru (Fast Food Restaurant with Drive Thru) – 493,441 kBTU/year
- Large Warehouses, Small Warehouses, Personal Vehicle Storage, Small Businesses (Industrial Park) – 5,217,823 kBTU/year
- Onsite Roads, Driveways, Parking Lots (Parking Lot) – 0 kBTU/year
- Self Storage (Unrefrigerated Warehouse No Rail) – 2,454,497 kBTU/year

Based on the above, it is anticipated that the proposed project will use 8,252,749 kBTU per year, which is equivalent to 8,253 mega-British Thermal units (MBTU) per year of natural gas.

8.3 Toxic Air Contaminant Emissions Modeling

The dispersion modeling utilized for analyzing the TAC emissions in this analysis has been based on the recommended methodology described in *Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel idling Emissions for CEQA Air Quality Analysis* (SCAQMD HRA Guidance), prepared by SCAQMD, 2003, *Air Toxics Hot Spots Program Risk Assessment Guidelines* (OEHHA Guidelines), prepared by Office of Environmental Health Hazard, February 2015, and *Risk Assessment Procedures for Rules 1401, 1401.1 and 212* (SCAQMD Risk Assessment Procedures), prepared by SCAQMD,

September 1, 2017. Important issues that affect the dispersion modeling include the following: 1) Model Selection, 2) Source Treatment, 3) Meteorological Data, and 4) Receptor Grid. Each of these issues is addressed below.

Model Selection

The AERMOD View Version 12.0.0 Model was used for all dispersion modeling. Key dispersion modeling options selected included the regulatory default options and urban modeling option for Riverside County with a population of 2,189,641. Flagpole receptor height was set to 0 meters, which is based on SCAQMD recommended modeling parameters. AERMAP (the terrain pre-processor for AERMOD) was run with a USGS 7.5-meter map of Indio for the project site and a 7.5-meter map of Thermal Canyon for the area east of the project site.

Meteorological Data

Meteorological data from the SCAQMD's Jacqueline Cochran Regional Airport (KTRM) Airport monitoring site was selected for this modeling application, which is located as near as 1.1 mile west of the project site. The SCAQMD's meteorological data is provided at: Meteorological Data for AERMOD (aqmd.gov). It should be noted that the SCAQMD provides data for the Jacqueline Cochran Regional Airport under the name of Desert Hot Springs Airport. This can be confirmed by looking at the coordinates and call letters of KTRM provided for this Airport that align with Jacqueline Cochran Regional Airport. Five full years of sequential meteorological data were collected at the KTRM Airport Station by the SCAQMD for 2012, 2013, 2014, 2015, and 2016. The SCAQMD processed the data for input to the model. An elevation of -36 meters was utilized for the KTRM Airport Station per SCAQMD guidance.

Receptor Grid

The nearest sensitive receptors that may be impacted by the proposed project are mobile homes located across Airport Boulevard as near as 50 feet to the south of the project site. There are also single and multi-family homes located on both sides of Orange Street and on the south side of Airport Frontage Road. Discrete receptors were placed at 11 representative nearby homes. Figures 3 and 4 show the locations of the sources and receptors modeled in the AERMOD model for TAC emissions.

EMFAC2021 Model

The truck travel and truck idling emission rates were obtained from the EMFAC2021 model Version 1.0.2. The EMFAC2021 model is the latest emissions inventory model released by CARB that calculates motor vehicle emissions from vehicles operating on roads in California. The EMFAC2021 includes the latest data on California's car and truck fleets and travel activity and also reflects the emissions reductions associated with CARB's recent rulemaking, including on-road diesel fleet rules, Advanced Clean Car Standards, and the Smartway/Phase I Heavy-Duty Vehicle GHG Regulations.

The operational 3-axle and 4+-axle truck trips were modeled in the EMFAC2021 model through use of the Truck 2 Vehicle Category that covers all truck classifications over 14,000 pounds. The operational 2-axle (small truck) trips were modeled in the EMFAC2021 model through use of the Truck 1 Vehicle Category that covers all truck classifications between 8,500 and 14,000 pounds. Since vehicle emission factors are dependent on vehicle speed, emission factors were obtained for 10 and 35 miles per hour and idling rates. The EMFAC2021 model run printout is provided in Appendix B.

The cancer risk analysis is based on a 30-year analysis period. Therefore, the analysis period was segmented into three age sensitivity time periods, consistent with the cancer risk estimation

methodology. The DPM PM2.5 truck running emission rates utilized in this assessment are shown in Table N; the DPM PM2.5 truck idling emission rates utilized in this assessment are shown in Table O.

Table N – EMFAC2021 Diesel Truck Running PM2.5 Emission Rates

Vehicle Class	Speed (mph)	EMFAC2021 PM2.5 Running Emissions Rates (grams/mile)			
		2024 to 2026	2027	2028 to 2041	2042 to 2054
Truck 1	10	0.0636	0.0551	0.0413	0.0316
	35	0.0302	0.0266	0211	0.0172
Truck 2	10	0.0024	0.0022	0.0019	0.0017
	35	0.0010	0.0010	0.0009	0.0009

Source: EMFAC2021 version 1.0.2.

Table O – EMFAC2021 Diesel Truck Idling PM2.5 Emission Rates

Vehicle Class	EMFAC2021 PM2.5 Idling Emissions Rates (grams/hour)			
	2024 to 2026	2027	2028 to 2041	2042 to 2054
Truck 1	0.758	0.758	0.758	0.762
Truck 2	0.012	0.011	0.010	0.010

Source: EMFAC2021 version 1.0.2.

TAC Emission Sources

The proposed project would create DPM emissions from both construction and operational activities, which have been modeled separately and are described below.

Construction-Related DPM Emissions

Construction activities would generate DPM emissions from off-road construction equipment operating on the project site and from diesel truck trips to the project site. Since construction activities would typically be limited to a 9-hour workday, all sources modeled in AERMOD for the construction scenario were set to be operational between the hours of 7 a.m. and 4 p.m. and the calculated emissions rates were set so that daily emissions are averaged over nine hours, instead of 24 hours. Construction of the proposed project has been modeled as starting October 2024 and would be completed in 3.2 years. Since the OEHHA Guidelines provide age sensitivity factors of 10 for ages third trimester to two years and 3 for ages two years to 16 years, construction activities have been modeled in AERMOD with two model runs based on the following two time periods: (1) Third trimester of a pregnancy to 2 years of age (Fall 2024 to end of 2026); and (2) 2 years to 3 years of age (all of year 2027).

Off-Road Construction Equipment DPM Emissions

TAC emissions from construction activities would be primarily from DPM emissions associated with the onsite operation of off-road diesel equipment. The off-road equipment exhaust emissions that would be created from construction of the proposed project has been calculated by the CalEEMod Model, based on the parameters detailed above in Section 8.1. The CalEEMod model (see Appendix A) calculated that the off-road equipment would generate the following emissions rates:

- Years 2024 to 2026: 0.06 tons of PM2.5 exhaust in 2024, 0.08 tons of PM2.5 exhaust in 2025, and 0.05 tons of PM2.5 exhaust in 2026 for a total of 0.19 tons of PM2.5 exhaust. Since CalEEMod shows that for the years 2025 and 2026 0.01 ton of PM2.5 exhaust is generated from construction truck trips, 0.2 tons were subtracted from the total for a total of 0.17 tons of PM2.5 exhaust

created from off-road equipment. This equals 0.416 pounds (188.77 grams) of PM2.5 per day averaged over the 2.25 year construction period.

- Year 2027: 0.05 tons of PM2.5 exhaust in 2027. Since CalEEMod shows that for the year 2027 0.01 ton of PM2.5 exhaust is generated from construction truck trips, 0.1 ton was subtracted from the total for a total of 0.04 tons of PM2.5 exhaust created from off-road equipment. This equals 0.22 pounds (99.97 grams) of PM2.5 per day averaged over the 12-month construction period.

The off-road construction equipment was modeled as a point source located approximately in the middle of the project site. The point source was modeled in the AERMOD model with a 13-foot height, a 0.1-meter diameter, a velocity of 50 meters per second, a temperature of 366°K and an emission rates of: 5.83E-03 grams per second for years 2024 to 2026 and 3.09E-03 grams per second for year 2027, which are based on a 9-hour workday. The placement of the off-road equipment point source in the AERMOD model is shown in Figure 3.

Construction-Related Truck Running Emissions

According to the CalEEMod model printouts shown in Appendix A, the grading phase would generate 35.1 truck trips per day for 75 workdays and the building construction phase would generate 102 truck trips per day. This equates to an average of 64.8 truck trips per day during the first 2.25 years of construction and an average of 102 truck trips per day during the final year of construction. The Traffic Analysis (Integrated Engineering Group, 2024), found that 20 percent of the trips would travel on Airport Boulevard west of the project site and 80 percent of the trips would travel on Airport Boulevard east of the project site to State Route 86. It is anticipated that the construction-related truck trips will utilize the same trip distribution as provided in the Traffic Analysis. For the onsite truck travel, the construction trucks were modeled as utilizing the same onsite roads as the operational analysis, since it is likely that these onsite roads will be constructed early on in the construction process.

The truck travel emissions were modeled in the AERMOD model by using line volume sources. The line volume sources were modeled with a plume height of 6 feet and plume width of 12 feet for the onsite paths and a 40-foot width on Airport Boulevard. The emission rates utilized in the AERMOD model were obtained from the EMFAC2021 model for the Truck 2 vehicle class, which represents all trucks greater than 14,000 pounds. The emissions rates were calculated by converting the emissions created for one truck to grams per second and then calculating the time it takes to travel the road length and multiplying this time by the per day and then dividing by 9 hours. The road source emissions rates entered into the AERMOD model are shown in Table P. The placement of the construction-related truck travel line volume sources in the AERMOD model is shown in Figure 3.

Table P – AERMOD Model Construction-Related Truck Travel Emissions Sources

Source ID	Road Location	Daily Truck Trips[1]		Length of Road (Meters)	DPM Emission Rates (grams/second)	
		2024-2026	2027		2024-2026	2027
RDAIRW	Airport Blvd west of Project Site	13.0	20.4	827	2.00E-07	3.16E-07
RDAIRE	Airport Blvd east of Project Site	51.8	81.6	484	4.69E-07	7.39E-07
RDONW	Onsite Road West	32.4	51.0	857	1.27E-06	2.00E-06
RDONE	Onsite Road East	32.4	51.0	933	1.38E-06	2.18E-06

Notes:
[1] Daily truck trips based on one way trips.
Source: EMFAC2021

Construction-Related Truck Idling Emissions

The construction diesel truck idling was modeled as a point source located approximately in the middle of the project site. The analysis was based on each truck trip idling on the project site for 5 minutes. The 5-minute period is based on Section 2485 of the California Code of Regulations that limits commercial truck idling to 5 minutes at any location. The emissions factor used for the truck idling point source was based on the EMFAC2021 model for years 2024 to 2026 and year 2027 Idling Emission Rates (see Table O, above). The idling point source was modeled in the AERMOD model with a 12.6-foot height, a 0.1-meter diameter, a velocity of 50 meters per second, a temperature of 366°K and an emission rate of 9.77E-07 grams per second, which is based on a 9-hour workday. The construction-related idling point source emission rates entered into the AERMOD model are shown in Table Q. The placement of the construction idling point source in the AERMOD model is shown in Figure 3.

Table Q – AERMOD Model Construction DPM Truck Idling Emissions Sources

		Daily Truck Trips		DPM Emission Rates (grams/second)	
Source ID	**Description**	**2024-2026**	**2027**	**2024-2026**	**2027**
IDLING	Construction Idling	64.8	102	1.80E-05	2.96E-06

Source: EMFAC2021; CalEEMod Version 2022.1.

Operational TAC Emission Sources

Operational DPM emissions would be generated from truck trips generated by the operation of the proposed project. None of the business park structures will be utilized as a refrigerated warehouse. As such, no transport refrigeration units will operate on the project site. In addition, Mitigation Measure 1 is provided that restricts the use of diesel-powered forklifts on the project site during on-going operations of the project.

As detailed above in Section 8.1, the proposed project would generate for the 5.38 percent 2-axle, 6.6 7 percent 3-axle, and 20.13 percent 4+-axle daily truck trips generated by the proposed Industrial Park land use, which equates to 88.3 2-axle truck trips, 109.4 3-axle truck trips, and 330.3 4+-axle truck trips per day. The project-related truck emissions have been analyzed separately for truck travel and truck idling that utilized emission rates from the EMFAC model.

Operational Truck Travel

The onsite diesel truck travel was modeled based on half of the truck trips traveling on the east onsite road to Large Warehouses LW-1A, LW-1B, and LW-2 and the other half of the truck trips traveling on the west onsite road to Large Warehouses LW-3A, LW-3B, and LW-4. The Traffic Analysis (Integrated Engineering Group, 2024), found that 20 percent of the trips would travel on Airport Boulevard west of the project site and 80 percent of the trips would travel on Airport Boulevard east of the project site to State Route 86.

The emission rates utilized in the AERMOD model were calculated by converting the emissions created for one truck to grams per second and then calculating the time it takes to travel the road length and multiplying this time by the per day and then dividing by 24 hours. The calculated emission rates are shown in Table R. The diesel truck line volume source truck routes were modeled with a 6-foot height and 12-foot width for the onsite roads and a 40-foot width on Airport Boulevard.

Table R – AERMOD Model Operational DPM Truck Travel Emissions Sources

Source ID	Description	Daily Truck Trips[1]	Length of Truck Route (meters)	DPM Emission Rates (grams/second) 2028-2041	DPM Emission Rates (grams/second) 2042-2054
	Onsite Roads				
	2-axle and 3-axle Truck Trips	44.1	857	1.12E-05	8.61E-06
RDONW	4-axle Truck Trips	219.9	857	2.59E-06	2.36E-06
	Onsite Road West	**264.0**	**--**	**1.38E-05**	**1.10E-05**
	2-axle and 3-axle Truck Trips	44.1	933	1.22E-05	9.37E-06
RDONE	4-axle Truck Trips	219.9	933	2.82E-06	2.57E-06
	Onsite Road East	**264.0**	**--**	**1.51E-05**	**1.19E-05**
	Offsite Roads				
	2-axle and 3-axle Truck Trips	17.7	827	2.22E-06	1.80E-06
RDAIRW	4-axle Truck Trips	88	827	4.91E-07	4.89E-07
	Airport Boulevard west of Project Site	**106**	**--**	**2.71E-06**	**2.29E-06**
	2-axle and 3-axle Truck Trips	70.6	484	5.19E-06	4.22E-06
RDAIRE	4-axle Truck Trips	351.8	484	1.15E-06	1.14E-06
	Airport Boulevard east of Project Site	**422.5**	**--**	**6.34E-06**	**5.36E-06**

Notes:
[1] Daily truck trips represent one-way trips (i.e., entering the project site or leaving the project site equal one trip).
Source: Integrated Engineering Group, 2024.

Onsite Truck Idling

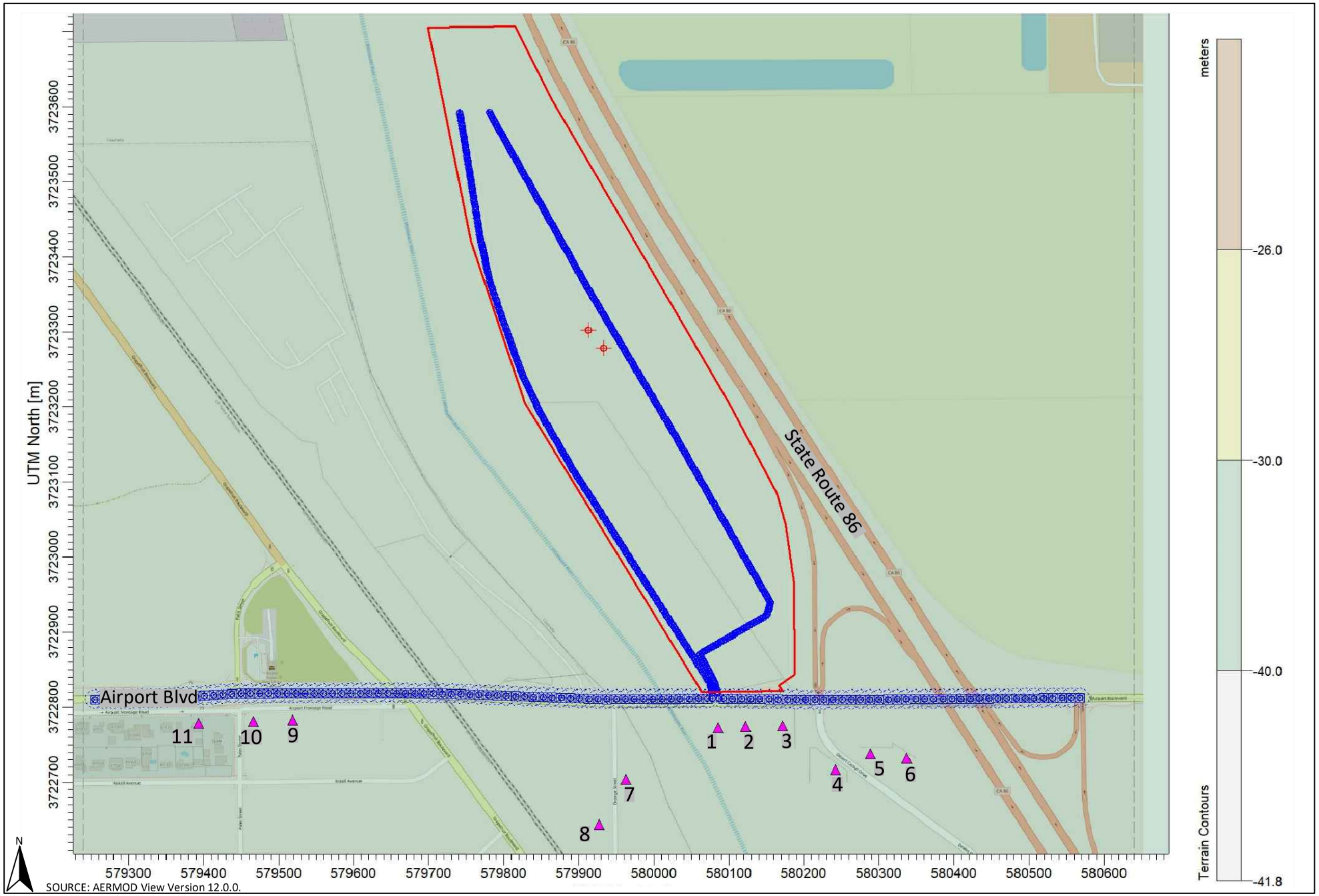
The onsite diesel truck idling emissions were modeled as six point sources located in the center of each of the six Large Warehouses loading areas. The analysis was based on each truck delivery idling on the project site for 15 minutes or 5 minutes for arriving to the loading area, 5 minutes for leaving the loading area, and 5 minutes for queueing activities at the loading area. The 5-minute period is based on Section 2485 of the California Code of Regulations that limits commercial truck idling to 5 minutes at any location.

The idling point source was modeled in the AERMOD model with a 12.6-foot height, a 0.1-meter diameter, a velocity of 50 meters per second, and a temperature of 366°K. The idling point source emission rates entered into the AERMOD model are shown in Table S. The idling source emissions were determined by multiplying 15 minutes by the daily truck operations and dividing it by 24 hours in order to determine the percent of daily idling time. The daily idling time was then multiplied by the EMFAC2021 emissions rates that are detailed above and were converted to grams per second.

Table S – AERMOD Model Operational DPM Truck Idling Emissions Sources

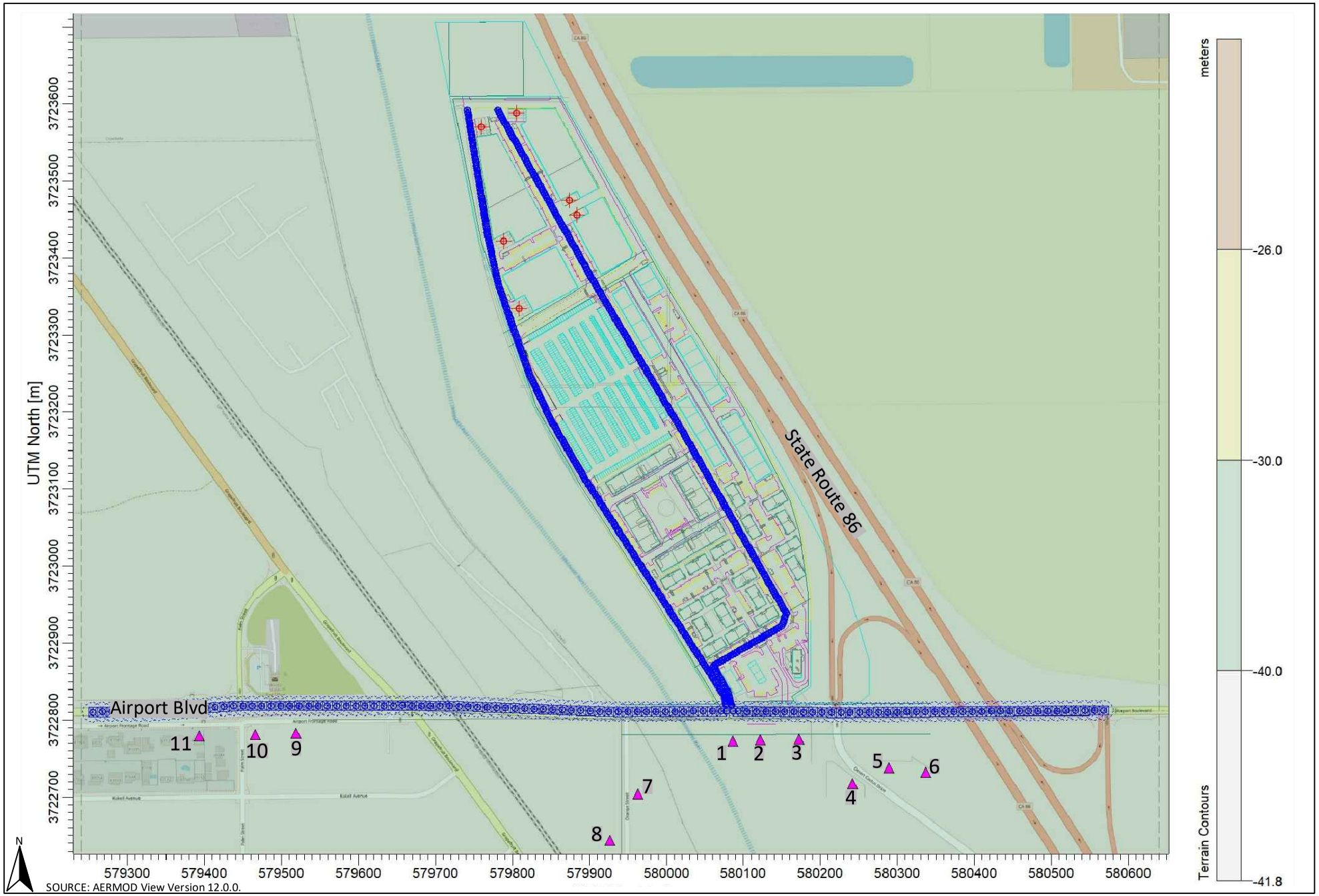
Source ID	Description	Daily Truck Deliveries[1]	DPM Emission Rates (grams/second) 2028-2041	DPM Emission Rates (grams/second) 2042-2054
	2-axle and 3-axle Truck Idling	7.4	1.61E-05	1.62E-05
	4-axle Truck Idling	36.6	1.06E-06	1.02E-06
IDLING1-6	**Idling Total (for one of six Idling Sources)**	**44.0**	**1.72E-05**	**1.72E-05**

Notes:
[1] Each daily truck delivery represent two trips (i.e., one entering the project site and one leaving the project site).
Source: EMFAC2021; Integrated Engineering Group, 2024.



VISTA ENVIRONMENTAL

Figure 3
AERMOD Model Construction Sources and Receptors Placement



SOURCE: AERMOD View Version 12.0.0.

VISTA ENVIRONMENTAL

Figure 4
AERMOD Model Operational Sources and Receptors Placement

9.0 THRESHOLDS OF SIGNIFICANCE

9.1 Regional Air Quality

Many air quality impacts that derive from dispersed mobile sources, which are the dominate pollution generators in the Air Basin, often occurs hours later and miles away after photochemical processes have converted primary exhaust pollutants into secondary contaminants such as ozone. The incremental regional air quality impact of an individual project is generally very small and difficult to measure. Therefore, SCAQMD has developed significance thresholds based on the volume of pollution emitted rather than on actual ambient air quality because the direct air quality impact of a project is not quantifiable on a regional scale. The SCAQMD CEQA Handbook states that any project in the Coachella Valley portion of the Salton Sea Air Basin with daily emissions that exceed any of the identified significance thresholds should be considered as having an individually and cumulatively significant air quality impact. For the purposes to this air quality impact analysis, a regional air quality impact would be considered significant if emissions exceed the SCAQMD significance thresholds identified in Table T.

Table T – SCAQMD Regional Criteria Pollutant Emission Thresholds of Significance

	Pollutant Emissions (pounds/day)						
	VOC	**NOx**	**CO**	**SOx**	**PM10**	**PM2.5**	**Lead**
Construction	75	100	550	150	150	55	3
Operation	55	55	550	150	150	55	3

Source: https://www.aqmd.gov/docs/default-source/ceqa/handbook/south-coast-aqmd-air-quality-significance-thresholds.pdf?sfvrsn=25

9.2 Local Air Quality

Project-related construction air emissions may have the potential to exceed the State and Federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the Air Basin. In order to assess local air quality impacts the SCAQMD has developed Localized Significant Thresholds (LSTs) to assess the project-related air emissions in the project vicinity. SCAQMD has also provided *Final Localized Significance Threshold Methodology* (LST Methodology), July 2008, which details the methodology to analyze local air emission impacts. The LST Methodology found that the primary emissions of concern are NO_2, CO, PM10, and PM2.5.

The LST Methodology provides Look-Up Tables with different thresholds based on the location and size of the project site and distance to the nearest sensitive receptors. As detailed above in Section 7.3, the project site is located in Monitoring Area 30, which covers the Coachella Valley.

The Look-Up Tables include site acreage sizes of 1-acre, 2-acres and 5-acres. The *Fact Sheet for Applying CalEEMod to Localized Significance Thresholds*, prepared by SCAQMD, 2015, provides guidance on how to determine the appropriate site acreage size to utilize for a project. The Fact Sheet details the site acreage should be based on the maximum number of acres disturbed on the peak day of construction that is calculated on the construction equipment list utilized in the CalEEMod model, where crawler tractors, graders, and rubber-tired dozers are all assumed to disturb 0.5-acre in an 8-hour day and scrapers are assumed to disturb 1.0-acre in an 8-hour day. It should be noted that the methodology in the Fact Sheet was developed from the CalEEMod User Guide Appendix A, page 9, where the same acres disturbed per equipment type is detailed and is utilized in the CalEEMod model in order to determine the acres per day disturbed during site preparation and grading phases.

Table U lists all of the construction equipment modeled in CalEEMod and utilizes the methodology in the Fact Sheet to calculate the acres disturbed per day. As shown in Table U, the maximum disturbed per day would occur during the grading phase when 5-acres would be disturbed. As such, the 5-acre project site shown in the Look-Up Tables has been utilized in this analysis.

Table U – Construction Equipment Modeled in CalEEMod and Acres Disturbed per Day

Construction Activity	Equipment Type	Equipment Quantity	Acres Disturbed per piece of Equipment per Day[1]	Operating Hours per Day	Acres Disturbed per Day
Site Preparation	Rubber Tired Dozers	3	0.5	8	1.5
	Tractors/Loaders/Backhoes	4	0	8	0
		Total Acres Disturbed per Day During Site Preparation			1.5
Grading	Graders	1	0.5	8	0.5
	Excavators	2	0	8	0
	Rubber Tired Dozers	1	0.5	8	0.5
	Scrapers	4	1.0	8	4.0
	Tractors/Loaders/Backhoes	2	0	8	0
		Total Acres Disturbed per Day During Grading			5.0
Building Construction	Cranes	1	0	7	0
	Forklifts	3	0	8	0
	Generator Sets	1	0	8	0
	Tractors/Loaders/Backhoes	3	0	7	0
	Welders	1	0	8	0
		Total Acres Disturbed per Day During Building Construction			0
Paving	Pavers	2	0	8	0
	Paving Equipment	2	0	8	0
	Rollers	2	0	8	0
		Total Acres Disturbed per Day During Paving			0
Architectural Coating	Air Compressor	1	0	6	0
		Total Acres Disturbed per Day During Architectural Coating			0
		Maximum Acres Disturbed during All Construction Activities			**5.0**

Notes:
[1] Based on the Fact Sheet for Applying CalEEMod to Localized Significance Thresholds where crawler tractors, graders, and rubber-tired dozers disturb 0.5-acre in an 8-hour day and scrapers disturb 1.0-acre in an 8-hour day. All other equipment disturb 0 acres per 8-hour day.
Source: CalEEMod Version 2022.1; SCAQMD, 2015.

The nearest sensitive receptors to the project site are mobile home park residences located across Airport Boulevard as near as 15 meters (50 feet) to the south. According to LST Methodology, any receptor located closer than 25 meters (82 feet) shall be based on the 25-meter thresholds. Table V below shows the LSTs for NO_2, PM10 and PM2.5 for both construction and operational activities.

Table V – SCAQMD Local Air Quality Thresholds of Significance

Activity	Allowable Emissions (pounds/day)[1]			
	NOx	CO	PM10	PM2.5
Construction	304	2,292	14	8
Operation	304	2,292	4	2

Notes:

[1] The nearest sensitive receptors to the project site are mobile home park residences located across Airport Boulevard as near as 15 meters (50 feet) to the south. According to SCAQMD methodology, all receptors closer than 25 meters are based on the 25-meter threshold.

Source: Calculated from SCAQMD's Mass Rate Look-up Tables for five acres in Air Monitoring Area 30, Coachella Valley.

9.3 Toxic Air Contaminants

According to the SCAQMD CEQA Handbook, any project that has the potential to expose the public to toxic air contaminants in excess of the following thresholds would be considered to have a significant air quality impact:

- If the Maximum Incremental Cancer Risk is 10 in one million or greater; or
- Toxic air contaminants from the proposed project would result in a Hazard Index increase of 1 or greater.

In order to determine if the proposed project may have a significant impact related to toxic air contaminants (TACs), the *Health Risk Assessment Guidance for analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*, (Diesel Analysis) prepared by SCAQMD, August 2003, recommends that if the proposed project is anticipated to create TACs through stationary sources or regular operations of diesel trucks on the project site, then the proximity of the nearest receptors to the source of the TAC and the toxicity of the hazardous air pollutant (HAP) should be analyzed through a comprehensive facility-wide health risk assessment (HRA).

The comprehensive HRA for both construction and operation of the proposed project can be found below in Section 10.4.

9.4 Odor Impacts

The SCAQMD CEQA Handbook states that an odor impact would occur if the proposed project creates an odor nuisance pursuant to SCAQMD Rule 402, which states:

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

If the proposed project results in a violation of Rule 402 with regards to odor impacts, then the proposed project would create a significant odor impact.

9.5 Energy Conservation

The *2022 CEQA California Environmental Quality Act Statutes & Guidelines* (2022 CEQA Guideline) include an Energy Section that analyzes the proposed project's energy consumption in order to avoid or reduce inefficient, wasteful or unnecessary consumption of energy. Appendix F of the 2022 CEQA Statute and Guidelines, states the following:

> The goal of conserving energy implies the wise and efficient use of energy. The means of achieving this goal include:
>
> (1) Decreasing overall per capita energy consumption,
>
> (2) Decreasing reliance on fossil fuels such as coal, natural gas and oil, and
>
> (3) Increasing reliance on renewable energy sources.

Since the Energy Section was recently added, no state or local agencies have adopted specific criteria or thresholds to be utilized in an energy impact analysis. However, Appendix F, Subsection II.C of the 2022 CEQA Guidelines provides the following criteria for determining significance.

1. The project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project life cycle including construction, operation, maintenance and/or removal. If appropriate, the energy intensiveness of materials may be discussed.
2. The effects of the project on local and regional energy supplies and on requirement for additional capacity.
3. The effects of the project on peak and base period demands for electricity and other forms of energy.
4. The degree to which the project complies with existing energy standards.
5. The effects of the project on energy resources.
6. The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.

If the proposed project creates inefficient, wasteful or unnecessary consumption of energy during construction or operation activities or conflicts with a state or local plan for renewable energy or energy efficiency, then the proposed project would create a significant energy impact.

9.6 Greenhouse Gas Emissions

In June 2014, the City adopted the *Climate Action Public Draft City of Coachella* (CAP). The CAP builds on the 2013 General Plan Update by quantifying emissions from buildout of the General Plan and includes additional policies and implementation actions to help the City further reduce emissions. The CAP establishes emissions reduction targets in in order to meet the statewide emissions targets provided in Executive Order S-03-5 that require GHG emissions to be reduced to 1990 levels by 2020 and reduced to 80 percent below 1990 levels by 2050. The CAP was developed in order to be utilized as a tiering document for the streamlined review of project-level GHG emissions under CEQA for development projects within the City.

The GHG emissions analysis for both construction and operation of the proposed project can be found below in Sections 10.8 and 10.9.

10.0 IMPACT ANALYSIS

10.1 CEQA Thresholds of Significance

Consistent with CEQA and the State CEQA Guidelines, a significant impact related to air quality, energy, and GHG emissions would occur if the proposed project is determined to:

- Conflict with or obstruct implementation of the applicable air quality plan;
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard;
- Expose sensitive receptors to substantial pollutant concentrations;
- Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people;
- Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation;
- Conflict with or obstruct a state or local plan for renewable energy;
- 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 of an agency adopted for the purpose of reducing the emissions of GHGs.

10.2 Air Quality Compliance

The proposed project would not conflict with or obstruct implementation of the SCAQMD Air Quality Management Plan (AQMP). The following section discusses the proposed project's consistency with the SCAQMD AQMP.

SCAQMD Air Quality Management Plan

The California Environmental Quality Act (CEQA) requires a discussion of any inconsistencies between a proposed project and applicable General Plans and regional plans (CEQA Guidelines Section 15125). The regional plan that applies to the proposed project includes the SCAQMD AQMP. Therefore, this section discusses any potential inconsistencies of the proposed project with the AQMP.

The purpose of this discussion is to set forth the issues regarding consistency with the assumptions and objectives of the AQMP and discuss whether the proposed project would interfere with the region's ability to comply with Federal and State air quality standards. If the decision-makers determine that the proposed project is inconsistent, the lead agency may consider project modifications or inclusion of mitigation to eliminate the inconsistency.

The SCAQMD CEQA Handbook states that "New or amended GP Elements (including land use zoning and density amendments), Specific Plans, and significant projects must be analyzed for consistency with the AQMP." Strict consistency with all aspects of the plan is usually not required. A proposed project should be considered to be consistent with the AQMP if it furthers one or more policies and does not obstruct other policies. The SCAQMD CEQA Handbook identifies two key indicators of consistency:

(1) Whether the project will result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.

(2) Whether the project will exceed the assumptions in the AQMP or increments based on the year of project buildout and phase.

Both of these criteria are evaluated in the following sections.

Criterion 1 - Increase in the Frequency or Severity of Violations?

Based on the air quality modeling analysis contained in this report, short-term regional construction air emissions would not result in significant impacts based on SCAQMD regional thresholds of significance discussed above in Section 9.1 or local thresholds of significance discussed above in Section 9.2. The ongoing operation of the proposed project would generate air pollutant emissions that are inconsequential on a regional basis and would not result in significant impacts based on SCAQMD thresholds of significance discussed above in Section 9.1. The analysis for long-term local air quality impacts showed that local pollutant concentrations would not exceed the air quality standards. Therefore, a less than significant long-term impact would occur and no mitigation would be required.

Therefore, based on the information provided above, the proposed project would be consistent with the first criterion.

Criterion 2 - Exceed Assumptions in the AQMP?

Consistency with the AQMP assumptions is determined by performing an analysis of the proposed project with the assumptions in the AQMP. The emphasis of this criterion is to ensure that the analyses conducted for the proposed project are based on the same forecasts as the AQMP. The 2022 AQMP was developed through use of the planning forecasts provided in the Connect SoCal 2024 and 2025 FTIP. The Connect SoCal is a major planning document for the regional transportation and land use network within Southern California. The Connect SoCal 2024 is a long-range plan that is required by federal and state requirements placed on SCAG and is updated every four years. The 2025 FTIP provides long-range planning for future transportation improvement projects that are constructed with state and/or federal funds within Southern California. Local governments are required to use these plans as the basis of their plans for the purpose of consistency with applicable regional plans under CEQA. For this project, the City of Coachella General Plan's Land Use Plan defines the long range land use assumptions that are represented in AQMP.

The project site is currently designated Light Industrial (IL) in the General Plan and is zoned Heavy-Industrial (M-H). Although the proposed project's land uses of: Large Warehouses, Small Warehouses, Small Business, Personal Vehicle Storage, Self-Storage, and Retail comprised of a Service Station/Mini Mart and Fast Food Restaurant with Drive-Thru, are allowed land uses in the Light Industrial land use designation, the applicant is requesting a General Plan Amendment (GPA) to be adopted by the City to incorporate the project site into Sub-Area 7 – South Employment District in order to allow for commercial cannabis-related uses. The proposed project will request for City adoption of a change of zone from the existing M-H to Manufacturing Service (M-S). The change of zone to M-S will allow for the proposed project to be included within the City's Industrial Park (I-P) Overlay Zone, which was amended in April 2017 (per Ordinance No. 1103) to include cannabis cultivation, processing, testing, manufacturing and/or wholesale distribution.

Although the proposed project is requesting a GPA and zone change, the requested change in designation is solely to allow for cannabis uses within the proposed industrial park, which would not alter the vehicle trips or other parameters utilized by SCAG in generating the forecasts provided in the RTP/SCS. Therefore, the proposed project would not result in an inconsistency with the current land use designations with respect to the regional forecasts utilized by the AQMPs. As such, the proposed project is not anticipated to exceed the AQMP assumptions for the project site and is found to be consistent with the AQMP for the second criterion.

Based on the above, the proposed project will not result in an inconsistency with the SCAQMD AQMP. Therefore, a less than significant impact will occur in relation to implementation of the AQMP.

Level of Significance

Less than significant impact.

10.3 Cumulative Net Increase in Non-Attainment Pollution

The proposed project would not 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.

The SCAQMD has published a report on how to address cumulative impacts from air pollution: White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution (http://www.aqmd.gov/docs/default-source/Agendas/Environmental-Justice/cumulative-impacts-working-group/cumulative-impacts-white-paper.pdf). In this report the AQMD clearly states (Page D-3):

> *"…the AQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or Environmental Impact Report (EIR). The only case where the significance thresholds for project specific and cumulative impacts differ is the Hazard Index (HI) significance threshold for TAC emissions. The project specific (project increment) significance threshold is HI > 1.0 while the cumulative (facility- wide) is HI > 3.0. It should be noted that the HI is only one of three TAC emission significance thresholds considered (when applicable) in a CEQA analysis. The other two are the maximum individual cancer risk (MICR) and the cancer burden, both of which use the same significance thresholds (MICR of 10 in 1 million and cancer burden of 0.5) for project specific and cumulative impacts. Projects that exceed the project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable. This is the reason project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant."*

Therefore, this analysis assumes that individual projects that do not generate operational or construction emissions that exceed the SCAQMD's recommended daily thresholds for project- specific impacts would also not cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment, and, therefore, would not be considered to have a significant, adverse air quality impact. Alternatively, individual project-related construction and operational emissions that exceed SCAQMD thresholds for project-specific impacts would be considered cumulatively considerable. The following section calculates the potential air emissions associated with the construction and operations of the proposed project and compares the emissions to the SCAQMD standards.

Construction Emissions

The construction activities for the proposed project are anticipated to include site preparation and grading of the 42.69-acre-acre project site, building construction of the business park, paving of the onsite roads and parking areas and application of architectural coatings. Although, the proposed project is anticipated to be constructed in three phases, in order to provide a conservative or worst-case analysis, this analysis has analyzed the entire project being constructed in one phase. The construction emissions have been analyzed for both regional and local air quality impacts.

Construction-Related Regional Impacts

The CalEEMod model has been utilized to calculate the construction-related regional emissions from the proposed project and the input parameters utilized in this analysis have been detailed in Section 8.1. The worst-case summer or winter daily construction-related criteria pollutant emissions from the proposed project for each phase of construction activities are shown below in Table W and the CalEEMod printouts are shown in Appendix A. Since it is possible that building construction, paving, and architectural coating activities may occur concurrently towards the end of the building construction phase, Table W also shows the combined regional criteria pollutant emissions from building construction (year 2027), paving and architectural coating phases of construction.

Table W – Construction-Related Regional Criteria Pollutant Emissions

	Pollutant Emissions (pounds/day)					
Activity	**VOC**	**NOx**	**CO**	**SO_2**	**PM10**	**PM2.5**
Site Preparation (Year 2024)[1]						
Onsite[2]	3.65	36.06	32.94	0.05	7.27	4.16
Offsite[3]	0.07	0.11	1.03	<0.01	0.23	0.05
Total	**3.72**	**36.17**	**33.97**	**0.05**	**7.50**	**4.21**
Grading (Year 2024)[1]						
Onsite[2]	5.15	50.76	42.44	0.10	5.59	2.99
Offsite[3]	0.14	3.09	2.10	0.02	1.01	0.29
Total	**5.29**	**53.85**	**44.54**	**0.12**	**6.60**	**3.28**
Building Construction (Year 2025)						
Onsite	1.13	10.40	13.00	0.02	0.43	0.40
Offsite	1.50	5.15	26.52	0.03	4.34	1.09
Total	**2.63**	**15.55**	**39.52**	**0.05**	**4.77**	**1.49**
Combined Year 2027 Building Construction, Paving, and Architectural Coatings						
Onsite	70.57	17.16	23.98	0.03	0.66	0.60
Offsite	1.49	4.91	26.11	0.03	5.22	1.30
Total	**72.06**	**22.07**	**50.09**	**0.06**	**5.88**	**1.90**
Maximum Daily Construction Emissions	**72.06**	**53.85**	**50.09**	**0.06**	**7.50**	**4.21**
SCQAMD Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Exceeds Threshold?	No	No	No	No	No	No

Notes:
[1] Site Preparation and Grading based on adherence to fugitive dust suppression requirements from SCAQMD Rule 403.
[2] Onsite emissions from equipment not operated on public roads.
[3] Offsite emissions from vehicles operating on public roads.
Source: CalEEMod Version 2022.1.

Table W shows that none of the analyzed criteria pollutants would exceed the regional emissions thresholds during either demolition, grading, or the combined building construction, paving and architectural coatings phases. Therefore, a less than significant regional air quality impact would occur from construction of the proposed project.

Construction-Related Local Impacts

Construction-related air emissions may have the potential to exceed the State and Federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the Air Basin.

The local air quality emissions from construction were analyzed through utilizing the methodology described in *Localized Significance Threshold Methodology* (LST Methodology), prepared by SCAQMD, revised October 2009. The LST Methodology found the primary criteria pollutant emissions of concern are NOx, CO, PM10, and PM2.5. In order to determine if any of these pollutants require a detailed analysis of the local air quality impacts, each phase of construction was screened using the SCAQMD's Mass Rate LST Look-up Tables. The Look-up Tables were developed by the SCAQMD in order to readily determine if the daily onsite emissions of CO, NOx, PM10, and PM2.5 from the proposed project could result in a significant impact to the local air quality.

Table X shows the onsite emissions from the CalEEMod model for the different construction phases and the calculated localized emissions thresholds that have been detailed above in Section 9.2. Since it is possible that building construction, paving, and architectural coating activities may occur concurrently towards the end of the building construction phase, Table X also shows the combined local criteria pollutant emissions from year 2024 building construction, paving and architectural coating phases of construction.

Table X – Construction-Related Local Criteria Pollutant Emissions

Construction Phase	Pollutant Emissions (pounds/day)[1]			
	NOx	CO	PM10	PM2.5
Site Preparation[2]	36.07	33.07	7.30	4.17
Grading[2]	51.15	42.70	5.72	3.03
Building Construction (Year 2025)	11.04	16.32	0.97	0.54
Combined Building Construction (Year 2027), Paving and Architectural Coatings	18.85	27.79	1.40	0.85
Maximum Daily Construction Emissions	**51.15**	**42.70**	**7.30**	**4.17**
SCAQMD Local Construction Thresholds[3]	**270**	**1,746**	**14**	**8**
Exceeds Threshold?	No	No	No	No

Notes:
[1] The Pollutant Emissions include 100% of the On-Site emissions (off-road equipment and fugitive dust) and 1/8 of the Off-Site emissions (on road trucks and worker vehicles), in order to account for the on-road emissions that occur within a ¼ mile of the project site.
[2] Site Preparation and Grading phases based on adherence to fugitive dust suppression requirements from SCAQMD Rule 403.
[3] The nearest offsite sensitive receptors are mobile home park residences located across Airport Boulevard as near as 15 meters (50 feet) to the south. According to SCAQMD methodology, all receptors closer than 25 meters are based on the 25-meter threshold.
Source: Calculated from SCAQMD's Mass Rate Look-up Tables for five acres in Air Monitoring Area 30, Coachella Valley.

The data provided in Table X shows that none of the analyzed criteria pollutants would exceed the local emissions thresholds during either site preparation, grading, or the combined building construction,

paving, and architectural coatings phases. Therefore, a less than significant local air quality impact would occur from construction of the proposed project.

Operational Emissions

The on-going operation of the proposed project would result in a long-term increase in air quality emissions. This increase would be due to emissions from the project-generated vehicle trips, emissions from energy usage, onsite area source emissions, and off-road equipment created from the on-going use of the proposed project. The following section provides an analysis of potential long-term air quality impacts due to regional air quality and local air quality impacts with the on-going operations of the proposed project.

Operations-Related Regional Criteria Pollutant Analysis

The operations-related regional criteria air quality impacts created by the proposed project have been analyzed through use of the CalEEMod model and the input parameters utilized in this analysis have been detailed in Section 8.1. The worst-case summer or winter VOC, NOx, CO, SO_2, PM10, and PM2.5 daily emissions created from the proposed project's long-term operations have been calculated and are summarized below in Table Y and the CalEEMod daily emissions printouts are shown in Appendix A.

Table Y – Operational Regional Criteria Pollutant Emissions

	Pollutant Emissions (pounds/day)					
Activity	**VOC**	**NOx**	**CO**	**SO_2**	**PM10**	**PM2.5**
Area Sources[1]	19.50	0.23	27.10	<0.01	0.05	0.05
Energy Usage[2]	0.12	2.22	1.86	0.01	0.17	0.17
Mobile Sources[3]	21.00	27.10	204	0.51	41.00	10.70
Off-Road Equipment[4]	<0.01	5.30	52.90	<0.01	<0.01	<0.01
Total Emissions	**40.62**	**34.85**	**285.86**	**0.52**	**41.22**	**10.91**
SCQAMD Operational Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Exceeds Threshold?	No	No	No	No	No	No

Notes:
[1] Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.
[2] Energy usage consist of emissions from natural gas usage.
[3] Mobile sources consist of emissions from vehicles and road dust.
[4] Off-road equipment consists of emissions from forklifts utilized onsite (Mitigation Measure 1 restricts the operation of diesel-powered forklifts, so forklifts have been analyzed as CNG-powered.
Source: Calculated from CalEEMod Version 2022.1.

The data provided in Table Y shows that none of the analyzed criteria pollutants would exceed the regional emissions thresholds. Therefore, a less than significant regional air quality impact would occur from operation of the proposed project.

Friant Ranch Case

The operations-related regional criteria air quality impacts In *Sierra Club v. County of Fresno* (2018) 6 Cal.5th 502 (also referred to as "*Friant Ranch*"), the California Supreme Court held that when an EIR concluded that when a project would have significant impacts to air quality impacts, an EIR should "make a reasonable effort to substantively connect a project's air quality impacts to likely health consequences." In order to determine compliance with this Case, the Court developed a multi-part test that includes the following:

1) The air quality discussion shall describe the specific health risks created from each criteria pollutant, including diesel particulate matter.

This Analysis details the specific health risks created from each criteria pollutant above in Section 4.1 and specifically in Table D. In addition, the specific health risks created from diesel particulate matter is detailed above in Section 2.2 of this analysis. As such, this analysis meets the part 1 requirements of the Friant Ranch Case.

2) The analysis shall identify the magnitude of the health risks created from the Project. The Ruling details how to identify the magnitude of the health risks. Specifically, on page 24 of the ruling it states "The Court of Appeal identified several ways in which the EIR could have framed the analysis so as to adequately inform the public and decision makers of possible adverse health effects. The County could have, for example, identified the Project's impact on the days of nonattainment per year."

The Friant Ranch Case found that an EIR's air quality analysis must meaningfully connect the identified air quality impacts to the human health consequences of those impacts, or meaningfully explain why that analysis cannot be provided. As noted in the Brief of Amicus Curiae by the SCAQMD in the Friant Ranch case (https://www.courts.ca.gov/documents/9-s219783-ac-south-coast-air-quality-mgt-dist-041315.pdf) (Brief), SCAQMD has among the most sophisticated air quality modeling and health impact evaluation capability of any of the air districts in the State, and thus it is uniquely situated to express an opinion on how lead agencies should correlate air quality impacts with specific health outcomes. The SCAQMD discusses that it may be infeasible to quantify health risks caused by projects similar to the proposed Project, due to many factors. It is necessary to have data regarding the sources and types of air toxic contaminants, location of emission points, velocity of emissions, the meteorology and topography of the area, and the location of receptors (worker and residence). The Brief states that it may not be feasible to perform a health risk assessment for airborne toxics that will be emitted by a generic industrial building that was built on "speculation" (i.e., without knowing the future tenant(s)). Even where a health risk assessment can be prepared, however, the resulting maximum health risk value is only a calculation of risk, it does not necessarily mean anyone will contract cancer as a result of the Project. The Brief also cites the author of the CARB methodology, which reported that a PM2.5 methodology is not suited for small projects and may yield unreliable results. Similarly, SCAQMD staff does not currently know of a way to accurately quantify ozone-related health impacts caused by NOX or VOC emissions from relatively small projects, due to photochemistry and regional model limitations. The Brief concludes, with respect to the Friant Ranch EIR, that although it may have been technically possible to plug the data into a methodology, the results would not have been reliable or meaningful.

On the other hand, for extremely large regional projects (unlike the proposed project), the SCAQMD states that it has been able to correlate potential health outcomes for very large emissions sources – as part of their rulemaking activity, specifically 6,620 pounds per day of NOx and 89,180 pounds per day of VOC were expected to result in approximately 20 premature deaths per year and 89,947 school absences due to ozone. As shown above in Table W, project-related construction activities would generate a maximum of 72.06 pounds per day of VOC and 53.85 pounds per day of NOx and as shown above in Table Y, operation of the proposed project would generate 40.62 pounds per day of VOC and 34.85 pounds per day NOx. The proposed project would not generate anywhere near these levels of 6,620 pounds per day of NOx or 89,190 pounds per day of VOC emissions. Therefore, the proposed project's emissions are not sufficiently high enough to use a regional modeling program to correlate health effects on a basin-wide level.

Notwithstanding, this analysis does evaluate the proposed project's localized impact to air quality for emissions of CO, NOX, PM10, and PM2.5 by comparing the proposed project's onsite emissions to the SCAQMD's applicable LST thresholds. As evaluated in this analysis, the proposed project would not result in emissions that exceeded the SCAQMD's LSTs. Therefore, the proposed project would not be expected to exceed the most stringent applicable federal or state ambient air quality standards for emissions of CO, NOX, PM10, and PM2.5.

Operations-Related Local Air Quality Impacts

Project-related air emissions may have the potential to exceed the State and Federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the Air Basin. The proposed project has been analyzed for the potential local CO emission impacts from the project-generated vehicular trips and from the potential local air quality impacts from on-site operations. The following analyzes the vehicular CO emissions and local impacts from on-site operations.

Local CO Hotspot Impacts from Project-Generated Vehicular Trips

CO is the pollutant of major concern along roadways because the most notable source of CO is motor vehicles. For this reason, CO concentrations are usually indicative of the local air quality generated by a roadway network and are used as an indicator of potential local air quality impacts. Local air quality impacts can be assessed by comparing future without and with project CO levels to the State and Federal CO standards of 20 ppm over one hour or 9 ppm over eight hours.

At the time of the 1993 Handbook, the Air Basin was designated nonattainment under the CAAQS and NAAQS for CO. With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations in the Air Basin and in the state have steadily declined. In 2007, the Air Basin was designated in attainment for CO under both the CAAQS and NAAQS. SCAQMD conducted a CO hot spot analysis for attainment at the busiest intersections in Los Angeles during the peak morning and afternoon periods and did not predict a violation of CO standards[3]. Since the nearby intersections to the proposed project are much smaller with less traffic than what was analyzed by the SCAQMD, no local CO Hotspot are anticipated to be created from the proposed project and no CO Hotspot modeling was performed. Therefore, a less than significant long-term air quality impact is anticipated to local air quality with the on-going use of the proposed project.

Local Criteria Pollutant Impacts from Onsite Operations

Project-related air emissions from onsite sources such as architectural coatings, landscaping equipment, and onsite usage of natural gas appliances may have the potential to create emissions areas that exceed the State and Federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the SSAB.

The local air quality emissions from onsite operations were analyzed using the SCAQMD's Mass Rate LST Look-up Tables and the methodology described in LST Methodology. The Look-up Tables were developed by the SCAQMD in order to readily determine if the daily emissions of CO, NOx, PM10, and PM2.5 from

[3] The four intersections analyzed by the SCAQMD were: Long Beach Boulevard and Imperial Highway; Wilshire Boulevard and Veteran Avenue; Sunset Boulevard and Highland Avenue; and La Cienega Boulevard and Century Boulevard. The busiest intersection evaluated (Wilshire and Veteran) had a daily traffic volume of approximately 100,000 vehicles per day with LOS E in the morning and LOS F in the evening peak hour.

the proposed project could result in a significant impact to the local air quality. Table N shows the onsite emissions from the CalEEMod model that includes area sources, energy usage, onsite off-road equipment, and vehicles operating in the immediate vicinity of the project site and the calculated emissions thresholds.

Table Z – Operations-Related Local Criteria Pollutant Emissions

Onsite Emission Source	Pollutant Emissions (pounds/day)			
	NOx	CO	PM10	PM2.5
Area Sources	0.23	27.10	0.05	0.04
Energy Usage	2.22	1.86	0.17	0.17
Mobile Sources[1]	0.79	5.92	1.19	0.31
Off-Road Equipment[2]	5.30	52.90	<0.01	<0.01
Total Emissions	**8.54**	**87.78**	**1.41**	**0.52**
SCAQMD Local Operational Thresholds[3]	**304**	**2,292**	**4**	**2**
Exceeds Threshold?	No	No	No	No

Notes:
[1] Mobile sources based on the estimated portion of vehicle emissions occurring within a quarter mile of the project site. The average trip length in CalEEMod is 8.62 miles. This results in 2.9 percent of the trips and associated emissions occurring within a quarter mile of the project site.
[2] Off-road equipment consists of emissions from forklifts utilized onsite (Mitigation Measure 1 restricts the operation of diesel-powered forklifts, so forklifts have been analyzed as CNG-powered
[3] The nearest sensitive receptors to the project site are site are mobile home park residences located across Airport Boulevard as near as 15 meters (50 feet) to the south. According to SCAQMD methodology, all receptors closer than 25 meters are based on the 25-meter threshold.
Source: Calculated from SCAQMD's Mass Rate Look-up Tables for five acres in Air Monitoring Area 30, Coachella Valley.

The data provided in Table N shows that the on-going operations of the proposed project would not exceed the local NOx, CO, PM10 and PM2.5 thresholds of significance discussed above in Section 9.2. Therefore, with implementation of Mitigation Measure 1, the on-going operations of the proposed project would create a less than significant operations-related impact to local air quality due to onsite emissions and no mitigation would be required.

Therefore, the proposed project would not result in a cumulatively considerable net increase of any criteria pollutant.

Level of Significance Before Mitigation

Potentially significant impact.

Mitigation Measures

Mitigation Measure 1

All off-road equipment (non-street legal), such as forklifts and street sweepers, used onsite for warehouse operations shall be powered by alternative fuels, electrical batteries or other alternative/non-diesel fuels (e.g., propane or compressed natural gas (CNG)) that do not emit diesel particulate matter, and that are low or zero emission.

Level of Significance After Mitigation

Less than significant impact.

10.4 Sensitive Receptors

The proposed project would not expose sensitive receptors to substantial pollutant concentrations. The local concentrations of criteria pollutant emissions produced in the nearby vicinity of the proposed project, which may expose sensitive receptors to substantial concentrations have been calculated above in Section 10.3 for both construction and operations, which are discussed separately below. The discussion below also includes an analysis of the potential impacts from local criteria pollutant and toxic air contaminant emissions. The nearest sensitive receptors to the project site are mobile home park residences located across Airport Boulevard as near as 50 feet to the south of the project site.

The proposed project would have the potential to expose sensitive receptors to substantial pollutant concentrations of localized criteria pollutant concentrations, vehicular CO emissions, and from toxic air contaminant emissions that include DPM emissions from off-road equipment and from diesel trucks as well as from asbestos emissions associated with demolition of the existing structures.

Local Criteria Pollutant Impacts

The local air quality impacts from construction and operation of the proposed project has been analyzed above in Section 10.3 and found that the construction of the proposed project would not exceed the local NOx, CO, PM10 and PM2.5 thresholds of significance discussed above in Section 9.2. Therefore, construction of the proposed project would create a less than significant construction-related impact to local air quality and no mitigation would be required.

Local CO Hotspot Impacts from Project-Generated Vehicle Trips

CO is the pollutant of major concern along roadways because the most notable source of CO is motor vehicles. For this reason, CO concentrations are usually indicative of the local air quality generated by a roadway network and are used as an indicator of potential impacts to sensitive receptors. The analysis provided above in Section 10.3 shows that no local CO Hotspots are anticipated to be created at any nearby intersections from the vehicle traffic generated by the proposed project. Therefore, the proposed project would create a less than significant local CO hotspots impact.

Toxic Air Contaminant Impacts

The proposed project would generate DPM emissions during construction from off-road diesel-powered equipment and from diesel-powered trucks delivering equipment and building materials to the project site and during operation of the proposed project from diesel-powered trucks. There would also be TAC emissions created from operation of the gas station. Per Mitigation Measure 1, all off-road equipment utilized during operation of the proposed warehouses are required to be non-diesel powered. As such, no DPM emissions would be created from operational off-road equipment.

The TAC impacts to the nearby sensitive receptors have been analyzed through use of the AERMOD model and the model input parameters detailed above in Section 8.3. Health risks from TACs are twofold. First, TACs are carcinogens according to the State of California. Second, short-term acute and long-term chronic exposure to TACs can cause health effects to the respiratory system. Each of these health risks is discussed below.

Proposed Gas Station Toxic Air Contaminant Emissions

The proposed project would include a 10 fueling position gas station on the southeastern portion of the project site that is anticipated to have a maximum throughput of 2.0 million gallons of gasoline per year.

The SCAQMD provides the RiskTool (V1.103) that calculates the cancer risk from gasoline stations that can be found at http://www.aqmd.gov/home/permits/risk-assessment. The RiskTool has been utilized to calculate the cancer risk at the nearest resident and the RiskTool printout is provided in Appendix C. According to guidance provided by SCAQMD staff, the distance to nearest residents entered into the RiskTool is based on the distance from the nearest residential property line to the center of the proposed gas station canopy, which measures 265 feet (81 meters) for the proposed gas station distance to the mobile home park to the south. The RiskTool found that the proposed project would create a cancer risk of **1.5 per million persons** at the mobile homes to the south. The project-related cancer risk of 1.5 per million persons would be within the SCAQMD's threshold of 10 per million detailed above in Section 9.3. As such, the TAC emissions and associated cancer risks from the proposed gas station would result in a less than significant impact to the nearby residents.

Proposed Diesel Particulate Matter Emissions

The proposed project would generate DPM emissions during construction from off-road diesel-powered equipment and from diesel-powered trucks delivering equipment and building materials to the project site. Operation of the proposed project would generate diesel truck emissions, which are known sources of TACs, from truck traffic and delivery trucks. The TAC impacts to the nearby sensitive receptors have been analyzed through use of the AERMOD model and the model input parameters detailed above in Section 6.3. Health risks from TACs are twofold. First, TACs are carcinogens according to the State of California. Second, short-term acute and long-term chronic exposure to TACs can cause health effects to the respiratory system. Each of these health risks is discussed below.

Cancer Risks

According to the OEHHA Guidance (OEHHA, 2015) and *Risk Assessment Procedures for Rules 1401, 1401.1 and 212*, (SCAQMD, 2017), the cancer risk should be calculated using the following formula:

Cancer Risk = [Dose-inh (mg/(Kg-day)] * [Cancer Potency Factor (kg-day)/mg]*[1x10^6] * Age Sensitivity Factor * Fraction of Time at Home

$$\text{Dose-inh} = (C_{air} * DBR * A * EF * ED * 10^6) / AT$$

Where:

C_{air}	[Concentration in air (µg/m^3)] = (Calculated by AERMOD Model)
DBR	[Daily breathing rate (L/kg body weight – day)]
A	[Inhalation absorption factor]
EF	[Exposure frequency (days/year)]
ED	[Exposure duration (years)]
10^6	[Micrograms to milligrams conversion]
AT	[Average time period over which exposure is averaged in days]

The cancer risk parameters used in this evaluation for the nearby residential uses are shown in Table AA.

Table AA – Cancer Risk Calculation Parameters

Parameter	Construction		Operations	
	2024 – 2026 (3rd Tri to 2 yrs)	2027 (2 to 3 yrs)	2028 – 2041 (3 to 16 yrs)	2042 – 2054 (16 to 30 yrs)
Cancer Potency Factor (mg/kg-day) for DPM	1.1	1.1	1.1	1.1
Daily Breathing Rate (L/kg body weight-day)	1,009(1)	631	572	261
Inhalation Absorption Factor	1	1	1	1
Exposure Frequency (days/year)	350	350	350	350
Exposure Duration (years)	2.25	1.0	13	13.75
Age Sensitivity Factor	10	3	3	1
Fraction of Time at Home	1.0	1.0	1.0	1.0
Averaging Time[2] (days)	25,550	25,550	25,550	25,550
Potential Cancer Risk =	C_{air} * 342	C_{air} * 29	C_{air} * 336	C_{air} * 39.5

Notes:
[1] Based on 95th percentile breathing rate of 361 for 3rd trimester for 3 months and 1,090 for 0 to 2 years for 24 months (OEHHA, 2015; SCAQMD, 2017). Per SCAQMD Risk Assessment Procedures, breathing rate should be 95th percentile for 3rd trimester to 2 years and 80th percentile for all other age groups.
[2] Based on a 70-year average lifetime (OEHHA, 2015; SCAQMD, 2017)

Table BB provides a summary of the calculated diesel emission concentrations at the nearest sensitive receptors and Appendices D, E, F, and G provide the AERMOD printouts.

Table BB – Project-Related DPM Emissions Cancer Risks at Nearby Sensitive Receptors

Sensitive Receptor[1]	Receptor Location		Annual PM2.5 Concentration (µg/m³)				Cancer Risk Per Million People[2]
	X	Y	Construction 2024-2026	Construction 2027	Operations 2028- 2041	Operations 2042-2054	
1	580,086	3,722,773	0.0029	0.0015	0.0017	0.0014	1.6
2	580,122	3,722,774	0.0030	0.0016	0.0019	0.0016	1.8
3	580,172	3,722,775	0.0030	0.0016	0.0017	0.0015	1.7
4	580,242	3,722,717	0.0024	0.0013	0.0010	0.0008	1.2
5	580,289	3,722,738	0.0024	0.0013	0.0010	0.0009	1.2
6	580,337	3,722,732	0.0022	0.0011	0.0009	0.0008	1.1
7	579,963	3,722,704	0.0016	0.0008	0.0007	0.0006	0.8
8	579,927	3,722,644	0.0012	0.0006	0.0005	0.0005	0.6
9	579,519	3,722,783	0.0005	0.0003	0.0004	0.0004	0.3
10	579,466	3,722,781	0.0004	0.0002	0.0004	0.0003	0.3
11	579,393	3,722,779	0.0004	0.0002	0.0003	0.0003	0.3
					Threshold of Significance		**10**
					Exceed Threshold?		**No**

Notes:
[1] The locations of each Sensitive Receptor are shown above in Figure 3.
[2] The residential cancer risk based on: C_{air} (2024-2026) * 342 + C_{air} (2027) * 29 + C_{air} (2028-2041) * 336 + C_{air} (2042-2054) * 45.2.
Source: Calculated from ISC-AERMOD View Version 12.0.0.

Table BB shows that the cancer risk from the proposed project's DPM emissions would be as high as 1.8 per million persons at the mobile homes located south of the project site (Sensitive Receptor 2). When combined with the gas station TAC emissions, this would result in a cancer risk as high as **3.3 per million persons** at the mobile homes located south of the project site. The combined project-related cancer risk from DPM and gas station TAC emissions would be within the SCAQMD's threshold of 10 per million persons. Therefore, operation of the proposed project would result in a less than significant impact due to the cancer risk from TAC emissions.

Non-Cancer Risks

In addition to the cancer risk from exposure to TAC emissions there is also the potential TAC exposure may result in adverse health impacts from acute and chronic illnesses, which are detailed below.

Chronic Health Impacts

Chronic health effects are characterized by prolonged or repeated exposure to a TAC over many days, months, or years. Symptoms from chronic health impacts may not be immediately apparent and are often irreversible. The chronic hazard index is based on the most impacted sensitive receptor from the proposed project and is calculated from the annual average concentrations of PM2.5. The relationship for non-cancer chronic health effects is given by the equation:

$$HI_{DPM} = C_{DPM} / REL_{DPM}$$

Where,

HI_{DPM} = Hazard Index; an expression of the potential for non-cancer health effects.

C_{DPM} = Annual average diesel particulate matter concentration in $\mu g/m^3$.

REL_{DPM} = Reference Exposure Level (REL) for diesel particulate matter; the diesel particulate matter concentration at which no adverse health effects are anticipated.

The REL_{DPM} is 5 $\mu g/m^3$. The Office of Environmental Health Hazard Assessment has established this concentration as protective for the respiratory system. As shown above in Table BB, the AERMOD model found that the highest annual off-site concentration is 0.003 $\mu g/m^3$ for DPM chronic non-cancer risk emissions. The resulting Hazard Index is:

$$HI_{DPM} = 0.003 / 5 = 0.0006$$

The criterion for significance is a Chronic Hazard Index increase of 1.0 or greater, which is detailed above in Section 9.3. Therefore, the on-going operations of the proposed project would result in a less than significant impact due to the non-cancer chronic health risk from TAC emissions created by the proposed project.

Acute Health Impacts

Acute health effects are characterized by sudden and severe exposure and rapid absorption of a TAC. Normally, a single large exposure is involved. Acute health effects are often treatable and reversible. The acute hazard index is calculated from the maximum 24-hour concentrations of PM2.5 at the point of maximum impact (PMI), which has been calculated with the AERMOD model and the parameters detailed above in Section 8.3. The relationship for non-cancer acute health effects is given by the equation:

$$AHI = C / AREL$$

Where,

AHI = Acute Hazard Index; an expression of the potential for non-cancer health effects.
C = Maximum hourly concentration of either PM10 in $\mu g/m^3$.
AREL = Acute Reference Exposure Level.

No acute risk has been found to be directly created from DPM, so there is no AREL assigned to DPM, however in order to provide an DPM equivalent AREL, the ARELs from all of the other TACs that are emitted in diesel exhaust were added together based on their diesel weighting shown above in Table B. This resulted in a diesel emission weighted equivalent AREL of 2,189 $\mu g/m^3$. The AERMOD model found that the highest 24-hour concentration at the PMI is 0.0203 $\mu g/m^3$ for DPM equivalent acute non-cancer risk emissions and Appendix D provides the 24-hour concentrations during year 2024-2026 construction, which was found to create the highest 24-hour DPM concentrations in the AERMOD model. The resulting Hazard Index is:

$$AHI = 0.0203 / 2,189 = 0.0000093$$

The criterion for significance is an Acute Hazard Index increase of 1.0 or greater, which is detailed above in Section 9.3. Therefore, the on-going operations of the proposed project would result in a less than significant impact due to the non-cancer acute health risk from TAC emissions created by the proposed project.

The on-going operations of the proposed Therefore, operation of the proposed project would result in a less than significant exposure of sensitive receptors to substantial pollutant concentrations.

Level of Significance Before Mitigation

Potentially significant impact.

Mitigation Measures

Mitigation Measure 1, provided above in Section 10.3.

Level of Significance After Mitigation

Less than significant impact.

10.5 Odor Emissions

The proposed project would not create objectionable odors affecting a substantial number of people. Individual responses to odors are highly variable and can result in a variety of effects. Generally, the impact of an odor results from a variety of factors such as frequency, duration, offensiveness, location, and sensory perception. The frequency is a measure of how often an individual is exposed to an odor in the ambient environment. The intensity refers to an individual's or group's perception of the odor strength or concentration. The duration of an odor refers to the elapsed time over which an odor is experienced. The offensiveness of the odor is the subjective rating of the pleasantness or unpleasantness of an odor. The location accounts for the type of area in which a potentially affected person lives, works, or visits; the type of activity in which he or she is engaged; and the sensitivity of the impacted receptor.

Sensory perception has four major components: detectability, intensity, character, and hedonic tone. The detection (or threshold) of an odor is based on a panel of responses to the odor. There are two types of thresholds: the odor detection threshold and the recognition threshold. The detection threshold is the

lowest concentration of an odor that will elicit a response in a percentage of the people that live and work in the immediate vicinity of the project site and is typically presented as the mean (or 50 percent of the population). The recognition threshold is the minimum concentration that is recognized as having a characteristic odor quality, this is typically represented by recognition by 50 percent of the population. The intensity refers to the perceived strength of the odor. The odor character is what the substance smells like. The hedonic tone is a judgment of the pleasantness or unpleasantness of the odor. The hedonic tone varies in subjective experience, frequency, odor character, odor intensity, and duration. Potential odor impacts have been analyzed separately for construction and operations below.

Construction-Related Odor Impacts

Potential sources that may emit odors during construction activities include the application of coatings such as asphalt pavement, paints and solvents and from emissions from diesel equipment. Standard construction requirements that limit the time of day when construction may occur as well as SCAQMD Rule 1108 that limits VOC content in asphalt and Rule 1113 that limits the VOC content in paints and solvents would minimize odor impacts from construction. As such, the objectionable odors that may be produced during the construction process would be temporary and would not likely be noticeable for extended periods of time beyond the project site's boundaries. Through compliance with the applicable regulations that reduce odors and due to the transitory nature of construction odors, a less than significant odor impact would occur and no mitigation would be required.

Operations-Related Odor Impacts

The proposed project would consist of the development of a of a business park project that would include the following building types: Large Warehouses, Small Warehouses, Small Business, Personal Vehicle Storage, Self-Storage, and Retail comprised of a Service Station/Mini Mart and Fast Food Restaurant with Drive-Thru. In addition, the applicant is requesting a General Plan Amendment (GPA) and zone change to allow for commercial cannabis-related uses. The requested GPA and zone change will allow for cannabis cultivation, processing, testing, manufacturing and/or wholesale distribution within the business park.

Operation of the proposed project may create odors from commercial cannabis activities, gas dispensing activities, diesel truck emissions, and from trash storage bins. Pursuant to SCAQMD Rule 461 the proposed gas station will be required to utilize gas dispensing equipment that minimizes vapor and liquid leaks and requires that the equipment be maintained at proper working order, which will minimize odor impacts occurring from the gasoline and diesel dispensing facilities. Pursuant to City regulations, permanent trash enclosures that protect trash bins from rain as well as limit air circulation would be required for the trash storage areas. Diesel truck emissions odors would be generated intermittently from truck loading and unloading activities at the project site and would not likely be noticeable for extended periods of time beyond the project site boundaries. As such, through compliance with SCAQMD's Rule 461 and City trash storage regulations, less than significant odor impacts would occur from these odor sources. However, commercial cannabis operations have the potential to create significant odor impacts to nearby sensitive receptors. Therefore, a potentially significant odor impact may occur from commercial cannabis operations.

Mitigation Measure 5 is provided that would require the preparation of an Odor Management Plan to be prepared prior to the issuance of certificate of occupancy for any commercial cannabis business that is located within the business park.

The majority of the odors of cannabis come from a class of chemicals called terpenes. Terpenes are among the most common compounds produced by flowering plants and vary widely between each plant. Cannabis produces over 140 different terpenes and these chemicals are found in varying concentrations in different cannabis varieties. There are a variety of measures that may be incorporated into the Odor Management Plan that may include the use of carbon filters, negative ion generators, air tight seals, as well as negative air pressure, in order to minimize the amount of odors that are emitted from any cannabis operations. As such, through implementation of Mitigation Measure 5, the commercial cannabis odor impacts would be reduced to less than significant levels.

Level of Significance Before Mitigation

Potentially significant impact.

Mitigation Measures

Mitigation Measure 5

For any proposed commercial cannabis businesses, an Odor Management Plan shall be prepared by the Project Applicant and approved by the City's Building Department prior to the issuance of a certificate of occupancy. In conformance with provisions of South Coast Air Quality Management District's Rule 402 (Nuisance – Controls the emissions of odors and other air contaminants), the Odor Management Plan shall demonstrate that the emission of odors from the cannabis operations will be minimized to the degree that they do not create a significant odor impact.

Level of Significance After Mitigation

Less than significant impact.

10.6 Energy Consumption

The proposed project would impact energy resources during construction and operation. Energy resources that would be potentially impacted include electricity, natural gas, and petroleum based fuel supplies and distribution systems. This analysis includes a discussion of the potential energy impacts of the proposed projects, with particular emphasis on avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy. A general definition of each of these energy resources are provided below.

Electricity, a consumptive utility, is a man-made resource. The production of electricity requires the consumption or conversion of energy resources, including water, wind, oil, gas, coal, solar, geothermal, and nuclear resources, into energy. The delivery of electricity involves a number of system components, including substations and transformers that lower transmission line power (voltage) to a level appropriate for on-site distribution and use. The electricity generated is distributed through a network of transmission and distribution lines commonly called a power grid. Conveyance of electricity through transmission lines is typically responsive to market demands. In 2022, Imperial Irrigation District, which provides electricity to the project vicinity provided 3,584 Gigawatt-hours per year of electricity[4].

Natural gas is a combustible mixture of simple hydrocarbon compounds (primarily methane) that is used as a fuel source. Natural gas consumed in California is obtained from naturally occurring reservoirs, mainly located outside the State, and delivered through high-pressure transmission pipelines. The natural gas

4 Obtained from: http://www.ecdms.energy.ca.gov/elecbyutil.aspx

transportation system is a nationwide network and, therefore, resource availability is typically not an issue. Natural gas satisfies almost one-third of the State's total energy requirements and is used in electricity generation, space heating, cooking, water heating, industrial processes, and as a transportation fuel. Natural gas is measured in terms of cubic feet. In 2022, Riverside County consumed 431.052 Million Therms of natural gas[5].

Petroleum-based fuels currently account for a majority of the California's transportation energy sources and primarily consist of diesel and gasoline types of fuels. However, the state has been working on developing strategies to reduce petroleum use. Over the last decade California has implemented several policies, rules, and regulations to improve vehicle efficiency, increase the development and use of alternative fuels, reduce air pollutants and GHG emissions from the transportation sector, and reduce vehicle miles traveled (VMT). Accordingly, petroleum-based fuel consumption in California has declined. In 2022, 981 million gallons of gasoline and 173 million gallons of diesel was sold in Riverside County[6].

The following section calculates the potential energy consumption associated with the construction and operations of the proposed project and provides a determination if any energy utilized by the proposed project is wasteful, inefficient, or unnecessary consumption of energy resources.

Construction Energy

The construction activities for the proposed project are anticipated to include site preparation and grading of the 42.69-acre-acre project site, building construction of the business park, paving of the onsite roads and parking areas and application of architectural coatings. The proposed project would consume energy resources during construction in three (3) general forms:

1. Petroleum-based fuels used to power off-road construction vehicles and equipment on the project site, construction worker travel to and from the project site, as well as delivery and haul truck trips (e.g. hauling of material to disposal facilities);
2. Electricity associated with the conveyance of water that would be used during project construction for dust control (supply and conveyance) and electricity to power any necessary lighting during construction, electronic equipment, or other construction activities necessitating electrical power; and,
3. Energy used in the production of construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

Construction-Related Electricity

During construction the proposed project would consume electricity to construct the new structures and infrastructure. Electricity would be supplied to the project site by Imperial Irrigation District and would be obtained from the existing electrical lines in the vicinity of the project site. The use of electricity from existing power lines rather than temporary diesel or gasoline powered generators would minimize impacts on fuel consumption. Electricity consumed during project construction would vary throughout the construction period based on the construction activities being performed. Various construction activities include electricity associated with the conveyance of water that would be used during project construction for dust control (supply and conveyance) and electricity to power any necessary lighting during construction, electronic equipment, or other construction activities necessitating electrical power.

5 Obtained from: http://www.ecdms.energy.ca.gov/gasbycounty.aspx
6 Obtained from: https://www.energy.ca.gov/media/3874

Such electricity demand would be temporary, nominal, and would cease upon the completion of construction. Overall, construction activities associated with the proposed project would require limited electricity consumption that would not be expected to have an adverse impact on available electricity supplies and infrastructure. Therefore, the use of electricity during project construction would not be wasteful, inefficient, or unnecessary.

Since there are currently power lines in the vicinity of the project site, it is anticipated that only nominal improvements would be required to Imperial Irrigation District distribution lines and equipment with development of the proposed project. Compliance with City's guidelines and requirements would ensure that the proposed project fulfills its responsibilities relative to infrastructure installation, coordinates any electrical infrastructure removals or relocations, and limits any impacts associated with construction of the project. Construction of the project's electrical infrastructure is not anticipated to adversely affect the electrical infrastructure serving the surrounding uses or utility system capacity.

Construction-Related Natural Gas

Construction of the proposed project typically would not involve the consumption of natural gas. Natural gas would not be supplied to support construction activities, thus there would be no demand generated by construction. Since the project site is currently has natural gas service in the vicinity of the project site, construction of the proposed project would be limited to installation of new natural gas connections within the project site. Development of the proposed project would likely not require extensive infrastructure improvements to serve the project site. Construction-related energy usage impacts associated with the installation of natural gas connections are expected to be confined to trenching in order to place the lines below surface. In addition, prior to ground disturbance, the proposed project would notify and coordinate with SoCalGas to identify the locations and depth of all existing gas lines and avoid disruption of gas service. Therefore, construction-related impacts to natural gas supply and infrastructure would be less than significant.

Construction-Related Petroleum Fuel Use

Petroleum-based fuel usage represents the highest amount of transportation energy potentially consumed during construction, which would be utilized by both off-road equipment operating on the project site and on-road automobiles transporting workers to and from the project site and on-road trucks transporting equipment and supplies to the project site.

The on-road vehicle trips and off-road construction equipment fuel usage was calculated through use of the off-road equipment assumptions and fuel use assumptions shown above in Section 8.2, which found that the construction of the proposed project would consume 150,631 gallons of gasoline and 247,694 gallons of diesel fuel. This equates to 0.015 percent of the gasoline and 0.14 percent of the diesel consumed annually in Riverside County. As such, the construction-related petroleum use would be nominal, when compared to current county-wide petroleum usage rates.

Construction activities associated with the proposed project would be required to adhere to all State and SCAQMD regulations for off-road equipment and on-road trucks, which provide minimum fuel efficiency standards. In particular, Executive Order N-79-20 requires all new trucks in the State to be zero-emission by 2045, with interim targets starting next year and requires all off-road equipment to transition to zero-emission by 2035. As such, construction activities for the proposed project would not result in the wasteful, inefficient, and unnecessary consumption of energy resources. Impacts regarding transportation energy would be less than significant. Development of the project would not result in the

need to manufacture construction materials or create new building material facilities specifically to supply the proposed project. It is difficult to measure the energy used in the production of construction materials such as asphalt, steel, and concrete, it is reasonable to assume that the production of building materials such as concrete, steel, etc., would employ all reasonable energy conservation practices in the interest of minimizing the cost of doing business.

Operational Energy

The on-going operation of the proposed project would require the use of energy resources for multiple purposes including, but not limited to, heating/ventilating/air conditioning (HVAC), refrigeration, lighting, appliances, and electronics. Energy would also be consumed during operations related to water usage, solid waste disposal, landscape equipment and vehicle trips.

Operations-Related Electricity

Operation of the proposed project would result in consumption of electricity at the project site. As detailed above in Section 8.3, with implementation of Mitigation Measure 2, the proposed project would consume 10,330,031 kilowatt-hours per year of electricity. This equates to 0.29 percent of the electricity consumed annually by Imperial Irrigation District. As such, the operations-related electricity use would be nominal, when compared to current electricity usage rates in the Imperial Irrigation District service area.

It should be noted that, the proposed project would comply with all Federal, State, and City requirements related to the consumption of electricity, that includes CCR Title 24, Part 6 *Building Energy Efficiency Standards* and CCR Title 24, Part 11: *California Green Building Standards.* The CCR Title 24, Part 6 and Part 11 standards require numerous energy efficiency measures to be incorporated into the proposed business park, including enhanced insulation, use of energy efficient lighting and appliances as well as requiring a variety of other energy-efficiency measures to be incorporated into the proposed structures. However, pursuant to *League to Save Lake Tahoe Mountain Area Preservation Foundation v. County of Placer*, filed February 14, 2022, the appeal court ruled there was a potentially significant impact, since the EIR did not address whether any renewable energy features could be incorporated into the project. Therefore, with implementation of Mitigation Measure 2 that requires a minimum of 50 percent of total project electrical consumption to be provided onsite, the operational energy use would result in a less than significant impact.

Operations-Related Natural Gas

Operation of the proposed project would result in increased consumption of natural gas at the project site. As detailed above in Section 8.3 the proposed project would consume 8,253 MBTU per year of natural gas. This equates to 0.019 percent of the natural gas consumed annually in Riverside County. As such, the operations-related natural gas use would be nominal, when compared to current natural gas usage rates in the County.

It should be noted that, the proposed project would comply with all Federal, State, and City requirements related to the consumption of natural gas, that includes CCR Title 24, Part 6 *Building Energy Efficiency Standards* and CCR Title 24, Part 11: *California Green Building Standards.* The CCR Title 24, Part 6 and Part 11 standards require numerous energy efficiency measures to be incorporated into the proposed business park, including enhanced insulation as well as use of efficient natural gas appliances and HVAC units. Therefore, it is anticipated the proposed project will be designed and built to minimize natural gas use and that existing and planned natural gas capacity and natural gas supplies would be sufficient to support

the proposed project's natural gas demand. Thus, impacts with regard to natural gas supply and infrastructure capacity would be less than significant and no mitigation measures would be required

Operations-Related Vehicular Petroleum Fuel Usage

Operation of the proposed project would result in increased consumption of petroleum-based fuels related to vehicular travel to and from the project site. As detailed above in Section 8.2, with implementation of Mitigation Measure 3 that requires implementation of a Commute Trip Reduction Program, operation of the proposed project would consume 406,543 gallons of gasoline and 222,118 gallons of diesel fuel per year from vehicle travel. This equates to 0.04 percent of the gasoline and 0.12 percent of the diesel consumed annually in Riverside County. As such, the operations-related petroleum use would be nominal, when compared to current county-wide petroleum usage rates.

The proposed project would comply with all State and City requirements related to the promotion of alternative transportation methods, including project specific measures that include designated clean air vehicle parking spaces. For these reasons, it is anticipated the proposed project will be designed and built to minimize transportation energy and it is anticipated that existing and planned capacity and supplies of transportation fuels would be sufficient to support the proposed project's demand. However, pursuant to *League to Save Lake Tahoe Mountain Area Preservation Foundation v. County of Placer*, filed February 14, 2022, the appeal court ruled there was a potentially significant impact, since the EIR did not address whether any renewable energy features could be incorporated into the project. Therefore, with implementation of Mitigation Measure 3 that requires implementation of a Commute Trip Reduction Program, the operational petroleum fuel use would result in a less than significant impact.

In conclusion, the proposed project would comply with regulatory compliance measures outlined by the State and County related to Air Quality, Greenhouse Gas Emissions (GHG), Transportation/Circulation, and Water Supply. Additionally, the proposed project would be constructed in accordance with all applicable City Building and Fire Codes. Therefore, with implementation of Mitigation Measure 2, the proposed project would not result in the wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation. Impacts would be less than significant.

Level of Significance Before Mitigation

Potentially significant impact.

Mitigation Measures

Mitigation Measure 2

The project applicant shall require that a minimum of 50 percent of the total project electrical consumption from operation of the project is provided by onsite solar photovoltaic (PV) panels or other onsite renewables sources (i.e., wind turbines, geothermal, etc…).

Level of Significance After Mitigation

Less than significant impact.

10.7 Energy Plan Consistency

The proposed project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. The applicable energy plan for the proposed project is the City of Coachella General Plan Update, adopted April 22, 2015. The proposed project's consistency with the applicable energy-

related policies in the Sustainability and Natural Environment Section of the General Plan are shown in Table CC.

Table CC – Proposed Project Compliance with Applicable General Plan Energy Policies

Policy No.	General Plan Policy	Proposed Project Implementation Actions
2.2	**Passive solar design.** Require new buildings to incorporate energy efficient building and site design strategies for the desert environment that include appropriate solar orientation, thermal mass, use of natural daylight and ventilation, and shading.	**Consistent.** The proposed structures will be designed in consideration of solar orientation, thermal mass, use of natural daylight, ventilation, and shading. In addition, Mitigation Measure 2 requires that a minimum of 50 percent of the electricity consumption from operation of the project is provided by onsite solar PV panels or another source of renewable power.
2.3	**Alternative energy.** Promote the incorporation of alternative energy generation (e.g., solar, wind, biomass) in public and private development.	**Consistent.** Mitigation Measure 2 requires that a minimum of 50 percent of the electricity consumption from operation of the project is provided by onsite solar PV panels or another source of renewable power.
2.5	**Construction standards.** Consider and evaluate new construction practices and standards that increase building energy efficiency.	**Consistent.** Construction activities for the proposed project will utilize new construction practices and standards that increase building energy efficiency.
2.6	**Energy performance targets – new construction.** Require new construction to exceed Title 24 energy efficiency standards by 15 percent and incorporate solar photovoltaics.	**Consistent.** Mitigation Measure 2 requires that that a minimum of 50 percent of the electricity consumption from operation of the project is provided by onsite solar PV panels or another source of renewable power.
2.9	**Energy-efficient street lighting**. Implement a program to install the latest energy-efficient technologies for street and parking lot lights to meet City and state standards.	**Consistent.** The 2022 Title 24 standards require that all street lighting utilize LED type of lights, which are the most efficient lighting currently available.
2.10	**New industries.** Actively promote the City as a place for renewable energy generation, and a place for energy conservation businesses to locate.	**Consistent.** The project applicant will promote the proposed business park for all sorts of businesses, including businesses interested in energy conservation.
2.12	**Solar access.** Prohibit new development and renovations that impair adjacent buildings' solar access, unless it can be demonstrated that the shading benefits substantially offset the impacts of solar energy generation potential.	**Consistent.** There is currently no structures or solar panels in the immediate vicinity of the project site. As such, no impairment of solar access would occur with development of the proposed project.

Source: City of Coachella, 2015.

As shown in Table CC, with implementation of Mitigation Measure 2, the proposed project would be consistent with all applicable energy-related policies from the General Plan. Therefore, with implementation of Mitigation Measure 2, the proposed project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Impacts would be less than significant.

Level of Significance Before Mitigation

Potentially significant impact.

Mitigation Measures

Mitigation Measure 2, provided above in Section 10.3.

Level of Significance After Mitigation

Less than significant impact.

10.8 Generation of Greenhouse Gas Emissions and Consistency With Applicable Plan

The proposed project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment and would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing GHG emissions.

Neither CEQA Guidelines Section 15064.4 nor any other law requires a specific analytical methodology or quantitative criteria for determining the significance of GHG emissions, although Section 15064.4 states that a public agency shall have the discretion to determine, in the context of a particular project, whether to quantify GHG emissions resulting from the project and/or rely on a qualitative analysis or performance-based standards. Lead agencies are to make a "good faith effort based to the extent possible on scientific and factual data to describe, calculate or estimate" GHG emissions (14 Cal. Code Regs. §15064[a]) and to consider the extent to which the project would: increase or reduce GHG emissions; exceed a locally applicable threshold of significance; or comply with "regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions." (14 Cal. Code Regs. §15064[b]) A project may be found to have a less than-significant cumulative impact related to GHG emissions if it complies with an adopted plan that includes specific measures to sufficiently reduce GHG emissions (14 Cal. Code Regs. §15064[h][3]).

The applicable plan for the proposed Project is the City of Coachella CAP that was developed in order to be utilized as a tiering document for the streamlined review of project-level GHG emissions under CEQA for development projects within the City; refer to the discussion in Section 6.4, under "SCAQMD Working Group" for a description of the tiers. For a project to be determined as complying with the CAP and eligible for streamlining, the project must comply with all applicable standards presented in the CAP Development Review Checklist, which appears as Appendix B of the CAP. As such, this analysis has quantified GHG emissions (in accordance with the requirements of CEQA Guidelines Section 15183.5(b)(1) for a qualified GHG emissions reduction plan, as stated above) for informational purposes only and determination of significance has been based on a determination of whether the Project has implemented all applicable development standards presented in the CAP Development Review Checklist.

The project's GHG emissions have been calculated with the CalEEMod model based on the construction and operational parameters detailed in Section 8.1 above. A summary of the results is shown below in Table DD and the CalEEMod model run printouts are provided in Appendix A. It should be noted that the GHG emissions shown in Table DD account for Mitigation Measure 1 that requires all off-road equipment used during operation of the project to be powered by alternative fuels, Mitigation Measure 2 that requires a minimum of 50 percent of total project electricity to be provided from onsite renewable sources, and Mitigation Measure 3 that requires implementation of a Commute Trip Reduction Program.

Table DD – Project Related Greenhouse Gas Annual Emissions

Category	Greenhouse Gas Emissions (Metric Tons per Year)			
	CO_2	CH_4	N_2O	CO_2e
Area Sources[1]	9.11	<0.01	<0.01	9.15
Energy Usage[2]	1,685	0.19	0.02	1,696
Mobile Sources[3]	5,406	0.20	0.41	5,540
Off-Road Equipment[4]	138	<0.01	<0.01	138
Solid Waste[5]	69.6	6.96	0.00	244
Water and Wastewater[6]	129	4.69	0.11	280
Construction[7]	121	<0.01	<0.01	123
Total GHG Emissions	**7,557**	**12.0**	**0.54**	**8,030**

Notes:
[1] Area sources consist of GHG emissions from consumer products, architectural coatings, and landscaping equipment.
[2] Energy usage consists of GHG emissions from electricity and natural gas usage (Mitigation Measure 2 requires a minimum of 50% of electricity from onsite renewable sources).
[3] Mobile sources consist of GHG emissions from vehicles (Mitigation Measure 3 requires implementation of a Commute Trip Reduction Program).
[4] Off-road equipment consists of emissions from forklifts utilized onsite (Mitigation Measure 1 restricts the operation of diesel-powered forklifts, so forklifts have been analyzed as CNG-powered.
[5] Waste includes the CO_2 and CH_4 emissions created from the solid waste placed in landfills.
[6] Water includes GHG emissions from electricity used for transport of water and processing of wastewater.
[7] Construction emissions amortized over 30 years as recommended in the SCAQMD GHG Working Group on November 19, 2009.
Source: CalEEMod Version 2022.1.

The applicable Development Review Checklist strategy and design parameters for the proposed project that is located within a District Designation, are provided in Table EE along with a determination of consistency with an explanation of how the project will comply with each measure.

Table EE – Consistency with the City of Coachella CAP Development Review Checklist

Project Design Feature and Intent	Development Standard	Determination of Consistency and Explanation
For All New Development		
Recycling. Ensure recyclables can be separated for collection.	For non-residential and multifamily residential buildings, provide dedicated on-site storage areas for recyclable solid waste.	**Consistent.** The Project will provide designated recycling and trash bins per SB 939 recycling requirements.
Density. Apply the density envisioned by the General Plan.	Demonstrate the project complies with the General Plan Designations and development intensity envisioned by the General Plan and the applicable Subarea descriptions.	**Consistent.** The project site is designated Light Industrial (IL) in the General Plan and the proposed project land uses allowed land uses in the IL land use designation.
Subarea Character. Meet the vision and intent of the applicable General Plan Subarea.	Demonstrate the project complies with the policy direction set forth in the applicable Subarea description and reasonably meets the intent of the Subarea vision.	**Consistent.** The project site is located in the "District" General Plan Subarea and the proposed mixed-use commercial, industrial and retail project meets the intent of the subarea vision.
Urban Forest. Protect the City's healthy trees and plant new ones to provide shade, increase	Unless the Zoning Code, General Plan, Complete Streets Manual or other City standard requires more stringent performance, plant shade trees at the	**Consistent.** The landscape plan for the project has been designed pursuant the City Guidelines that require the planting of one tree per 50 feet along all street

Project Design Feature and Intent	Development Standard	Determination of Consistency and Explanation
carbon sequestration and purify the air.	equivalent of one tree per 50 feet along all street frontages, open space frontages, and public walkways.	frontages, open space frontages, and public walkways.
Urban Form. Apply the urban form and character envisioned by the General Plan.	Demonstrate the project complies with the urban form guidelines described in the applicable General Plan designations.	**Consistent.** The urban form guidelines for the District Designation were reviewed and the project is consistent with these guidelines.
Construction Emissions. Reduce GHG emissions associated with construction activities.	Prepare a Construction Emissions Reduction plan that demonstrates the utilization of current best practices in construction operations that will realize a 10 percent reduction in GHG emissions. Best practices might include: • Alternative fuels for construction equipment; • Use of electric or hybrid electric construction equipment; • Further limiting construction equipment idling beyond regulatory • requirements; and • Transportation demand management strategies for construction workers.	**Consistent.** Mitigation Measure 4 has been provided that requires the project applicant to install temporary power poles in the vicinity of each proposed structure and restrict building construction contractors from using gas-powered generators, compressors, welders, or saws. As shown above in Table L, the stationary construction equipment would consume 8.4% of the fuel and as such, it can be reasonably assumed that implementation would reduce emissions by 8.4%. Mitigation Measure 3 has also been provided that would require all construction contractors with 20 or more employees working onsite to institute a traffic demand management program that would be anticipated to provide at least an additional 1.6% reduction in emissions. With implementation of Mitigation Measures3 and 4, the project-related construction GHG emissions will be reduced by at least 10 percent and the project will be consistent with this development standard.
Recycled Content Building Materials. Encourage use of recycled materials in new construction.	Demonstrate that at least 15 percent of a project's construction materials, preferably as a percentage of value of construction materials, be comprised of recycled content.	**Consistent.** The project will utilize locally supplied construction materials and the State requires construction material suppliers to utilize recycled materials. Therefore, by using locally sourced construction materials, the project will comply with this development standard.
Recycled CD&D Waste. Increase the rate of recycle construction waste**.**	Demonstrate that at least 75 percent of construction waste by weight will be recycled. Design Guideline: Demonstrate at least 5 percent of a project's materials, by	**Consistent.** The future tenants of the project will be required to contract with a city-approved waste hauling company, which are required to adhere to Municipal Code Section 8.44.210 that

Project Design Feature and Intent	Development Standard	Determination of Consistency and Explanation
	value, are salvaged, refurbished, or reused materials.	implements AB 341 that requires waste haulers to divert 75 percent of construction waste from landfills. There are also several State regulations that requires the reuse of construction materials, including AB 2953 and the CalGreen building standards, that will result in at least 5 percent of project materials being reused.
Energy Efficiency. Design or retrofit buildings to exceed Title 24 energy efficiency standards by 15 percent.	For projects constructed prior to 2020, exceed Title 24 energy efficiency standards by 15 percent. For projects constructed between 2020 and 2035, exceed Title 24 by 25 percent.	**Consistent.** The CAP was prepared based on the 2013 Title 24 standards. According to the *2019 Building Energy Efficiency Standards Frequently Asked Questions* prepared by the CEC, the 2019 Title 24 standards will reduce energy use by 30 percent in nonresidential building over the 2016 Title 24 standards. Since the project will be required to meet the 2022 or latter Title 24 standards, the project is consistent with this development standard.
Passive Solar Design. Design new buildings to incorporate passive energy efficiency strategies.	Design new buildings to incorporate energy efficient building and site design strategies for the desert environment that include appropriate solar orientation, thermal mass, use of natural daylight and ventilation, and shading. Projects shall demonstrate a 10 percent reduction in energy use through passive solar design strategies.	**Consistent.** The project was designed to incorporate passive solar design strategies that provide more than a 10 percent reduction in energy use.
Solar Orientation. Design all residences to maximize energy efficiency and minimize solar heat gain.	Design new neighborhood streets and lot layouts so at least 80 percent of new homes are oriented with the primary building axis within 20 degrees of an east-west orientation.	**Not applicable.** The project does not include any homes.
Green Design. Design affordable housing developments to prioritize green building features that reduce monthly utility costs, enhance occupant health and lower the overall cost of housing.	For affordable housing projects, demonstrate the inclusion of green building features that reduce monthly utility costs, enhance occupant health and lower the overall cost of housing, such as highly energy-efficient appliances, nontoxic materials, and features such as green roofs and solar panels.	**Not applicable.** The project does not include any homes.
Shaded Public Spaces. Improve shading in	Through the use of trees, shelters, awnings, gazebos, fabric shading and	**Consistent.** All public spaces in the Project will have shading from either

Project Design Feature and Intent	Development Standard	Determination of Consistency and Explanation
public spaces such as bus stops, sidewalks and public parks and plazas through the use of trees, shelters, awnings, gazebos, fabric shading and other creative cooling strategies.	other creative cooling strategies, shade at least 50 percent of all public spaces within five years of project operation.	trees or shade structures that shade at least 50 percent of the area.
Electric Vehicles. Support Electric Vehicle and Neighborhood Electric Vehicle use by developing appropriate infrastructure.	Demonstrate that the project contains measures that support the CVAG Electric Vehicle Plan, if applicable.	**Consistent.** The project is required to be designed to meet the 2022 or latter Title 24 standards, that currently require the installation of electric vehicle charging stations in nonresidential developments, the Project will include 134 parking spaces for electric vehicles, of which 31 parking spaces will have charging stations.
Energy Efficient Street Lighting. Install the latest energy-efficient technologies for street and parking lot.	Reduce electricity demand from outdoor lighting by 40 percent.	**Consistent.** The project is required to be designed to meet the 2022 or latter Title 24 standards, that currently require the use of energy-efficient LED lighting for streets and parking lots.
Adequate Pedestrian Facilities. Provide wide sidewalks along all roadways.	Provide sidewalks on both sides of the street for those frontages controlled by the project proponent. Widths may vary as specified by the General Plan designations.	**Consistent.** The Site Plan, shown above in Figure 2, shows that there will be sidewalks throughout the project and along Airport Boulevard, which is the only public roadway where the project proponent controls the street frontage.
Bicycle Facilities. Fully developed bicycle network.	Provide bicycle facilities along all new roadways.	**Consistent.** The Site Plan shows that a bike lane will be constructed along the portion of Airport Boulevard that is adjacent to the project site.
Bicycle Parking. Provide sufficient bicycle parking in all new public and private development.	Provide 1 space for every 2 residential dwelling units. Provide 1 space per 10,000 square feet of new non-residential, and provide 1 space per 5,000 square feet of retail square feet but not fewer than 4 spaces per building. For non-residential development, provide at least one on-site shower with changing facility for any development with 100 or more new workers and at least one additional on-site shower with changing facility for every 150 new workers thereafter. Provide visitor bicycle parking in a highly visible and easily accessible locations.	**Consistent.** The project is required to be designed to meet the 2022 or latter Title 24 standards that currently require more short term and long term bicycle parking for nonresidential uses than what is defined in this development standard.

Project Design Feature and Intent	Development Standard	Determination of Consistency and Explanation
Bus Shelters. Protect bus riders waiting for buses.	Provide bus shelters in new development if a stop is determined necessary by SunLine.	**Consistent.** There is currently a SunLine bus stop on the project site, adjacent to Airport Boulevard. The project plans show that a new bus shelter will be installed at the bus stop on the project site.
Complete Streets. Create complete streets, considering the needs of pedestrians, bicyclists, motorists and public transit users of all ages and abilities.	Unless the Zoning Code or Complete Streets Manual specifies different standards, new streets shall be designed and constructed as follows: • Crosswalks at every intersection. • Sidewalk amenities like benches, trash receptacles, drinking fountains, • and/or public are for every 50 feet of sidewalk frontage in mixed use, • commercial, and multifamily residential areas. • Frequent on-street parking (available along at least 70 percent of streets). • Sidewalks along 100 percent of street length (both sides of the street). • Street trees placed between the roadway and sidewalks. • Low design speeds for most streets (20 mph for residential, 25 mph for non-residential). • Driveway crossings along no more than 10 percent of sidewalk length.	**Consistent.** The project will install crosswalks at the internal intersections on the project site, will install sidewalks throughout the project as well as plant trees and provide on-street parking and design the private roads for low speeds.
Low-water streetscape landscaping. Use of sustainable landscape and streetscape elements along roadways.	Use water efficient plant materials for at least 50 percent of the landscaping and install outdoor water fixtures that achieve a 50 percent reduction in irrigation water use for roadway landscaping elements.	**Consistent.** The landscape plan has been designed per the City Landscape design standards that meet Executive Order B-29-15 that require that landscape plans are designed to reduce irrigation water use by more than 50 percent.
Pedestrian Connectivity. Provide pedestrian connections to the external pedestrian network.	Provide pedestrian and bicycle connections to the community surrounding the project every 800 feet along the project perimeter.	**Consistent.** The onsite sidewalk system will connect to the existing sidewalk system on Airport Boulevard.
Traffic Calming. Apply traffic calming techniques to residential streets to limit cut-through traffic and speeding on roadway streets.	New streets shall include appropriate traffic calming techniques to neighborhood streets to limit cut-through traffic and speeding on roadway streets.	**Consistent.** The project site is located adjacent to the Airport Boulevard on and offramps to State Route 86, which will result in no cut-through traffic on the nearby residential streets.
Parkland. Provide parkland and greenspaces.	Provide at least 5 acres of parkland per 1,000 residents.	**Not applicable.** The project does not include any residential development.

Project Design Feature and Intent	Development Standard	Determination of Consistency and Explanation
Solar Access. Prohibit new development and renovations that impair adjacent buildings' solar access.	Prohibit new development and renovations that impair adjacent buildings' solar access, unless it can be demonstrated that the shading benefits substantially offset the impacts of solar energy generation potential and comply with California Public Resources Code, Sections 25980 through 25986.	**Consistent.** The project site is located on vacant land that is north of Airport Boulevard and between the Whitewater River channel and State Route 86. As such there are no existing or future buildings adjacent to the project site.
Solar Energy. Design new construction to incorporate solar photovoltaics.	Incorporate solar PV into all new construction. Residential: For single family homes built prior to 2020, provide 10 percent of the projected electricity demand via onsite solar photovoltaics. For single family homes built between 2020 and 2035, provide 25 percent of the projected electricity demand via onsite solar photovoltaics. Non-residential and multi-family residential: buildings: For non-residential and multi-family residential buildings built prior to 2020, provide 20 percent of the project electricity demand via onsite solar photovoltaics. For non-residential and multi-family residential buildings built between 2020 and 2035, provide 50 percent of the project electricity demand via onsite solar photovoltaics.	**Consistent.** Mitigation Measure 2 has been provided that requires that 50 percent of the project electricity demand be provided by onsite solar PV panel or other onsite renewable power sources. With implementation of Mitigation Measure 2, the project will be consistent with this Development Standard.
Low-Impact Development Strategies. Use low-impact development strategies to minimize urban run-off, increase site infiltration, manage stormwater and recharge groundwater supplies.	Require all new development greater than 5,000 square feet of new construction to utilize low-impact design strategies to manage stormwater on-site. Where impervious cover exceeds 50 percent, a 25 percent decrease in the volume of stormwater must be obtained.	**Consistent.** The stormwater plan for the project has utilized low-impact design strategies to reduce stormwater by more than a 25 percent decrease.
Parking. Utilize parking to balance transportation options.	Only the minimum parking requirements required by the Zoning Code should be provided. If providing more than the minimum parking required under the Zoning Code, additional spaces should be dedicated for priority parking spaces for carpooling, for spaces dedicated to car-sharing, or for spaces for electric vehicles. If new development is within ½ mile of a transit stop and requires off-street	**Consistent.** The project has been designed to meet the 2022 Title 24 standards that require that at least 8 percent of the parking spaces to be designated for carpools/vanpools and a minimum of 6 percent of the parking spaces shall have electric vehicle charging stations.

Project Design Feature and Intent	Development Standard	Determination of Consistency and Explanation
	parking, unbundle parking from the rental or for-sale cost.	
Transportation Demand Management. Reduce automobile trip generation related to employment.	For non-residential projects with 20 or more employees, provide at least one of these programs: • Pre-tax election program to allow employees to exclude wages for • commuting costs for transit or vanpools; • An employer supplied transit pass; • Employer provided transit; or • Other, similar demand management programs.	**Consistent.** Mitigation Measure 3 has been provided that requires the project applicant to require that any business that operates within the proposed project that has 20 or more employees to implement at least one of the listed programs. With implementation of Mitigation Measure 3, the project will be consistent with this Development Standard.
Urban Heat Island. Incorporate heat island reduction strategies in new developments.	Use 50 percent high-albedo surface materials for the site's hardscape or, within five years of project operation, shade at least 50 percent of the site's hardscape or use a combination of high-albedo surface materials and shades trees for at least 50 percent of the site's hardscape within five years of project operation. For non-residential and multifamily residential surface parking, plant shade trees at a minimum ratio of one tree per 4 spaces or demonstrate that 50 percent of the parking area will be shaded within five years of operation.	**Consistent.** The project will be designed with cool roofs and cool pavement as well as provide shade trees, which will reduce the project's heat island effect.
Grey water. Promote grey water use to reduce potable water consumption.	Incorporate grey water systems into new construction.	**Consistent.** The project has been designed to meet the City's greywater standards that include installation of piping that can be hooked up to a grey water system, when it becomes available in the vicinity of the project site.
Recycled water. Use recycled water for all agricultural, irrigation and industrial uses in order to reserve the City's highest quality potable water for drinking.	Install "purple pipe" water systems to utilize recycled water for non-potable uses such as irrigation and industrial uses.	**Consistent.** The Landscape Plan shows that the irrigation system will be designed with "purple pipe" that can be hooked up to a recycled water system when it becomes available in the vicinity of the project site.
Reduce landscaping water consumption. Reduce landscaping water consumption through plant selection and irrigation	For buildings constructed prior to 2020, use water efficient plant materials for the landscaping and install outdoor water fixtures and demonstrate an overall	**Consistent.** The Landscape Plan has been designed to meet the requirements of Municipal Code Section 8.44.220 that implements Executive Order B-29-15 that requires the use of drought tolerant

Project Design Feature and Intent	Development Standard	Determination of Consistency and Explanation
technology.	reduction in irrigation water use of 25 percent. For buildings constructed between 2020 and 2035, use water efficient plant materials for the landscaping and install outdoor water fixtures that achieve an overall reduction in irrigation water use of 42 percent.	plants, restricts the planting of turf at nonresidential projects and requires installation of water efficient irrigation systems that will reduce irrigation water usage by more than 42 percent.
Water Conservation. Design new buildings to use less water.	For buildings constructed prior to 2020, demonstrate that new buildings will exceed the state's Green Building Code standard for water conservation by an additional 10 percent. For buildings constructed between 2020 and 2035, demonstrate that new buildings will exceed the state's Green Building Code standard for water conservation by an additional 15 percent.	**Consistent.** The 2022 CalGreen Code requires all plumbing fixture in new buildings to be water efficient that will reduce indoor water consumption by more than 15 percent.
FOR NEW DEVELOPMENT WITH A GENERAL PLAN DISTRICT DESIGNATION		
Adequate Pedestrian Facilities. Provide wide sidewalks along all roadways.	Provide sidewalks on both sides of the street for those frontages controlled by the project proponent. Widths may vary as specified by the General Plan designations, the Zoning Code, or the Complete Streets Manual.	**Consistent.** The Site Plan shows that a sidewalk will be constructed on the north side of the portion of Airport Boulevard that is controlled by the project proponent.
Shaded Sidewalks. Provide shade over the length of sidewalks on streets within the project.	Provide at least 50 percent shading of project sidewalks within five years of project operation. Palm trees shall not be considered towards meeting this standard.	**Consistent.** The Landscape Plan has been designed to place enough trees adjacent to sidewalks in order to provide shading of project sidewalks within 5 years of project operation.
Shaded Streets. Plant street trees.	Provide at least 60 percent shading of project streets, at intervals no more than 40 feet, within five years of project operation. Palm trees shall not be considered towards meeting this standard.	**Consistent.** The Landscape Plan has been designed to place trees adjacent to the project streets at intervals no more than 40 feet.
Streets for all users. Design streets to equally accommodate pedestrians and vehicles.	Demonstrate the project complies with the street design direct set forth by the General Plan for the applicable General Plan designations.	**Consistent.** The project streets have been designed to accommodate both pedestrians and vehicles.
Pedestrian Connectivity. Provide connections between projects.	Provide pedestrian connections to the community surrounding the project every 800 feet along the project perimeter in the Suburban Retail District. If possible, strive to provide pedestrian connections	**Consistent.** The site plan shows that pedestrian connections will be provided every 200 feet along Airport Boulevard. It is illegal for pedestrians to walk along State Route 86, no pedestrian connections are provided.

Project Design Feature and Intent	Development Standard	Determination of Consistency and Explanation
	every 400 feet along the project perimeter. External connections from the Industrial District should occur every 1,000 feet and 1,320 feet for Resort District.	
Walkable Blocks. Design streets with well-connected walkable blocks.	Design blocks as follows: • Suburban Retail District and Regional Retail District: maximum of 1,000 by 1,000, subdivided into smaller blocks with dimensions of 400 to 500 feet. The maximum block perimeter should be 3,200 feet for Suburban Retail and 4,000 for Regional Retail. • Industrial District: provide blocks that are 1,200 by 1,200 feet, subdivided into smaller blocks with dimensions of 400 to 600 feet. • Resort District: Not defined.	**Consistent.** The site plan shows that the retail portion of the project site is segmented into 400 foot or smaller blocks and the industrial portion of the project site is segmented into 1,200 foot or smaller blocks.
Building Orientation. Locate the main entrance to the building within the front façade, accessed directly from the street, and designed to welcome visitors.	Design buildings as follows: • Public-facing building entries (onto any public space except a parking lot) on 90 percent of building frontage. • Minimal distance between the sidewalk and most buildings, with mixed-use and nonresidential buildings particularly close to the sidewalk. • Frequent building entries (at least every 75 feet). • Unshuttered windows along the sidewalk for nonresidential buildings. • No blank walls more than 50 feet along sidewalks.	**Consistent.** The site plan shows that the buildings have been designed to have public spaces in front of the buildings with minimal distance between the sidewalks and buildings, frequent building entries, and unshuttered windows facing the sidewalks.
Vehicle Access. Accommodate vehicle access to parking lots via common drives and by alley. Locate parking lots internally to blocks.	Locate parking lots behind buildings, and allow driveway crossings along no more than 10 percent of sidewalk length.	**Consistent.** The site plan shows that where feasible, the parking lots were placed behind the buildings.

Source: City of Coachella, 2014.

As shown above in Table EE, with implementation of Mitigation Measures 2, 3, and 4, the proposed project would comply with all applicable Development Standards provided in the CAP Checklist, which allows the proposed project to be eligible for streamlining. Therefore, with implementation of Mitigation Measures

2, 3, and 4, development of the proposed project would generate a less than significant generation of GHG emissions and would not conflict with any applicable plan that reduces GHG emissions.

Level of Significance Before Mitigation

Potentially significant impact.

Mitigation Measures

Mitigation Measure 2, provided above in Section 10.6.

Mitigation Measure 3

The project applicant shall require any business that operates on the project site (including both construction and operations of the proposed project) and has 20 or more full-time employees onsite shall implement at least one of the following programs:

- Pre-tax election program to allow employees to exclude wages for commuting costs for transit or vanpools;
- An employer supplied transit pass;
- Employer provided transit; or
- Other, similar demand management programs

Mitigation Measure 4

The project applicant shall require that temporary power poles are installed in the vicinity of each structure to be installed. The temporary power poles shall be installed after completion of grading and prior to the issuance of each building permit. After electrification of the temporary power poles, the project applicant shall restrict building contractors from using gas-powered generators, compressors and saws and this restriction shall be incorporated into all contracts with building contractors that will work on the proposed project.

Level of Significance After Mitigation

Less than significant impact.

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Coachella Airport Business Park Detailed Report

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1.1. Basic Project Information

Data Field	Value
Project Name	Coachella Airport Business Park
Construction Start Date	10/5/2024
Operational Year	2027
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.00
Precipitation (days)	8.80
Location	33.64399861130781, -116.1368405626813
County	Riverside-Salton Sea
City	Coachella
Air District	South Coast AQMD
Air Basin	Salton Sea
TAZ	5692
EDFZ	19
Electric Utility	Imperial Irrigation District
Gas Utility	Southern California Gas
App Version	2022.1.1.29

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Industrial Park	487	1000sqft	23.0	486,900	100,337	—	—	—

Unrefrigerated Warehouse-No Rail	129	1000sqft	6.30	128,600	27,463	—	—	—
Parking Lot	668	Space	6.18	0.00	55,464	—	—	—
Fast Food Restaurant with Drive Thru	4.65	1000sqft	0.23	4,650	987	—	—	—
Convenience Market with Gas Pumps	5.00	Pump	0.03	4,000	269	—	—	—
Other Non-Asphalt Surfaces	5.60	Acre	5.60	0.00	24,394	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Transportation	T-6	Implement Commute Trip Reduction Program (Mandatory Implementation and Monitoring)
Energy	E-10-A	Establish Onsite Renewable Energy Systems: Generic

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	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.63	15.2	39.5	0.05	0.48	4.30	4.77	0.44	1.04	1.49	9,522	0.29	0.58	22.4	9,726
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	71.8	53.9	44.6	0.11	2.13	5.90	7.50	1.96	2.74	4.21	13,159	0.46	0.60	0.58	13,314

Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	12.0	14.5	24.2	0.04	0.49	3.18	3.56	0.46	0.77	1.23	7,000	0.23	0.41	6.31	7,132
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.20	2.65	4.41	0.01	0.09	0.58	0.65	0.08	0.14	0.22	1,159	0.04	0.07	1.05	1,181
Exceeds (Daily Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	75.0	100	550	150	—	—	150	—	—	55.0	—	—	—	—	—
Unmit.	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—
Exceeds (Average Daily)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	75.0	100	550	150	—	—	150	—	—	55.0	—	—	—	—	—
Unmit.	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—

2.2. Construction Emissions by Year, Unmitigated

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

Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	2.63	15.2	39.5	0.05	0.48	4.30	4.77	0.44	1.04	1.49	9,522	0.29	0.58	22.4	9,726
2026	2.38	14.4	37.6	0.05	0.42	4.30	4.72	0.39	1.04	1.44	9,381	0.28	0.58	20.5	9,582
2027	2.27	13.6	35.9	0.05	0.38	4.30	4.68	0.36	1.04	1.40	9,235	0.18	0.55	18.7	9,423
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	5.30	53.9	44.6	0.11	2.13	5.90	7.50	1.96	2.74	4.21	13,159	0.46	0.48	0.17	13,314
2025	4.81	46.4	41.6	0.11	1.81	4.47	6.28	1.67	1.31	2.97	13,104	0.46	0.58	0.58	13,260

2026	2.16	14.7	27.6	0.05	0.42	4.30	4.72	0.39	1.04	1.44	8,818	0.19	0.58	0.53	8,998
2027	71.8	22.1	40.8	0.06	0.70	5.18	5.88	0.65	1.25	1.90	11,147	0.26	0.60	0.56	11,333
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.80	7.91	6.95	0.01	0.33	0.89	1.22	0.30	0.34	0.65	1,668	0.06	0.05	0.30	1,685
2025	1.95	14.5	24.2	0.04	0.49	3.07	3.56	0.46	0.77	1.23	7,000	0.23	0.40	6.11	7,132
2026	1.58	10.4	22.0	0.03	0.30	3.05	3.36	0.28	0.74	1.02	6,457	0.13	0.41	6.31	6,589
2027	12.0	11.0	23.4	0.04	0.32	3.18	3.50	0.30	0.77	1.07	6,720	0.14	0.40	5.93	6,849
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.15	1.44	1.27	< 0.005	0.06	0.16	0.22	0.06	0.06	0.12	276	0.01	0.01	0.05	279
2025	0.36	2.65	4.41	0.01	0.09	0.56	0.65	0.08	0.14	0.22	1,159	0.04	0.07	1.01	1,181
2026	0.29	1.89	4.02	0.01	0.06	0.56	0.61	0.05	0.14	0.19	1,069	0.02	0.07	1.05	1,091
2027	2.20	2.01	4.27	0.01	0.06	0.58	0.64	0.05	0.14	0.19	1,113	0.02	0.07	0.98	1,134

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	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	2.63	15.2	39.5	0.05	0.48	4.30	4.77	0.44	1.04	1.49	9,522	0.29	0.58	22.4	9,726
2026	2.38	14.4	37.6	0.05	0.42	4.30	4.72	0.39	1.04	1.44	9,381	0.28	0.58	20.5	9,582
2027	2.27	13.6	35.9	0.05	0.38	4.30	4.68	0.36	1.04	1.40	9,235	0.18	0.55	18.7	9,423
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	5.30	53.9	44.6	0.11	2.13	5.90	7.50	1.96	2.74	4.21	13,159	0.46	0.48	0.17	13,314
2025	4.81	46.4	41.6	0.11	1.81	4.47	6.28	1.67	1.31	2.97	13,104	0.46	0.58	0.58	13,260
2026	2.16	14.7	27.6	0.05	0.42	4.30	4.72	0.39	1.04	1.44	8,818	0.19	0.58	0.53	8,998
2027	71.8	22.1	40.8	0.06	0.70	5.18	5.88	0.65	1.25	1.90	11,147	0.26	0.60	0.56	11,333

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.80	7.91	6.95	0.01	0.33	0.89	1.22	0.30	0.34	0.65	1,668	0.06	0.05	0.30	1,685
2025	1.95	14.5	24.2	0.04	0.49	3.07	3.56	0.46	0.77	1.23	7,000	0.23	0.40	6.11	7,132
2026	1.58	10.4	22.0	0.03	0.30	3.05	3.36	0.28	0.74	1.02	6,457	0.13	0.41	6.31	6,589
2027	12.0	11.0	23.4	0.04	0.32	3.18	3.50	0.30	0.77	1.07	6,720	0.14	0.40	5.93	6,849
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.15	1.44	1.27	< 0.005	0.06	0.16	0.22	0.06	0.06	0.12	276	0.01	0.01	0.05	279
2025	0.36	2.65	4.41	0.01	0.09	0.56	0.65	0.08	0.14	0.22	1,159	0.04	0.07	1.01	1,181
2026	0.29	1.89	4.02	0.01	0.06	0.56	0.61	0.05	0.14	0.19	1,069	0.02	0.07	1.05	1,091
2027	2.20	2.01	4.27	0.01	0.06	0.58	0.64	0.05	0.14	0.19	1,113	0.02	0.07	0.98	1,134

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	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	40.6	32.8	286	0.53	0.60	40.6	41.2	0.57	10.3	10.9	72,560	74.0	3.78	1,098	76,633
Mit.	39.5	31.6	275	0.50	0.59	38.6	39.2	0.55	9.78	10.3	62,398	73.0	3.52	1,091	66,362
% Reduced	3%	4%	4%	5%	3%	5%	5%	3%	5%	5%	14%	1%	7%	1%	13%
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	32.6	34.7	196	0.47	0.56	40.6	41.2	0.53	10.3	10.8	66,992	74.1	3.84	967	70,955
Mit.	31.7	33.3	189	0.45	0.54	38.6	39.1	0.52	9.78	10.3	57,105	73.1	3.58	967	60,964
% Reduced	3%	4%	4%	5%	4%	5%	5%	3%	5%	5%	15%	1%	7%	< 0.5%	14%

Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	34.4	29.5	163	0.35	0.53	25.1	25.7	0.50	6.39	6.90	54,179	73.8	3.52	1,003	58,076
Mit.	33.5	28.3	157	0.33	0.51	23.9	24.4	0.49	6.07	6.56	44,920	72.8	3.28	1,001	48,718
% Reduced	2%	4%	3%	5%	3%	5%	5%	3%	5%	5%	17%	1%	7%	< 0.5%	16%
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	6.27	5.38	29.7	0.06	0.10	4.59	4.68	0.09	1.17	1.26	8,970	12.2	0.58	166	9,615
Mit.	6.11	5.16	28.7	0.06	0.09	4.36	4.45	0.09	1.11	1.20	7,437	12.0	0.54	166	8,066
% Reduced	2%	4%	3%	5%	3%	5%	5%	3%	5%	5%	17%	1%	7%	< 0.5%	16%
Exceeds (Daily Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	55.0	55.0	550	150	—	—	150	—	—	55.0	—	—	—	—	—
Unmit.	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—
Mit.	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—
Exceeds (Average Daily)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	55.0	55.0	550	150	—	—	150	—	—	55.0	—	—	—	—	—
Unmit.	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—
Mit.	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—

2.5. Operations Emissions by Sector, Unmitigated

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

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

Mobile	21.0	25.1	204	0.51	0.39	40.6	41.0	0.37	10.3	10.7	52,367	1.52	2.86	135	53,392
Area	19.5	0.23	27.1	< 0.005	0.05	—	0.05	0.04	—	0.04	112	< 0.005	< 0.005	—	112
Energy	0.12	2.22	1.86	0.01	0.17	—	0.17	0.17	—	0.17	17,708	2.10	0.23	—	17,830
Water	—	—	—	—	—	—	—	—	—	—	781	28.3	0.68	—	1,692
Waste	—	—	—	—	—	—	—	—	—	—	421	42.0	0.00	—	1,471
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	963	963
Off-Road	0.00	5.30	52.9	0.00	0.00	—	0.00	0.00	—	0.00	1,171	0.02	< 0.005	—	1,172
Total	40.6	32.8	286	0.53	0.60	40.6	41.2	0.57	10.3	10.9	72,560	74.0	3.78	1,098	76,633
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	17.4	27.1	141	0.46	0.39	40.6	41.0	0.37	10.3	10.7	46,911	1.63	2.92	3.50	47,826
Area	15.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.12	2.22	1.86	0.01	0.17	—	0.17	0.17	—	0.17	17,708	2.10	0.23	—	17,830
Water	—	—	—	—	—	—	—	—	—	—	781	28.3	0.68	—	1,692
Waste	—	—	—	—	—	—	—	—	—	—	421	42.0	0.00	—	1,471
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	963	963
Off-Road	0.00	5.30	52.9	0.00	0.00	—	0.00	0.00	—	0.00	1,171	0.02	< 0.005	—	1,172
Total	32.6	34.7	196	0.47	0.56	40.6	41.2	0.53	10.3	10.8	66,992	74.1	3.84	967	70,955
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	17.0	23.4	110	0.33	0.33	25.1	25.5	0.32	6.39	6.71	34,379	1.29	2.61	39.8	35,229
Area	17.2	0.11	13.4	< 0.005	0.02	—	0.02	0.02	—	0.02	55.0	< 0.005	< 0.005	—	55.2
Energy	0.12	2.22	1.86	0.01	0.17	—	0.17	0.17	—	0.17	17,708	2.10	0.23	—	17,830
Water	—	—	—	—	—	—	—	—	—	—	781	28.3	0.68	—	1,692
Waste	—	—	—	—	—	—	—	—	—	—	421	42.0	0.00	—	1,471
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	963	963
Off-Road	0.00	3.78	37.7	0.00	0.00	—	0.00	0.00	—	0.00	834	0.02	< 0.005	—	835
Total	34.4	29.5	163	0.35	0.53	25.1	25.7	0.50	6.39	6.90	54,179	73.8	3.52	1,003	58,076

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	3.10	4.26	20.1	0.06	0.06	4.59	4.65	0.06	1.17	1.22	5,692	0.21	0.43	6.58	5,833
Area	3.14	0.02	2.44	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	9.11	< 0.005	< 0.005	—	9.15
Energy	0.02	0.40	0.34	< 0.005	0.03	—	0.03	0.03	—	0.03	2,932	0.35	0.04	—	2,952
Water	—	—	—	—	—	—	—	—	—	—	129	4.69	0.11	—	280
Waste	—	—	—	—	—	—	—	—	—	—	69.6	6.96	0.00	—	244
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	159	159
Off-Road	0.00	0.69	6.87	0.00	0.00	—	0.00	0.00	—	0.00	138	< 0.005	< 0.005	—	138
Total	6.27	5.38	29.7	0.06	0.10	4.59	4.68	0.09	1.17	1.26	8,970	12.2	0.58	166	9,615

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	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	19.9	23.8	194	0.49	0.37	38.6	38.9	0.35	9.78	10.1	49,737	1.44	2.72	128	50,711
Area	19.5	0.23	27.1	< 0.005	0.05	—	0.05	0.04	—	0.04	112	< 0.005	< 0.005	—	112
Energy	0.12	2.22	1.86	0.01	0.17	—	0.17	0.17	—	0.17	10,177	1.17	0.12	—	10,241
Water	—	—	—	—	—	—	—	—	—	—	781	28.3	0.68	—	1,692
Waste	—	—	—	—	—	—	—	—	—	—	421	42.0	0.00	—	1,471
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	963	963
Off-Road	0.00	5.30	52.9	0.00	0.00	—	0.00	0.00	—	0.00	1,171	0.02	< 0.005	—	1,172
Total	39.5	31.6	275	0.50	0.59	38.6	39.2	0.55	9.78	10.3	62,398	73.0	3.52	1,091	66,362
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	16.5	25.8	134	0.44	0.37	38.6	38.9	0.35	9.78	10.1	44,555	1.55	2.78	3.32	45,424
Area	15.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Energy	0.12	2.22	1.86	0.01	0.17	—	0.17	0.17	—	0.17	10,177	1.17	0.12	—	10,241
Water	—	—	—	—	—	—	—	—	—	—	781	28.3	0.68	—	1,692
Waste	—	—	—	—	—	—	—	—	—	—	421	42.0	0.00	—	1,471
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	963	963
Off-Road	0.00	5.30	52.9	0.00	0.00	—	0.00	0.00	—	0.00	1,171	0.02	< 0.005	—	1,172
Total	31.7	33.3	189	0.45	0.54	38.6	39.1	0.52	9.78	10.3	57,105	73.1	3.58	967	60,964
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	16.2	22.2	105	0.32	0.32	23.9	24.2	0.30	6.07	6.37	32,653	1.23	2.48	37.8	33,460
Area	17.2	0.11	13.4	< 0.005	0.02	—	0.02	0.02	—	0.02	55.0	< 0.005	< 0.005	—	55.2
Energy	0.12	2.22	1.86	0.01	0.17	—	0.17	0.17	—	0.17	10,177	1.17	0.12	—	10,241
Water	—	—	—	—	—	—	—	—	—	—	781	28.3	0.68	—	1,692
Waste	—	—	—	—	—	—	—	—	—	—	421	42.0	0.00	—	1,471
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	963	963
Off-Road	0.00	3.78	37.7	0.00	0.00	—	0.00	0.00	—	0.00	834	0.02	< 0.005	—	835
Total	33.5	28.3	157	0.33	0.51	23.9	24.4	0.49	6.07	6.56	44,920	72.8	3.28	1,001	48,718
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	2.95	4.05	19.1	0.06	0.06	4.36	4.41	0.05	1.11	1.16	5,406	0.20	0.41	6.25	5,540
Area	3.14	0.02	2.44	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	9.11	< 0.005	< 0.005	—	9.15
Energy	0.02	0.40	0.34	< 0.005	0.03	—	0.03	0.03	—	0.03	1,685	0.19	0.02	—	1,696
Water	—	—	—	—	—	—	—	—	—	—	129	4.69	0.11	—	280
Waste	—	—	—	—	—	—	—	—	—	—	69.6	6.96	0.00	—	244
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	159	159
Off-Road	0.00	0.69	6.87	0.00	0.00	—	0.00	0.00	—	0.00	138	< 0.005	< 0.005	—	138
Total	6.11	5.16	28.7	0.06	0.09	4.36	4.45	0.09	1.11	1.20	7,437	12.0	0.54	166	8,066

3. Construction Emissions Details

3.1. Site Preparation (2024) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.65	36.0	32.9	0.05	1.60	—	1.60	1.47	—	1.47	5,296	0.21	0.04	—	5,314
Dust From Material Movement	—	—	—	—	—	5.11	5.11	—	2.63	2.63	—	—	—	—	—
Onsite truck	< 0.005	0.06	0.04	< 0.005	< 0.005	0.56	0.56	< 0.005	0.06	0.06	11.7	< 0.005	< 0.005	< 0.005	12.3
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.30	2.96	2.71	< 0.005	0.13	—	0.13	0.12	—	0.12	435	0.02	< 0.005	—	437
Dust From Material Movement	—	—	—	—	—	0.42	0.42	—	0.22	0.22	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.04	0.04	< 0.005	< 0.005	< 0.005	0.95	< 0.005	< 0.005	< 0.005	1.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.54	0.49	< 0.005	0.02	—	0.02	0.02	—	0.02	72.1	< 0.005	< 0.005	—	72.3
Dust From Material Movement	—	—	—	—	—	0.08	0.08	—	0.04	0.04	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	0.16	< 0.005	< 0.005	< 0.005	0.17

Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.11	1.03	0.00	0.00	0.23	0.23	0.00	0.05	0.05	226	0.01	0.01	0.03	229
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.11	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	19.9	< 0.005	< 0.005	0.04	20.1
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	3.29	< 0.005	< 0.005	0.01	3.33
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.2. Site Preparation (2024) - Mitigated

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

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

Dust From Material Movement	—	—	—	—	—	5.11	5.11	—	2.63	2.63	—	—	—	—	—
Onsite truck	< 0.005	0.06	0.04	< 0.005	< 0.005	0.56	0.56	< 0.005	0.06	0.06	11.7	< 0.005	< 0.005	< 0.005	12.3
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.30	2.96	2.71	< 0.005	0.13	—	0.13	0.12	—	0.12	435	0.02	< 0.005	—	437
Dust From Material Movement	—	—	—	—	—	0.42	0.42	—	0.22	0.22	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.04	0.04	< 0.005	< 0.005	< 0.005	0.95	< 0.005	< 0.005	< 0.005	1.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.54	0.49	< 0.005	0.02	—	0.02	0.02	—	0.02	72.1	< 0.005	< 0.005	—	72.3
Dust From Material Movement	—	—	—	—	—	0.08	0.08	—	0.04	0.04	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	0.16	< 0.005	< 0.005	< 0.005	0.17
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.11	1.03	0.00	0.00	0.23	0.23	0.00	0.05	0.05	226	0.01	0.01	0.03	229
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.11	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	19.9	< 0.005	< 0.005	0.04	20.1

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	3.29	< 0.005	< 0.005	0.01	3.33
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.3. Grading (2024) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	5.15	50.7	42.4	0.10	2.08	—	2.08	1.92	—	1.92	10,387	0.42	0.08	—	10,422
Dust From Material Movement	—	—	—	—	—	2.95	2.95	—	1.01	1.01	—	—	—	—	—
Onsite truck	< 0.005	0.06	0.04	< 0.005	< 0.005	0.56	0.56	< 0.005	0.06	0.06	11.7	< 0.005	< 0.005	< 0.005	12.3
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.47	4.66	3.90	0.01	0.19	—	0.19	0.18	—	0.18	955	0.04	0.01	—	959
Dust From Material Movement	—	—	—	—	—	0.27	0.27	—	0.09	0.09	—	—	—	—	—
Onsite truck	< 0.005	0.01	< 0.005	< 0.005	< 0.005	0.05	0.05	< 0.005	< 0.005	0.01	1.07	< 0.005	< 0.005	< 0.005	1.12

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.85	0.71	< 0.005	0.03	—	0.03	0.03	—	0.03	158	0.01	< 0.005	—	159
Dust From Material Movement	—	—	—	—	—	0.05	0.05	—	0.02	0.02	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	0.18	< 0.005	< 0.005	< 0.005	0.19
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.10	0.15	1.47	0.00	0.00	0.33	0.33	0.00	0.08	0.08	323	0.02	0.01	0.04	327
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.04	2.94	0.63	0.02	0.05	0.63	0.68	0.05	0.16	0.21	2,438	0.02	0.38	0.13	2,553
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.17	0.00	0.00	0.03	0.03	0.00	0.01	0.01	31.7	< 0.005	< 0.005	0.06	32.2
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.27	0.06	< 0.005	< 0.005	0.06	0.06	< 0.005	0.01	0.02	224	< 0.005	0.04	0.21	235
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	5.25	< 0.005	< 0.005	0.01	5.33
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.05	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	37.1	< 0.005	0.01	0.03	38.9

3.4. Grading (2024) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2T	CH4	N2O	R	CO2e

Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	5.15	50.7	42.4	0.10	2.08	—	2.08	1.92	—	1.92	10,387	0.42	0.08	—	10,422
Dust From Material Movement	—	—	—	—	—	2.95	2.95	—	1.01	1.01	—	—	—	—	—
Onsite truck	< 0.005	0.06	0.04	< 0.005	< 0.005	0.56	0.56	< 0.005	0.06	0.06	11.7	< 0.005	< 0.005	< 0.005	12.3
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.47	4.66	3.90	0.01	0.19	—	0.19	0.18	—	0.18	955	0.04	0.01	—	959
Dust From Material Movement	—	—	—	—	—	0.27	0.27	—	0.09	0.09	—	—	—	—	—
Onsite truck	< 0.005	0.01	< 0.005	< 0.005	< 0.005	0.05	0.05	< 0.005	< 0.005	0.01	1.07	< 0.005	< 0.005	< 0.005	1.12
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.85	0.71	< 0.005	0.03	—	0.03	0.03	—	0.03	158	0.01	< 0.005	—	159
Dust From Material Movement	—	—	—	—	—	0.05	0.05	—	0.02	0.02	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	0.18	< 0.005	< 0.005	< 0.005	0.19
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.10	0.15	1.47	0.00	0.00	0.33	0.33	0.00	0.08	0.08	323	0.02	0.01	0.04	327
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.04	2.94	0.63	0.02	0.05	0.63	0.68	0.05	0.16	0.21	2,438	0.02	0.38	0.13	2,553
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.17	0.00	0.00	0.03	0.03	0.00	0.01	0.01	31.7	< 0.005	< 0.005	0.06	32.2
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.27	0.06	< 0.005	< 0.005	0.06	0.06	< 0.005	0.01	0.02	224	< 0.005	0.04	0.21	235
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	5.25	< 0.005	< 0.005	0.01	5.33
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.05	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	37.1	< 0.005	0.01	0.03	38.9

3.5. Grading (2025) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	4.66	43.4	39.6	0.10	1.76	—	1.76	1.62	—	1.62	10,387	0.42	0.08	—	10,423
Dust From Material Movement	—	—	—	—	—	2.95	2.95	—	1.01	1.01	—	—	—	—	—

Onsite truck	< 0.005	0.06	0.04	< 0.005	< 0.005	0.56	0.56	< 0.005	0.06	0.06	11.4	< 0.005	< 0.005	< 0.005	12.0
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.53	4.92	4.49	0.01	0.20	—	0.20	0.18	—	0.18	1,179	0.05	0.01	—	1,183
Dust From Material Movement	—	—	—	—	—	0.33	0.33	—	0.11	0.11	—	—	—	—	—
Onsite truck	< 0.005	0.01	< 0.005	< 0.005	< 0.005	0.06	0.06	< 0.005	0.01	0.01	1.29	< 0.005	< 0.005	< 0.005	1.35
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.10	0.90	0.82	< 0.005	0.04	—	0.04	0.03	—	0.03	195	0.01	< 0.005	—	196
Dust From Material Movement	—	—	—	—	—	0.06	0.06	—	0.02	0.02	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	0.21	< 0.005	< 0.005	< 0.005	0.22
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.10	0.14	1.35	0.00	0.00	0.33	0.33	0.00	0.08	0.08	316	0.02	0.01	0.03	320
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.04	2.87	0.63	0.02	0.05	0.63	0.68	0.05	0.16	0.21	2,390	0.02	0.38	0.13	2,505
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.19	0.00	0.00	0.04	0.04	0.00	0.01	0.01	38.3	< 0.005	< 0.005	0.06	38.8
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	0.32	0.07	< 0.005	0.01	0.07	0.08	0.01	0.02	0.02	271	< 0.005	0.04	0.25	284

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	6.35	< 0.005	< 0.005	0.01	6.43
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.06	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	44.9	< 0.005	0.01	0.04	47.1

3.6. Grading (2025) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	4.66	43.4	39.6	0.10	1.76	—	1.76	1.62	—	1.62	10,387	0.42	0.08	—	10,423
Dust From Material Movement	—	—	—	—	—	2.95	2.95	—	1.01	1.01	—	—	—	—	—
Onsite truck	< 0.005	0.06	0.04	< 0.005	< 0.005	0.56	0.56	< 0.005	0.06	0.06	11.4	< 0.005	< 0.005	< 0.005	12.0
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.53	4.92	4.49	0.01	0.20	—	0.20	0.18	—	0.18	1,179	0.05	0.01	—	1,183
Dust From Material Movement	—	—	—	—	—	0.33	0.33	—	0.11	0.11	—	—	—	—	—
Onsite truck	< 0.005	0.01	< 0.005	< 0.005	< 0.005	0.06	0.06	< 0.005	0.01	0.01	1.29	< 0.005	< 0.005	< 0.005	1.35
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.10	0.90	0.82	< 0.005	0.04	—	0.04	0.03	—	0.03	195	0.01	< 0.005	—	196
Dust From Material Movement	—	—	—	—	—	0.06	0.06	—	0.02	0.02	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	0.21	< 0.005	< 0.005	< 0.005	0.22
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.10	0.14	1.35	0.00	0.00	0.33	0.33	0.00	0.08	0.08	316	0.02	0.01	0.03	320
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.04	2.87	0.63	0.02	0.05	0.63	0.68	0.05	0.16	0.21	2,390	0.02	0.38	0.13	2,505
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.19	0.00	0.00	0.04	0.04	0.00	0.01	0.01	38.3	< 0.005	< 0.005	0.06	38.8
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	0.32	0.07	< 0.005	0.01	0.07	0.08	0.01	0.02	0.02	271	< 0.005	0.04	0.25	284
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	6.35	< 0.005	< 0.005	0.01	6.43
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.06	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	44.9	< 0.005	0.01	0.04	47.1

3.7. Building Construction (2025) - Unmitigated

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

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

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.13	10.4	13.0	0.02	0.43	—	0.43	0.40	—	0.40	2,398	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.13	10.4	13.0	0.02	0.43	—	0.43	0.40	—	0.40	2,398	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.68	6.27	7.83	0.01	0.26	—	0.26	0.24	—	0.24	1,440	0.06	0.01	—	1,445
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	1.15	1.43	< 0.005	0.05	—	0.05	0.04	—	0.04	238	0.01	< 0.005	—	239
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.38	1.37	25.0	0.00	0.00	3.42	3.42	0.00	0.80	0.80	3,887	0.15	0.13	13.4	3,943
Vendor	0.12	3.42	1.52	0.03	0.05	0.88	0.92	0.05	0.24	0.29	3,237	0.04	0.43	8.91	3,377
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	1.03	1.48	14.2	0.00	0.00	3.42	3.42	0.00	0.80	0.80	3,307	0.16	0.13	0.35	3,350
Vendor	0.11	3.67	1.55	0.03	0.05	0.88	0.92	0.05	0.24	0.29	3,241	0.04	0.43	0.23	3,371
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.66	0.82	10.7	0.00	0.00	2.04	2.04	0.00	0.48	0.48	2,124	0.09	0.07	3.49	2,152
Vendor	0.07	2.17	0.92	0.02	0.03	0.52	0.55	0.03	0.14	0.17	1,946	0.02	0.26	2.31	2,026
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.12	0.15	1.95	0.00	0.00	0.37	0.37	0.00	0.09	0.09	352	0.02	0.01	0.58	356
Vendor	0.01	0.40	0.17	< 0.005	0.01	0.10	0.10	0.01	0.03	0.03	322	< 0.005	0.04	0.38	336
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.8. Building Construction (2025) - Mitigated

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

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

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.68	6.27	7.83	0.01	0.26	—	0.26	0.24	—	0.24	1,440	0.06	0.01	—	1,445
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	1.15	1.43	< 0.005	0.05	—	0.05	0.04	—	0.04	238	0.01	< 0.005	—	239
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.38	1.37	25.0	0.00	0.00	3.42	3.42	0.00	0.80	0.80	3,887	0.15	0.13	13.4	3,943
Vendor	0.12	3.42	1.52	0.03	0.05	0.88	0.92	0.05	0.24	0.29	3,237	0.04	0.43	8.91	3,377
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.03	1.48	14.2	0.00	0.00	3.42	3.42	0.00	0.80	0.80	3,307	0.16	0.13	0.35	3,350
Vendor	0.11	3.67	1.55	0.03	0.05	0.88	0.92	0.05	0.24	0.29	3,241	0.04	0.43	0.23	3,371
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.66	0.82	10.7	0.00	0.00	2.04	2.04	0.00	0.48	0.48	2,124	0.09	0.07	3.49	2,152
Vendor	0.07	2.17	0.92	0.02	0.03	0.52	0.55	0.03	0.14	0.17	1,946	0.02	0.26	2.31	2,026
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.12	0.15	1.95	0.00	0.00	0.37	0.37	0.00	0.09	0.09	352	0.02	0.01	0.58	356
Vendor	0.01	0.40	0.17	< 0.005	0.01	0.10	0.10	0.01	0.03	0.03	322	< 0.005	0.04	0.38	336

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Building Construction (2026) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.07	9.85	13.0	0.02	0.38	—	0.38	0.35	—	0.35	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.07	9.85	13.0	0.02	0.38	—	0.38	0.35	—	0.35	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.77	7.04	9.26	0.02	0.27	—	0.27	0.25	—	0.25	1,712	0.07	0.01	—	1,718
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	1.28	1.69	< 0.005	0.05	—	0.05	0.05	—	0.05	283	0.01	< 0.005	—	284
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.19	1.25	23.2	0.00	0.00	3.42	3.42	0.00	0.80	0.80	3,805	0.15	0.13	12.2	3,860
Vendor	0.12	3.27	1.42	0.03	0.05	0.88	0.92	0.05	0.24	0.29	3,179	0.04	0.43	8.32	3,317
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.98	1.36	13.1	0.00	0.00	3.42	3.42	0.00	0.80	0.80	3,239	0.05	0.13	0.32	3,280
Vendor	0.11	3.52	1.47	0.03	0.05	0.88	0.92	0.05	0.24	0.29	3,182	0.04	0.43	0.22	3,312
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.74	0.89	11.7	0.00	0.00	2.43	2.43	0.00	0.57	0.57	2,473	0.03	0.09	3.75	2,504
Vendor	0.08	2.46	1.03	0.02	0.03	0.62	0.66	0.03	0.17	0.20	2,271	0.03	0.31	2.56	2,367
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.13	0.16	2.14	0.00	0.00	0.44	0.44	0.00	0.10	0.10	409	0.01	0.01	0.62	415
Vendor	0.01	0.45	0.19	< 0.005	0.01	0.11	0.12	0.01	0.03	0.04	376	< 0.005	0.05	0.42	392
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.10. Building Construction (2026) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.07	9.85	13.0	0.02	0.38	—	0.38	0.35	—	0.35	2,397	0.10	0.02	—	2,405

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.07	9.85	13.0	0.02	0.38	—	0.38	0.35	—	0.35	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.77	7.04	9.26	0.02	0.27	—	0.27	0.25	—	0.25	1,712	0.07	0.01	—	1,718
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	1.28	1.69	< 0.005	0.05	—	0.05	0.05	—	0.05	283	0.01	< 0.005	—	284
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.19	1.25	23.2	0.00	0.00	3.42	3.42	0.00	0.80	0.80	3,805	0.15	0.13	12.2	3,860
Vendor	0.12	3.27	1.42	0.03	0.05	0.88	0.92	0.05	0.24	0.29	3,179	0.04	0.43	8.32	3,317
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.98	1.36	13.1	0.00	0.00	3.42	3.42	0.00	0.80	0.80	3,239	0.05	0.13	0.32	3,280
Vendor	0.11	3.52	1.47	0.03	0.05	0.88	0.92	0.05	0.24	0.29	3,182	0.04	0.43	0.22	3,312
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.74	0.89	11.7	0.00	0.00	2.43	2.43	0.00	0.57	0.57	2,473	0.03	0.09	3.75	2,504
Vendor	0.08	2.46	1.03	0.02	0.03	0.62	0.66	0.03	0.17	0.20	2,271	0.03	0.31	2.56	2,367
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.13	0.16	2.14	0.00	0.00	0.44	0.44	0.00	0.10	0.10	409	0.01	0.01	0.62	415
Vendor	0.01	0.45	0.19	< 0.005	0.01	0.11	0.12	0.01	0.03	0.04	376	< 0.005	0.05	0.42	392
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.11. Building Construction (2027) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.03	9.39	12.9	0.02	0.34	—	0.34	0.31	—	0.31	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.03	9.39	12.9	0.02	0.34	—	0.34	0.31	—	0.31	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.73	6.69	9.22	0.02	0.24	—	0.24	0.22	—	0.22	1,708	0.07	0.01	—	1,713

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	1.22	1.68	< 0.005	0.04	—	0.04	0.04	—	0.04	283	0.01	< 0.005	—	284
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.13	1.13	21.6	0.00	0.00	3.42	3.42	0.00	0.80	0.80	3,730	0.04	0.12	11.0	3,779
Vendor	0.12	3.12	1.36	0.02	0.05	0.88	0.92	0.05	0.24	0.29	3,108	0.04	0.41	7.70	3,239
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.93	1.24	12.2	0.00	0.00	3.42	3.42	0.00	0.80	0.80	3,177	0.05	0.12	0.29	3,215
Vendor	0.11	3.35	1.39	0.03	0.05	0.88	0.92	0.05	0.24	0.29	3,111	0.04	0.41	0.20	3,235
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.70	0.80	10.9	0.00	0.00	2.42	2.42	0.00	0.57	0.57	2,418	0.03	0.09	3.38	2,448
Vendor	0.08	2.33	0.97	0.02	0.03	0.62	0.65	0.03	0.17	0.20	2,215	0.03	0.29	2.37	2,305
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.13	0.15	1.99	0.00	0.00	0.44	0.44	0.00	0.10	0.10	400	< 0.005	0.01	0.56	405
Vendor	0.01	0.42	0.18	< 0.005	0.01	0.11	0.12	0.01	0.03	0.04	367	< 0.005	0.05	0.39	382
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.12. Building Construction (2027) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.03	9.39	12.9	0.02	0.34	—	0.34	0.31	—	0.31	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.03	9.39	12.9	0.02	0.34	—	0.34	0.31	—	0.31	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.73	6.69	9.22	0.02	0.24	—	0.24	0.22	—	0.22	1,708	0.07	0.01	—	1,713
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	1.22	1.68	< 0.005	0.04	—	0.04	0.04	—	0.04	283	0.01	< 0.005	—	284
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.13	1.13	21.6	0.00	0.00	3.42	3.42	0.00	0.80	0.80	3,730	0.04	0.12	11.0	3,779
Vendor	0.12	3.12	1.36	0.02	0.05	0.88	0.92	0.05	0.24	0.29	3,108	0.04	0.41	7.70	3,239

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.93	1.24	12.2	0.00	0.00	3.42	3.42	0.00	0.80	0.80	3,177	0.05	0.12	0.29	3,215
Vendor	0.11	3.35	1.39	0.03	0.05	0.88	0.92	0.05	0.24	0.29	3,111	0.04	0.41	0.20	3,235
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.70	0.80	10.9	0.00	0.00	2.42	2.42	0.00	0.57	0.57	2,418	0.03	0.09	3.38	2,448
Vendor	0.08	2.33	0.97	0.02	0.03	0.62	0.65	0.03	0.17	0.20	2,215	0.03	0.29	2.37	2,305
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.13	0.15	1.99	0.00	0.00	0.44	0.44	0.00	0.10	0.10	400	< 0.005	0.01	0.56	405
Vendor	0.01	0.42	0.18	< 0.005	0.01	0.11	0.12	0.01	0.03	0.04	367	< 0.005	0.05	0.39	382
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.13. 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	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.74	6.94	9.95	0.01	0.30	—	0.30	0.27	—	0.27	1,511	0.06	0.01	—	1,516
Paving	0.29	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	1.05	1.50	< 0.005	0.04	—	0.04	0.04	—	0.04	228	0.01	< 0.005	—	228
Paving	0.04	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.19	0.27	< 0.005	0.01	—	0.01	0.01	—	0.01	37.7	< 0.005	< 0.005	—	37.8
Paving	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.07	0.70	0.00	0.00	0.20	0.20	0.00	0.05	0.05	182	< 0.005	0.01	0.02	184
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.13	0.00	0.00	0.03	0.03	0.00	0.01	0.01	29.3	< 0.005	< 0.005	0.04	29.7
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	4.85	< 0.005	< 0.005	0.01	4.91

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

3.14. 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	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.74	6.94	9.95	0.01	0.30	—	0.30	0.27	—	0.27	1,511	0.06	0.01	—	1,516
Paving	0.29	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	1.05	1.50	< 0.005	0.04	—	0.04	0.04	—	0.04	228	0.01	< 0.005	—	228
Paving	0.04	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.19	0.27	< 0.005	0.01	—	0.01	0.01	—	0.01	37.7	< 0.005	< 0.005	—	37.8
Paving	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.07	0.70	0.00	0.00	0.20	0.20	0.00	0.05	0.05	182	< 0.005	0.01	0.02	184
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.13	0.00	0.00	0.03	0.03	0.00	0.01	0.01	29.3	< 0.005	< 0.005	0.04	29.7
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	4.85	< 0.005	< 0.005	0.01	4.91
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.15. 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	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.83	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02	134	0.01	< 0.005	—	134

Architectural	68.4	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.13	0.17	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	20.1	< 0.005	< 0.005	—	20.2
Architectural Coatings	10.3	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.02	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	3.33	< 0.005	< 0.005	—	3.34
Architectural Coatings	1.88	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.19	0.25	2.45	0.00	0.00	0.68	0.68	0.00	0.16	0.16	635	0.01	0.02	0.06	643
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.46	0.00	0.00	0.10	0.10	0.00	0.02	0.02	102	< 0.005	< 0.005	0.14	104

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.08	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	16.9	< 0.005	< 0.005	0.02	17.2
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.16. 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	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.83	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02	134	0.01	< 0.005	—	134
Architectural Coatings	68.4	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.13	0.17	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	20.1	< 0.005	< 0.005	—	20.2
Architectural Coatings	10.3	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.02	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	3.33	< 0.005	< 0.005	—	3.34
Architectural Coatings	1.88	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.19	0.25	2.45	0.00	0.00	0.68	0.68	0.00	0.16	0.16	635	0.01	0.02	0.06	643
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.46	0.00	0.00	0.10	0.10	0.00	0.02	0.02	102	< 0.005	< 0.005	0.14	104
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.08	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	16.9	< 0.005	< 0.005	0.02	17.2
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	4.32	17.4	43.0	0.19	0.26	10.6	10.9	0.25	2.73	2.98	20,145	0.40	2.04	51.2	20,812
Unrefrigerated Warehouse-No Rail	0.62	0.29	5.98	0.01	< 0.005	1.12	1.12	< 0.005	0.28	0.29	1,199	0.04	0.03	3.11	1,212
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fast Food Restaurant with Drive Thru	7.23	3.34	69.8	0.14	0.05	13.0	13.1	0.05	3.28	3.33	13,977	0.48	0.36	36.3	14,132
Convenience Market with Gas Pumps	8.82	4.07	85.1	0.17	0.07	15.9	15.9	0.06	4.00	4.06	17,047	0.59	0.44	44.2	17,236
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	21.0	25.1	204	0.51	0.39	40.6	41.0	0.37	10.3	10.7	52,367	1.52	2.86	135	53,392
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	3.62	18.7	31.8	0.18	0.26	10.6	10.9	0.25	2.73	2.98	19,170	0.42	2.05	1.33	19,792

Unrefrigerated Warehouse-No	0.51	0.31	4.07	0.01	< 0.005	1.12	1.12	< 0.005	0.28	0.29	1,032	0.05	0.03	0.08	1,043
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fast Food Restaurant with Drive Thru	5.99	3.64	47.5	0.12	0.05	13.0	13.1	0.05	3.28	3.33	12,033	0.52	0.38	0.94	12,160
Convenience Market with Gas Pumps	7.30	4.44	57.9	0.15	0.07	15.9	15.9	0.06	4.00	4.06	14,676	0.64	0.46	1.15	14,831
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	17.4	27.1	141	0.46	0.39	40.6	41.0	0.37	10.3	10.7	46,911	1.63	2.92	3.50	47,826
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	0.69	3.32	6.38	0.03	0.05	1.93	1.97	0.05	0.50	0.54	3,237	0.07	0.34	3.66	3,343
Unrefrigerated Warehouse-No Rail	0.10	0.05	0.84	< 0.005	< 0.005	0.20	0.20	< 0.005	0.05	0.05	182	0.01	0.01	0.22	184
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fast Food Restaurant with Drive Thru	1.05	0.42	6.17	0.01	0.01	1.23	1.23	0.01	0.31	0.31	1,127	0.06	0.04	1.34	1,143
Convenience Market with Gas Pumps	1.26	0.47	6.69	0.01	0.01	1.23	1.24	0.01	0.31	0.32	1,146	0.08	0.05	1.35	1,164

Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	3.10	4.26	20.1	0.06	0.06	4.59	4.65	0.06	1.17	1.22	5,692	0.21	0.43	6.58	5,833

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	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	4.11	16.5	40.9	0.18	0.25	10.1	10.3	0.24	2.60	2.83	19,133	0.38	1.93	48.7	19,767
Unrefrigerated Warehouse-No Rail	0.59	0.27	5.68	0.01	< 0.005	1.06	1.06	< 0.005	0.27	0.27	1,139	0.04	0.03	2.95	1,151
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fast Food Restaurant with Drive Thru	6.87	3.17	66.3	0.13	0.05	12.4	12.4	0.05	3.12	3.16	13,275	0.46	0.34	34.4	13,422
Convenience Market with Gas Pumps	8.38	3.87	80.8	0.16	0.06	15.1	15.1	0.06	3.80	3.86	16,190	0.56	0.42	42.0	16,370
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	19.9	23.8	194	0.49	0.37	38.6	38.9	0.35	9.78	10.1	49,737	1.44	2.72	128	50,711
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Industrial Park	3.44	17.8	30.2	0.17	0.25	10.1	10.3	0.24	2.60	2.83	18,207	0.40	1.95	1.26	18,798
Unrefrigerated Warehouse-No Rail	0.49	0.30	3.87	0.01	< 0.005	1.06	1.06	< 0.005	0.27	0.27	980	0.04	0.03	0.08	991
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fast Food Restaurant with Drive Thru	5.69	3.46	45.1	0.11	0.05	12.4	12.4	0.05	3.12	3.16	11,429	0.50	0.36	0.89	11,549
Convenience Market with Gas Pumps	6.93	4.22	55.0	0.14	0.06	15.1	15.1	0.06	3.80	3.86	13,939	0.61	0.44	1.09	14,086
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	16.5	25.8	134	0.44	0.37	38.6	38.9	0.35	9.78	10.1	44,555	1.55	2.78	3.32	45,424
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	0.66	3.15	6.06	0.03	0.05	1.83	1.88	0.04	0.47	0.51	3,074	0.06	0.32	3.48	3,175
Unrefrigerated Warehouse-No Rail	0.09	0.05	0.80	< 0.005	< 0.005	0.19	0.19	< 0.005	0.05	0.05	173	0.01	< 0.005	0.21	174
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fast Food Restaurant with Drive Thru	1.00	0.40	5.86	0.01	0.01	1.16	1.17	0.01	0.29	0.30	1,071	0.06	0.04	1.28	1,085

Convenience Market with Gas Pumps	1.20	0.44	6.36	0.01	0.01	1.17	1.18	0.01	0.30	0.30	1,089	0.07	0.04	1.28	1,105
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	2.95	4.05	19.1	0.06	0.06	4.36	4.41	0.05	1.11	1.16	5,406	0.20	0.41	6.25	5,540

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	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	13,502	1.67	0.20	—	13,604
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	1,052	0.13	0.02	—	1,059
Parking Lot	—	—	—	—	—	—	—	—	—	—	172	0.02	< 0.005	—	173
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	229	0.03	< 0.005	—	231
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	109	0.01	< 0.005	—	110

Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	15,064	1.87	0.23	—	15,178
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	13,502	1.67	0.20	—	13,604
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	1,052	0.13	0.02	—	1,059
Parking Lot	—	—	—	—	—	—	—	—	—	—	172	0.02	< 0.005	—	173
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	229	0.03	< 0.005	—	231
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	109	0.01	< 0.005	—	110
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	15,064	1.87	0.23	—	15,178
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	2,235	0.28	0.03	—	2,252
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	174	0.02	< 0.005	—	175

Parking Lot	—	—	—	—	—	—	—	—	—	—	28.5	< 0.005	< 0.005	—	28.7
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	37.9	< 0.005	< 0.005	—	38.2
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	18.1	< 0.005	< 0.005	—	18.2
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	2,494	0.31	0.04	—	2,513

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	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	6,751	0.84	0.10	—	6,802
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	526	0.07	0.01	—	530
Parking Lot	—	—	—	—	—	—	—	—	—	—	86.0	0.01	< 0.005	—	86.6
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	115	0.01	< 0.005	—	115

Convenience	—	—	—	—	—	—	—	—	—	—	54.6	0.01	< 0.005	—	55.0
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	7,532	0.93	0.11	—	7,589
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	6,751	0.84	0.10	—	6,802
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	526	0.07	0.01	—	530
Parking Lot	—	—	—	—	—	—	—	—	—	—	86.0	0.01	< 0.005	—	86.6
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	115	0.01	< 0.005	—	115
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	54.6	0.01	< 0.005	—	55.0
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	7,532	0.93	0.11	—	7,589
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	1,118	0.14	0.02	—	1,126

Unrefrigerated Warehouse-No	—	—	—	—	—	—	—	—	—	—	87.0	0.01	< 0.005	—	87.7
Parking Lot	—	—	—	—	—	—	—	—	—	—	14.2	< 0.005	< 0.005	—	14.3
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	19.0	< 0.005	< 0.005	—	19.1
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	9.04	< 0.005	< 0.005	—	9.11
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	1,247	0.15	0.02	—	1,256

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	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	0.08	1.40	1.18	0.01	0.11	—	0.11	0.11	—	0.11	1,672	0.15	< 0.005	—	1,677
Unrefrigerated Warehouse-No Rail	0.04	0.66	0.55	< 0.005	0.05	—	0.05	0.05	—	0.05	787	0.07	< 0.005	—	789
Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	—	0.00

Fast Food Restaurant with Drive Thru	0.01	0.13	0.11	< 0.005	0.01	—	0.01	0.01	—	0.01	158	0.01	< 0.005	—	159
Convenience Market with Gas Pumps	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	27.9	< 0.005	< 0.005	—	28.0
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.12	2.22	1.86	0.01	0.17	—	0.17	0.17	—	0.17	2,645	0.23	< 0.005	—	2,652
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	0.08	1.40	1.18	0.01	0.11	—	0.11	0.11	—	0.11	1,672	0.15	< 0.005	—	1,677
Unrefrigerated Warehouse-No Rail	0.04	0.66	0.55	< 0.005	0.05	—	0.05	0.05	—	0.05	787	0.07	< 0.005	—	789
Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Fast Food Restaurant with Drive Thru	0.01	0.13	0.11	< 0.005	0.01	—	0.01	0.01	—	0.01	158	0.01	< 0.005	—	159
Convenience Market with Gas Pumps	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	27.9	< 0.005	< 0.005	—	28.0
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.12	2.22	1.86	0.01	0.17	—	0.17	0.17	—	0.17	2,645	0.23	< 0.005	—	2,652

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	0.01	0.26	0.21	< 0.005	0.02	—	0.02	0.02	—	0.02	277	0.02	< 0.005	—	278
Unrefrigerated Warehouse-No Rail	0.01	0.12	0.10	< 0.005	0.01	—	0.01	0.01	—	0.01	130	0.01	< 0.005	—	131
Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Fast Food Restaurant with Drive Thru	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	26.2	< 0.005	< 0.005	—	26.3
Convenience Market with Gas Pumps	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	4.62	< 0.005	< 0.005	—	4.63
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.02	0.40	0.34	< 0.005	0.03	—	0.03	0.03	—	0.03	438	0.04	< 0.005	—	439

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	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	0.08	1.40	1.18	0.01	0.11	—	0.11	0.11	—	0.11	1,672	0.15	< 0.005	—	1,677

Unrefrigerated Warehouse-No Rail	0.04	0.66	0.55	< 0.005	0.05	—	0.05	0.05	—	0.05	787	0.07	< 0.005	—	789
Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Fast Food Restaurant with Drive Thru	0.01	0.13	0.11	< 0.005	0.01	—	0.01	0.01	—	0.01	158	0.01	< 0.005	—	159
Convenience Market with Gas Pumps	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	27.9	< 0.005	< 0.005	—	28.0
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.12	2.22	1.86	0.01	0.17	—	0.17	0.17	—	0.17	2,645	0.23	< 0.005	—	2,652
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	0.08	1.40	1.18	0.01	0.11	—	0.11	0.11	—	0.11	1,672	0.15	< 0.005	—	1,677
Unrefrigerated Warehouse-No Rail	0.04	0.66	0.55	< 0.005	0.05	—	0.05	0.05	—	0.05	787	0.07	< 0.005	—	789
Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Fast Food Restaurant with Drive Thru	0.01	0.13	0.11	< 0.005	0.01	—	0.01	0.01	—	0.01	158	0.01	< 0.005	—	159

Convenience Market with Gas Pumps	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	27.9	< 0.005	< 0.005	—	28.0
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.12	2.22	1.86	0.01	0.17	—	0.17	0.17	—	0.17	2,645	0.23	< 0.005	—	2,652
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	0.01	0.26	0.21	< 0.005	0.02	—	0.02	0.02	—	0.02	277	0.02	< 0.005	—	278
Unrefrigerated Warehouse-No Rail	0.01	0.12	0.10	< 0.005	0.01	—	0.01	0.01	—	0.01	130	0.01	< 0.005	—	131
Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Fast Food Restaurant with Drive Thru	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	26.2	< 0.005	< 0.005	—	26.3
Convenience Market with Gas Pumps	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	4.62	< 0.005	< 0.005	—	4.63
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.02	0.40	0.34	< 0.005	0.03	—	0.03	0.03	—	0.03	438	0.04	< 0.005	—	439

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	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	13.4	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	1.62	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	4.46	0.23	27.1	< 0.005	0.05	—	0.05	0.04	—	0.04	112	< 0.005	< 0.005	—	112
Total	19.5	0.23	27.1	< 0.005	0.05	—	0.05	0.04	—	0.04	112	< 0.005	< 0.005	—	112
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	13.4	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	1.62	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	15.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	2.44	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.30	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.40	0.02	2.44	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	9.11	< 0.005	< 0.005	—	9.15
Total	3.14	0.02	2.44	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	9.11	< 0.005	< 0.005	—	9.15

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	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	13.4	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	1.62	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	4.46	0.23	27.1	< 0.005	0.05	—	0.05	0.04	—	0.04	112	< 0.005	< 0.005	—	112
Total	19.5	0.23	27.1	< 0.005	0.05	—	0.05	0.04	—	0.04	112	< 0.005	< 0.005	—	112
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	13.4	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	1.62	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	15.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	2.44	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.30	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.40	0.02	2.44	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	9.11	< 0.005	< 0.005	—	9.15

Total	3.14	0.02	2.44	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	9.11	< 0.005	< 0.005	—	9.15

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	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	609	22.2	0.53	—	1,322
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	161	5.86	0.14	—	349
Parking Lot	—	—	—	—	—	—	—	—	—	—	2.44	< 0.005	< 0.005	—	2.46
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	7.62	0.28	0.01	—	16.6
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	0.29	0.01	< 0.005	—	0.62
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	1.07	< 0.005	< 0.005	—	1.08
Total	—	—	—	—	—	—	—	—	—	—	781	28.3	0.68	—	1,692
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Industrial Park	—	—	—	—	—	—	—	—	—	—	609	22.2	0.53	—	1,322
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	161	5.86	0.14	—	349
Parking Lot	—	—	—	—	—	—	—	—	—	—	2.44	< 0.005	< 0.005	—	2.46
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	7.62	0.28	0.01	—	16.6
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	0.29	0.01	< 0.005	—	0.62
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	1.07	< 0.005	< 0.005	—	1.08
Total	—	—	—	—	—	—	—	—	—	—	781	28.3	0.68	—	1,692
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	101	3.67	0.09	—	219
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	26.6	0.97	0.02	—	57.8
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.40	< 0.005	< 0.005	—	0.41
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	1.26	0.05	< 0.005	—	2.74

Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	0.05	< 0.005	< 0.005	—	0.10
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	0.18	< 0.005	< 0.005	—	0.18
Total	—	—	—	—	—	—	—	—	—	—	129	4.69	0.11	—	280

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	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	609	22.2	0.53	—	1,322
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	161	5.86	0.14	—	349
Parking Lot	—	—	—	—	—	—	—	—	—	—	2.44	< 0.005	< 0.005	—	2.46
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	7.62	0.28	0.01	—	16.6
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	0.29	0.01	< 0.005	—	0.62
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	1.07	< 0.005	< 0.005	—	1.08

Total	—	—	—	—	—	—	—	—	—	—	781	28.3	0.68	—	1,692
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	609	22.2	0.53	—	1,322
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	161	5.86	0.14	—	349
Parking Lot	—	—	—	—	—	—	—	—	—	—	2.44	< 0.005	< 0.005	—	2.46
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	7.62	0.28	0.01	—	16.6
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	0.29	0.01	< 0.005	—	0.62
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	1.07	< 0.005	< 0.005	—	1.08
Total	—	—	—	—	—	—	—	—	—	—	781	28.3	0.68	—	1,692
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	101	3.67	0.09	—	219
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	26.6	0.97	0.02	—	57.8
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.40	< 0.005	< 0.005	—	0.41

Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	1.26	0.05	< 0.005	—	2.74
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	0.05	< 0.005	< 0.005	—	0.10
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	0.18	< 0.005	< 0.005	—	0.18
Total	—	—	—	—	—	—	—	—	—	—	129	4.69	0.11	—	280

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	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	325	32.5	0.00	—	1,138
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	65.1	6.51	0.00	—	228
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	—	0.00
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	28.9	2.89	0.00	—	101

Convenience	—	—	—	—	—	—	—	—	—	—	1.14	0.11	0.00	—	3.99
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	421	42.0	0.00	—	1,471
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	325	32.5	0.00	—	1,138
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	65.1	6.51	0.00	—	228
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	—	0.00
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	28.9	2.89	0.00	—	101
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	1.14	0.11	0.00	—	3.99
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	421	42.0	0.00	—	1,471
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	53.9	5.38	0.00	—	188

Unrefrigerated Warehouse-No	—	—	—	—	—	—	—	—	—	—	10.8	1.08	0.00	—	37.7
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	—	0.00
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	4.78	0.48	0.00	—	16.7
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	0.19	0.02	0.00	—	0.66
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	69.6	6.96	0.00	—	244

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	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	325	32.5	0.00	—	1,138
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	65.1	6.51	0.00	—	228
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	—	0.00

Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	28.9	2.89	0.00	—	101
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	1.14	0.11	0.00	—	3.99
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	421	42.0	0.00	—	1,471
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	325	32.5	0.00	—	1,138
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	65.1	6.51	0.00	—	228
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	—	0.00
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	28.9	2.89	0.00	—	101
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	1.14	0.11	0.00	—	3.99
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	421	42.0	0.00	—	1,471

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	53.9	5.38	0.00	—	188
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	10.8	1.08	0.00	—	37.7
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	—	0.00
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	4.78	0.48	0.00	—	16.7
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	0.19	0.02	0.00	—	0.66
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	69.6	6.96	0.00	—	244

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	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	—	127	127

Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	—	7.27	7.27
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	—	—	829	829
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	963	963
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	—	127	127
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	—	7.27	7.27
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	—	—	829	829
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	963	963
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	—	21.0	21.0
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	—	1.20	1.20
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	—	—	137	137
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	159	159

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	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	—	127	127
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	—	7.27	7.27
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	—	—	829	829
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	963	963
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	—	127	127
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	—	7.27	7.27
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	—	—	829	829
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	963	963
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	—	21.0	21.0

Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	—	1.20	1.20
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	—	—	137	137
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	159	159

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	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Forklifts	0.00	5.30	52.9	0.00	0.00	—	0.00	0.00	—	0.00	1,171	0.02	< 0.005	—	1,172
Total	0.00	5.30	52.9	0.00	0.00	—	0.00	0.00	—	0.00	1,171	0.02	< 0.005	—	1,172
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Forklifts	0.00	5.30	52.9	0.00	0.00	—	0.00	0.00	—	0.00	1,171	0.02	< 0.005	—	1,172
Total	0.00	5.30	52.9	0.00	0.00	—	0.00	0.00	—	0.00	1,171	0.02	< 0.005	—	1,172
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Forklifts	0.00	0.69	6.87	0.00	0.00	—	0.00	0.00	—	0.00	138	< 0.005	< 0.005	—	138
Total	0.00	0.69	6.87	0.00	0.00	—	0.00	0.00	—	0.00	138	< 0.005	< 0.005	—	138

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	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Forklifts	0.00	5.30	52.9	0.00	0.00	—	0.00	0.00	—	0.00	1,171	0.02	< 0.005	—	1,172
Total	0.00	5.30	52.9	0.00	0.00	—	0.00	0.00	—	0.00	1,171	0.02	< 0.005	—	1,172
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Forklifts	0.00	5.30	52.9	0.00	0.00	—	0.00	0.00	—	0.00	1,171	0.02	< 0.005	—	1,172
Total	0.00	5.30	52.9	0.00	0.00	—	0.00	0.00	—	0.00	1,171	0.02	< 0.005	—	1,172
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Forklifts	0.00	0.69	6.87	0.00	0.00	—	0.00	0.00	—	0.00	138	< 0.005	< 0.005	—	138
Total	0.00	0.69	6.87	0.00	0.00	—	0.00	0.00	—	0.00	138	< 0.005	< 0.005	—	138

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	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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

4.8.2. Mitigated

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

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

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

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

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

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

4.9.2. Mitigated

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

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

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

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

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

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

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

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

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

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

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

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

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

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

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

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

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

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

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

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

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

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

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

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description

Site Preparation	Site Preparation	10/4/2024	11/14/2024	5.00	30.0	—
Grading	Grading	11/15/2024	2/27/2025	5.00	75.0	—
Building Construction	Building Construction	2/28/2025	12/30/2027	5.00	740	—
Paving	Paving	10/15/2027	12/30/2027	5.00	55.0	—
Architectural Coating	Architectural Coating	10/15/2027	12/30/2027	5.00	55.0	—

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

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	—	—	—	—
Site Preparation	Worker	17.5	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10.2	HHDT,MHDT

Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	3.00	0.50	HHDT
Grading	—	—	—	—
Grading	Worker	25.0	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	35.1	20.0	HHDT
Grading	Onsite truck	3.00	0.50	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	262	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	102	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	15.0	18.5	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	52.3	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	—	—	—	—
Site Preparation	Worker	17.5	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10.2	HHDT,MHDT

Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	3.00	0.50	HHDT
Grading	—	—	—	—
Grading	Worker	25.0	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	35.1	20.0	HHDT
Grading	Onsite truck	3.00	0.50	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	262	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	102	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	15.0	18.5	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	52.3	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Control Strategies Applied	PM10 Reduction	PM2.5 Reduction
Water unpaved roads twice daily	55%	55%

Limit vehicle speeds on unpaved roads to 25 mph	44%	44%
Sweep paved roads once per month	9%	9%

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	936,225	312,075	30,788

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	—	—	45.0	0.00	—
Grading	21,040	—	225	0.00	—
Paving	0.00	0.00	0.00	0.00	11.8

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	3	74%	74%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Industrial Park	0.00	0%
Unrefrigerated Warehouse-No Rail	0.00	0%
Parking Lot	6.18	100%
Fast Food Restaurant with Drive Thru	0.00	0%
Convenience Market with Gas Pumps	0.00	0%

Other Non-Asphalt Surfaces	5.60	0%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2024	0.00	457	0.03	< 0.005
2025	0.00	457	0.03	< 0.005
2026	0.00	457	0.03	< 0.005
2027	0.00	457	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	1,641	1,641	1,641	598,911	14,142	14,142	14,142	5,161,883
Unrefrigerated Warehouse-No Rail	186	186	186	68,062	1,607	1,607	1,607	586,607
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fast Food Restaurant with Drive Thru	2,174	2,174	2,174	793,430	6,116	18,735	18,735	3,548,326
Convenience Market with Gas Pumps	2,651	2,651	2,651	967,688	4,552	22,850	22,850	3,569,749
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Industrial Park	1,558	1,558	1,558	568,833	13,432	13,432	13,432	4,902,642

Unrefrigerated Warehouse-No Rail	177	177	177	64,643	1,526	1,526	1,526	557,147
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fast Food Restaurant with Drive Thru	2,065	2,065	2,065	753,583	5,809	17,794	17,794	3,370,122
Convenience Market with Gas Pumps	2,518	2,518	2,518	919,089	4,324	21,703	21,703	3,390,468
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.1.2. 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	936,225	312,075	30,788

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	18,518,006	266	0.0330	0.0040	5,217,823
Unrefrigerated Warehouse-No Rail	1,442,174	266	0.0330	0.0040	2,454,497
Parking Lot	235,820	266	0.0330	0.0040	0.00
Fast Food Restaurant with Drive Thru	314,256	266	0.0330	0.0040	493,441
Convenience Market with Gas Pumps	149,806	266	0.0330	0.0040	86,988
Other Non-Asphalt Surfaces	0.00	266	0.0330	0.0040	0.00

5.11.2. Mitigated

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

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Industrial Park	9,259,003	266	0.0330	0.0040	5,217,823
Unrefrigerated Warehouse-No Rail	721,087	266	0.0330	0.0040	2,454,497
Parking Lot	117,910	266	0.0330	0.0040	0.00
Fast Food Restaurant with Drive Thru	157,128	266	0.0330	0.0040	493,441
Convenience Market with Gas Pumps	74,903	266	0.0330	0.0040	86,988

Other Non-Asphalt Surfaces	0.00	266	0.0330	0.0040	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Industrial Park	112,595,625	1,882,885
Unrefrigerated Warehouse-No Rail	29,738,750	515,360
Parking Lot	0.00	1,040,816
Fast Food Restaurant with Drive Thru	1,411,432	18,522
Convenience Market with Gas Pumps	52,286	5,048
Other Non-Asphalt Surfaces	0.00	457,768

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Industrial Park	112,595,625	1,882,885
Unrefrigerated Warehouse-No Rail	29,738,750	515,360
Parking Lot	0.00	1,040,816
Fast Food Restaurant with Drive Thru	1,411,432	18,522
Convenience Market with Gas Pumps	52,286	5,048
Other Non-Asphalt Surfaces	0.00	457,768

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Industrial Park	604	—
Unrefrigerated Warehouse-No Rail	121	—

Parking Lot	0.00	—
Fast Food Restaurant with Drive Thru	53.6	—
Convenience Market with Gas Pumps	2.12	—
Other Non-Asphalt Surfaces	0.00	—

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Industrial Park	604	—
Unrefrigerated Warehouse-No Rail	121	—
Parking Lot	0.00	—
Fast Food Restaurant with Drive Thru	53.6	—
Convenience Market with Gas Pumps	2.12	—
Other Non-Asphalt Surfaces	0.00	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Industrial Park	Other commercial A/C and heat pumps	R-410A	2,088	0.30	4.00	4.00	18.0
Fast Food Restaurant with Drive Thru	Household refrigerators and/or freezers	R-134a	1,430	0.00	0.60	0.00	1.00
Fast Food Restaurant with Drive Thru	Other commercial A/C and heat pumps	R-410A	2,088	1.80	4.00	4.00	18.0
Fast Food Restaurant with Drive Thru	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0
Convenience Market with Gas Pumps	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0

Convenience Market with Gas Pumps	Supermarket refrigeration and condensing units	R-404A	3,922	26.5	16.5	16.5	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
Fast Food Restaurant with Drive Thru	Household refrigerators and/or freezers	R-134a	1,430	0.00	0.60	0.00	1.00
Fast Food Restaurant with Drive Thru	Other commercial A/C and heat pumps	R-410A	2,088	1.80	4.00	4.00	18.0
Fast Food Restaurant with Drive Thru	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0
Convenience Market with Gas Pumps	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Convenience Market with Gas Pumps	Supermarket refrigeration and condensing units	R-404A	3,922	26.5	16.5	16.5	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
Forklifts	CNG	Average	6.00	8.00	82.0	0.20

5.15.2. Mitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Forklifts	CNG	Average	6.00	8.00	82.0	0.20

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	23.2	annual days of extreme heat
Extreme Precipitation	0.40	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	0.06	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	N/A	N/A	N/A	N/A
Drought	0	0	0	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	N/A	N/A	N/A	N/A

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

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	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	N/A	N/A	N/A	N/A
Drought	1	1	1	2
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	N/A	N/A	N/A	N/A

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

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

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

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

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	84.6
AQ-PM	8.56
AQ-DPM	17.9
Drinking Water	75.4
Lead Risk Housing	48.1
Pesticides	93.9
Toxic Releases	4.26
Traffic	10.2
Effect Indicators	—
CleanUp Sites	50.3
Groundwater	67.5
Haz Waste Facilities/Generators	62.5
Impaired Water Bodies	77.3
Solid Waste	94.1
Sensitive Population	—
Asthma	18.0
Cardio-vascular	37.2
Low Birth Weights	21.6

Socioeconomic Factor Indicators	—
Education	95.8
Housing	63.6
Linguistic	99.3
Poverty	89.2
Unemployment	96.7

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	11.35634544
Employed	12.60105223
Median HI	4.18324137
Education	—
Bachelor's or higher	4.157577313
High school enrollment	100
Preschool enrollment	1.873476197
Transportation	—
Auto Access	26.42114718
Active commuting	45.28422944
Social	—
2-parent households	62.53047607
Voting	20.37726165
Neighborhood	—
Alcohol availability	85.40998332
Park access	10.65058386
Retail density	11.22802515

Supermarket access	2.399589375
Tree canopy	7.224432183
Housing	—
Homeownership	45.0019248
Housing habitability	7.622225074
Low-inc homeowner severe housing cost burden	57.84678558
Low-inc renter severe housing cost burden	18.27280893
Uncrowded housing	16.28384448
Health Outcomes	—
Insured adults	15.33427435
Arthritis	0.0
Asthma ER Admissions	67.6
High Blood Pressure	0.0
Cancer (excluding skin)	0.0
Asthma	0.0
Coronary Heart Disease	0.0
Chronic Obstructive Pulmonary Disease	0.0
Diagnosed Diabetes	0.0
Life Expectancy at Birth	11.6
Cognitively Disabled	6.9
Physically Disabled	18.0
Heart Attack ER Admissions	59.0
Mental Health Not Good	0.0
Chronic Kidney Disease	0.0
Obesity	0.0
Pedestrian Injuries	63.8
Physical Health Not Good	0.0
Stroke	0.0

Health Risk Behaviors	—
Binge Drinking	0.0
Current Smoker	0.0
No Leisure Time for Physical Activity	0.0
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	19.0
Elderly	57.3
English Speaking	2.7
Foreign-born	72.5
Outdoor Workers	3.0
Climate Change Adaptive Capacity	—
Impervious Surface Cover	92.8
Traffic Density	6.5
Traffic Access	23.0
Other Indices	—
Hardship	93.0
Other Decision Support	—
2016 Voting	23.5

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	72.0
Healthy Places Index Score for Project Location (b)	8.00
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	EasternCoachellaValley

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

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Land Use	Total Project site 47.96 acres
Construction: Construction Phases	No demolition
Construction: Off-Road Equipment	Additional 2 scrapers added to Grading phase to account for import of dirt
Construction: Dust From Material Movement	Import of 21,040 cu yds of dirt during grading phase
Operations: Vehicle Data	Daily trip rates set to match Traffic Report
Operations: Fleet Mix	Vehicle mixes set to match Traffic Analysis.
Operations: Off-Road Equipment	Operations - 6 CNG powered forklifts 8 hours per day
Construction: Architectural Coatings	Per SCAQMD Rule 1113 VOC limits for paint, nonresidential interior VOC set to 50 grams per liter.
Characteristics: Project Details	Project Site is located in the Industrial District, which is equivalent to a Suburban Land Use

APPENDIX B

EMFAC2021 Model Printouts

Source: EMFAC2021 (v1.0.2) Emissions Inventory
Region Type: Sub-Area
Region: Riverside (SS)
Calendar Year: 2024
Season: Annual
Vehicle Classification: EMFAC202x Categories
Units: miles/day for CVMT and EVMT, trips/day for Trips, kWh/day for Energy Consumption, tons/day for Emissions, 1000 gallons/day for Fuel Consumpti

Region	Calendar Y	Vehicle Cat	Model Yea	Speed	Fuel	Population	Total VMT	Trips	Fuel Consumption
Riverside (S	2024	LDA	Aggregate	Aggregate	Gasoline	129412	4345620	605088	150.9
Riverside (S	2024	LDT1	Aggregate	Aggregate	Gasoline	12679	449801	55588	19.1
Riverside (S	2024	LDT2	Aggregate	Aggregate	Gasoline	65701	2572111	310325	109.6
Riverside (S	2024	MCY	Aggregate	Aggregate	Gasoline	5363	33194	10726	0.8
Riverside (S	2024	MDV	Aggregate	Aggregate	Gasoline	46509	1809141	214573	94.6
Riverside (S	2024	T6 Instate I	Aggregate	Aggregate	Diesel	77	2627	1102	0.3
Riverside (S	2024	T6 Instate I	Aggregate	Aggregate	Diesel	69	2392	987	0.3
Riverside (S	2024	T6 Instate I	Aggregate	Aggregate	Diesel	191	6503	2723	0.7
Riverside (S	2024	T6 Instate I	Aggregate	Aggregate	Diesel	45	2452	636	0.3
Riverside (S	2024	T6 Instate (	Aggregate	Aggregate	Diesel	386	15934	4460	1.8
Riverside (S	2024	T6 Instate (	Aggregate	Aggregate	Diesel	533	23334	6157	2.7
Riverside (S	2024	T6 Instate (	Aggregate	Aggregate	Diesel	463	19664	5350	2.2
Riverside (S	2024	T6 Instate (	Aggregate	Aggregate	Diesel	209	9124	2419	1.0
Riverside (S	2024	T6 Instate]	Aggregate	Aggregate	Diesel	4	203	47	0.0
Riverside (S	2024	T6 Instate]	Aggregate	Aggregate	Diesel	22	1318	260	0.1
Riverside (S	2024	T6 Public C	Aggregate	Aggregate	Diesel	41	1539	209	0.2
Riverside (S	2024	T7 Single C	Aggregate	Aggregate	Diesel	14	1041	136	0.2
Riverside (S	2024	T7 Single D	Aggregate	Aggregate	Diesel	54	3060	504	0.5
Riverside (S	2024	T7 SWCV C	Aggregate	Aggregate	Diesel	11	683	48	0.2
Riverside (S	2024	T7 Tractor	Aggregate	Aggregate	Diesel	1511	119239	21949	19.4

Autos (gasoline) vehicle miles per day	9,209,868	375	1,000 gall per day
Autos Avg Miles per gallon	**24.6**	374,979	gallons per day
Diesel Truck vehicle miles per day	209,115	30	1,000 gall per day
Diesel Truck Fleet Avg Miles per gallon	**7.0**	30,005	gallons per day

Source: EMFAC2021 (v1.0.2) Emissions Inventory
Region Type: Sub-Area
Region: Riverside (SS)
Calendar Year: 2027
Season: Annual
Vehicle Classification: EMFAC202x Categories
Units: miles/day for CVMT and EVMT, trips/day for Trips, kWh/day for Energy Consumption, tons/day for Emissions, 1000 gallons/day for Fuel Consump

Region	Calendar Y	Vehicle Cat	Model Yea	Speed	Fuel	Population	Total VMT	Trips	Fuel Consumption
Riverside (S	2027	LDA	Aggregate	Aggregate	Gasoline	128350	4224588	599449	137.6
Riverside (S	2027	LDT1	Aggregate	Aggregate	Gasoline	12269	430151	53984	17.2
Riverside (S	2027	LDT2	Aggregate	Aggregate	Gasoline	72317	2769424	340979	110.0
Riverside (S	2027	MCY	Aggregate	Aggregate	Gasoline	5735	34945	11470	0.8
Riverside (S	2027	MDV	Aggregate	Aggregate	Gasoline	48136	1843270	222245	89.7
Riverside (S	2027	T6 Instate I	Aggregate	Aggregate	Diesel	81	2704	1150	0.3
Riverside (S	2027	T6 Instate I	Aggregate	Aggregate	Diesel	73	2467	1046	0.3
Riverside (S	2027	T6 Instate I	Aggregate	Aggregate	Diesel	199	6697	2846	0.7
Riverside (S	2027	T6 Instate I	Aggregate	Aggregate	Diesel	49	2571	698	0.3
Riverside (S	2027	T6 Instate (	Aggregate	Aggregate	Diesel	409	16393	4726	1.8
Riverside (S	2027	T6 Instate (	Aggregate	Aggregate	Diesel	571	24033	6606	2.7
Riverside (S	2027	T6 Instate (	Aggregate	Aggregate	Diesel	487	20232	5624	2.3
Riverside (S	2027	T6 Instate (	Aggregate	Aggregate	Diesel	236	9465	2730	1.0
Riverside (S	2027	T6 Instate]	Aggregate	Aggregate	Diesel	4	208	50	0.0
Riverside (S	2027	T6 Instate]	Aggregate	Aggregate	Diesel	26	1378	297	0.1
Riverside (S	2027	T6 Public C	Aggregate	Aggregate	Diesel	42	1546	215	0.2
Riverside (S	2027	T7 Single C	Aggregate	Aggregate	Diesel	15	1008	137	0.2
Riverside (S	2027	T7 Single D	Aggregate	Aggregate	Diesel	56	3003	532	0.5
Riverside (S	2027	T7 SWCV C	Aggregate	Aggregate	Diesel	8	511	36	0.2
Riverside (S	2027	T7 Tractor	Aggregate	Aggregate	Diesel	1754	126284	25482	20.1

Autos (gasoline) vehicle miles per day	9,302,377	355	1,000 gall per day
Autos Avg Miles per gallon	**26.2**	355,376	gallons per day
Diesel Truck vehicle miles per day	218,501	31	1,000 gall per day
Diesel Truck Fleet Avg Miles per gallon	**7.1**	30,743	gallons per day

Source: EMFAC2021 (v1.0.2) Emissions Rates

calendar year	season month	sub_area	vehicle class	fuel	temper	relative humidity	process	speed time	pollutant	emission rate
2050	Annual	Riverside (S	Truck1	Dsl	56	30	RUNEX	10	PM2_5	0.02968
2050	Annual	Riverside (S	Truck1	Dsl	56	30	RUNEX	30	PM2_5	0.016332
2050	Annual	Riverside (S	Truck2	Dsl	56	30	RUNEX	10	PM2_5	0.008273
2050	Annual	Riverside (S	Truck2	Dsl	56	30	RUNEX	30	PM2_5	0.004649
2050	Annual	Riverside (S	Truck1	Dsl			IDLEX		PM2_5	0.762933
2050	Annual	Riverside (S	Truck1	Dsl			PMTW		PM2_5	0.003
2050	Annual	Riverside (S	Truck1	Dsl			PMBW	10	PM2_5	0.028753
2050	Annual	Riverside (S	Truck1	Dsl			PMBW	30	PM2_5	0.028753
2050	Annual	Riverside (S	Truck2	Dsl			IDLEX		PM2_5	0.009608
2050	Annual	Riverside (S	Truck2	Dsl			PMTW		PM2_5	0.008724
2050	Annual	Riverside (S	Truck2	Dsl			PMBW	10	PM2_5	0.051452
2050	Annual	Riverside (S	Truck2	Dsl			PMBW	30	PM2_5	0.047682
2049	Annual	Riverside (S	Truck1	Dsl	56	30	RUNEX	10	PM2_5	0.030648
2049	Annual	Riverside (S	Truck1	Dsl	56	30	RUNEX	30	PM2_5	0.016787
2049	Annual	Riverside (S	Truck2	Dsl	56	30	RUNEX	10	PM2_5	0.008269
2049	Annual	Riverside (S	Truck2	Dsl	56	30	RUNEX	30	PM2_5	0.004648
2049	Annual	Riverside (S	Truck1	Dsl			IDLEX		PM2_5	0.762462
2049	Annual	Riverside (S	Truck1	Dsl			PMTW		PM2_5	0.003
2049	Annual	Riverside (S	Truck1	Dsl			PMBW	10	PM2_5	0.028756
2049	Annual	Riverside (S	Truck1	Dsl			PMBW	30	PM2_5	0.028756
2049	Annual	Riverside (S	Truck2	Dsl			IDLEX		PM2_5	0.00961
2049	Annual	Riverside (S	Truck2	Dsl			PMTW		PM2_5	0.00872
2049	Annual	Riverside (S	Truck2	Dsl			PMBW	10	PM2_5	0.051425
2049	Annual	Riverside (S	Truck2	Dsl			PMBW	30	PM2_5	0.047653
2048	Annual	Riverside (S	Truck1	Dsl	56	30	RUNEX	10	PM2_5	0.031447
2048	Annual	Riverside (S	Truck1	Dsl	56	30	RUNEX	30	PM2_5	0.017164
2048	Annual	Riverside (S	Truck2	Dsl	56	30	RUNEX	10	PM2_5	0.008264
2048	Annual	Riverside (S	Truck2	Dsl	56	30	RUNEX	30	PM2_5	0.004646
2048	Annual	Riverside (S	Truck1	Dsl			IDLEX		PM2_5	0.7621
2048	Annual	Riverside (S	Truck1	Dsl			PMTW		PM2_5	0.003
2048	Annual	Riverside (S	Truck1	Dsl			PMBW	10	PM2_5	0.028755
2048	Annual	Riverside (S	Truck1	Dsl			PMBW	30	PM2_5	0.028755
2048	Annual	Riverside (S	Truck2	Dsl			IDLEX		PM2_5	0.009612
2048	Annual	Riverside (S	Truck2	Dsl			PMTW		PM2_5	0.008716
2048	Annual	Riverside (S	Truck2	Dsl			PMBW	10	PM2_5	0.051393
2048	Annual	Riverside (S	Truck2	Dsl			PMBW	30	PM2_5	0.04762
2047	Annual	Riverside (S	Truck1	Dsl	56	30	RUNEX	10	PM2_5	0.031867
2047	Annual	Riverside (S	Truck1	Dsl	56	30	RUNEX	30	PM2_5	0.017348
2047	Annual	Riverside (S	Truck2	Dsl	56	30	RUNEX	10	PM2_5	0.008259
2047	Annual	Riverside (S	Truck2	Dsl	56	30	RUNEX	30	PM2_5	0.004645
2047	Annual	Riverside (S	Truck1	Dsl			IDLEX		PM2_5	0.761788
2047	Annual	Riverside (S	Truck1	Dsl			PMTW		PM2_5	0.003
2047	Annual	Riverside (S	Truck1	Dsl			PMBW	10	PM2_5	0.028755
2047	Annual	Riverside (S	Truck1	Dsl			PMBW	30	PM2_5	0.028755

calendar year	season month	sub_area	vehicle class	fuel	temper	relative humidity	process	speed time	pollutant	emission rate
2047	Annual	Riverside (S	Truck2	Dsl			IDLEX		PM2_5	0.009613
2047	Annual	Riverside (S	Truck2	Dsl			PMTW		PM2_5	0.008711
2047	Annual	Riverside (S	Truck2	Dsl			PMBW	10	PM2_5	0.051355
2047	Annual	Riverside (S	Truck2	Dsl			PMBW	30	PM2_5	0.047582
2046	Annual	Riverside (S	Truck1	Dsl	56	30	RUNEX	10	PM2_5	0.032305
2046	Annual	Riverside (S	Truck1	Dsl	56	30	RUNEX	30	PM2_5	0.017541
2046	Annual	Riverside (S	Truck2	Dsl	56	30	RUNEX	10	PM2_5	0.008258
2046	Annual	Riverside (S	Truck2	Dsl	56	30	RUNEX	30	PM2_5	0.004644
2046	Annual	Riverside (S	Truck1	Dsl			IDLEX		PM2_5	0.761472
2046	Annual	Riverside (S	Truck1	Dsl			PMTW		PM2_5	0.003
2046	Annual	Riverside (S	Truck1	Dsl			PMBW	10	PM2_5	0.028754
2046	Annual	Riverside (S	Truck1	Dsl			PMBW	30	PM2_5	0.028754
2046	Annual	Riverside (S	Truck2	Dsl			IDLEX		PM2_5	0.009615
2046	Annual	Riverside (S	Truck2	Dsl			PMTW		PM2_5	0.008705
2046	Annual	Riverside (S	Truck2	Dsl			PMBW	10	PM2_5	0.051312
2046	Annual	Riverside (S	Truck2	Dsl			PMBW	30	PM2_5	0.047538
2045	Annual	Riverside (S	Truck1	Dsl	56	30	RUNEX	10	PM2_5	0.032842
2045	Annual	Riverside (S	Truck1	Dsl	56	30	RUNEX	30	PM2_5	0.017774
2045	Annual	Riverside (S	Truck2	Dsl	56	30	RUNEX	10	PM2_5	0.008262
2045	Annual	Riverside (S	Truck2	Dsl	56	30	RUNEX	30	PM2_5	0.004646
2045	Annual	Riverside (S	Truck1	Dsl			IDLEX		PM2_5	0.761087
2045	Annual	Riverside (S	Truck1	Dsl			PMTW		PM2_5	0.003
2045	Annual	Riverside (S	Truck1	Dsl			PMBW	10	PM2_5	0.028754
2045	Annual	Riverside (S	Truck1	Dsl			PMBW	30	PM2_5	0.028754
2045	Annual	Riverside (S	Truck2	Dsl			IDLEX		PM2_5	0.009618
2045	Annual	Riverside (S	Truck2	Dsl			PMTW		PM2_5	0.008699
2045	Annual	Riverside (S	Truck2	Dsl			PMBW	10	PM2_5	0.051261
2045	Annual	Riverside (S	Truck2	Dsl			PMBW	30	PM2_5	0.047486
2044	Annual	Riverside (S	Truck1	Dsl	56	30	RUNEX	10	PM2_5	0.033361
2044	Annual	Riverside (S	Truck1	Dsl	56	30	RUNEX	30	PM2_5	0.017996
2044	Annual	Riverside (S	Truck2	Dsl	56	30	RUNEX	10	PM2_5	0.00827
2044	Annual	Riverside (S	Truck2	Dsl	56	30	RUNEX	30	PM2_5	0.00465
2044	Annual	Riverside (S	Truck1	Dsl			IDLEX		PM2_5	0.760701
2044	Annual	Riverside (S	Truck1	Dsl			PMTW		PM2_5	0.003
2044	Annual	Riverside (S	Truck1	Dsl			PMBW	10	PM2_5	0.028754
2044	Annual	Riverside (S	Truck1	Dsl			PMBW	30	PM2_5	0.028754
2044	Annual	Riverside (S	Truck2	Dsl			IDLEX		PM2_5	0.009623
2044	Annual	Riverside (S	Truck2	Dsl			PMTW		PM2_5	0.008692
2044	Annual	Riverside (S	Truck2	Dsl			PMBW	10	PM2_5	0.051202
2044	Annual	Riverside (S	Truck2	Dsl			PMBW	30	PM2_5	0.047426
2043	Annual	Riverside (S	Truck1	Dsl	56	30	RUNEX	10	PM2_5	0.033993
2043	Annual	Riverside (S	Truck1	Dsl	56	30	RUNEX	30	PM2_5	0.01826
2043	Annual	Riverside (S	Truck2	Dsl	56	30	RUNEX	10	PM2_5	0.008289
2043	Annual	Riverside (S	Truck2	Dsl	56	30	RUNEX	30	PM2_5	0.004658
2043	Annual	Riverside (S	Truck1	Dsl			IDLEX		PM2_5	0.76019

calendar year	season month	sub_area	vehicle class	fuel	temper	relative humidity	process	speed time	pollutant	emission rate
2043	Annual	Riverside (S	Truck1	Dsl			PMTW		PM2_5	0.003
2043	Annual	Riverside (S	Truck1	Dsl			PMBW	10	PM2_5	0.028755
2043	Annual	Riverside (S	Truck1	Dsl			PMBW	30	PM2_5	0.028755
2043	Annual	Riverside (S	Truck2	Dsl			IDLEX		PM2_5	0.009631
2043	Annual	Riverside (S	Truck2	Dsl			PMTW		PM2_5	0.008685
2043	Annual	Riverside (S	Truck2	Dsl			PMBW	10	PM2_5	0.051133
2043	Annual	Riverside (S	Truck2	Dsl			PMBW	30	PM2_5	0.047356
2042	Annual	Riverside (S	Truck1	Dsl	56	30	RUNEX	10	PM2_5	0.03446
2042	Annual	Riverside (S	Truck1	Dsl	56	30	RUNEX	30	PM2_5	0.018462
2042	Annual	Riverside (S	Truck2	Dsl	56	30	RUNEX	10	PM2_5	0.008309
2042	Annual	Riverside (S	Truck2	Dsl	56	30	RUNEX	30	PM2_5	0.004668
2042	Annual	Riverside (S	Truck1	Dsl			IDLEX		PM2_5	0.759911
2042	Annual	Riverside (S	Truck1	Dsl			PMTW		PM2_5	0.003
2042	Annual	Riverside (S	Truck1	Dsl			PMBW	10	PM2_5	0.028752
2042	Annual	Riverside (S	Truck1	Dsl			PMBW	30	PM2_5	0.028752
2042	Annual	Riverside (S	Truck2	Dsl			IDLEX		PM2_5	0.009638
2042	Annual	Riverside (S	Truck2	Dsl			PMTW		PM2_5	0.008676
2042	Annual	Riverside (S	Truck2	Dsl			PMBW	10	PM2_5	0.051051
2042	Annual	Riverside (S	Truck2	Dsl			PMBW	30	PM2_5	0.047275
2041	Annual	Riverside (S	Truck1	Dsl	56	30	RUNEX	10	PM2_5	0.035056
2041	Annual	Riverside (S	Truck1	Dsl	56	30	RUNEX	30	PM2_5	0.018711
2041	Annual	Riverside (S	Truck2	Dsl	56	30	RUNEX	10	PM2_5	0.008335
2041	Annual	Riverside (S	Truck2	Dsl	56	30	RUNEX	30	PM2_5	0.004682
2041	Annual	Riverside (S	Truck1	Dsl			IDLEX		PM2_5	0.759499
2041	Annual	Riverside (S	Truck1	Dsl			PMTW		PM2_5	0.003
2041	Annual	Riverside (S	Truck1	Dsl			PMBW	10	PM2_5	0.02875
2041	Annual	Riverside (S	Truck1	Dsl			PMBW	30	PM2_5	0.02875
2041	Annual	Riverside (S	Truck2	Dsl			IDLEX		PM2_5	0.009649
2041	Annual	Riverside (S	Truck2	Dsl			PMTW		PM2_5	0.008667
2041	Annual	Riverside (S	Truck2	Dsl			PMBW	10	PM2_5	0.050956
2041	Annual	Riverside (S	Truck2	Dsl			PMBW	30	PM2_5	0.047179
2040	Annual	Riverside (S	Truck1	Dsl	56	30	RUNEX	10	PM2_5	0.03565
2040	Annual	Riverside (S	Truck1	Dsl	56	30	RUNEX	30	PM2_5	0.018952
2040	Annual	Riverside (S	Truck2	Dsl	56	30	RUNEX	10	PM2_5	0.008367
2040	Annual	Riverside (S	Truck2	Dsl	56	30	RUNEX	30	PM2_5	0.004699
2040	Annual	Riverside (S	Truck1	Dsl			IDLEX		PM2_5	0.759044
2040	Annual	Riverside (S	Truck1	Dsl			PMTW		PM2_5	0.003
2040	Annual	Riverside (S	Truck1	Dsl			PMBW	10	PM2_5	0.028748
2040	Annual	Riverside (S	Truck1	Dsl			PMBW	30	PM2_5	0.028748
2040	Annual	Riverside (S	Truck2	Dsl			IDLEX		PM2_5	0.009664
2040	Annual	Riverside (S	Truck2	Dsl			PMTW		PM2_5	0.008657
2040	Annual	Riverside (S	Truck2	Dsl			PMBW	10	PM2_5	0.050844
2040	Annual	Riverside (S	Truck2	Dsl			PMBW	30	PM2_5	0.047068
2039	Annual	Riverside (S	Truck1	Dsl	56	30	RUNEX	10	PM2_5	0.036445
2039	Annual	Riverside (S	Truck1	Dsl	56	30	RUNEX	30	PM2_5	0.019278

calendar year	season month	sub_area	vehicle class	fuel	temper	relative humidity	process	speed time	pollutant	emission rate
2039	Annual	Riverside (S	Truck2	Dsl	56	30	RUNEX	10	PM2_5	0.008405
2039	Annual	Riverside (S	Truck2	Dsl	56	30	RUNEX	30	PM2_5	0.004719
2039	Annual	Riverside (S	Truck1	Dsl			IDLEX		PM2_5	0.758471
2039	Annual	Riverside (S	Truck1	Dsl			PMTW		PM2_5	0.003
2039	Annual	Riverside (S	Truck1	Dsl			PMBW	10	PM2_5	0.028747
2039	Annual	Riverside (S	Truck1	Dsl			PMBW	30	PM2_5	0.028747
2039	Annual	Riverside (S	Truck2	Dsl			IDLEX		PM2_5	0.009683
2039	Annual	Riverside (S	Truck2	Dsl			PMTW		PM2_5	0.008646
2039	Annual	Riverside (S	Truck2	Dsl			PMBW	10	PM2_5	0.050713
2039	Annual	Riverside (S	Truck2	Dsl			PMBW	30	PM2_5	0.046939
2038	Annual	Riverside (S	Truck1	Dsl	56	30	RUNEX	10	PM2_5	0.037295
2038	Annual	Riverside (S	Truck1	Dsl	56	30	RUNEX	30	PM2_5	0.019623
2038	Annual	Riverside (S	Truck2	Dsl	56	30	RUNEX	10	PM2_5	0.008445
2038	Annual	Riverside (S	Truck2	Dsl	56	30	RUNEX	30	PM2_5	0.004742
2038	Annual	Riverside (S	Truck1	Dsl			IDLEX		PM2_5	0.757877
2038	Annual	Riverside (S	Truck1	Dsl			PMTW		PM2_5	0.003
2038	Annual	Riverside (S	Truck1	Dsl			PMBW	10	PM2_5	0.028745
2038	Annual	Riverside (S	Truck1	Dsl			PMBW	30	PM2_5	0.028745
2038	Annual	Riverside (S	Truck2	Dsl			IDLEX		PM2_5	0.009703
2038	Annual	Riverside (S	Truck2	Dsl			PMTW		PM2_5	0.008635
2038	Annual	Riverside (S	Truck2	Dsl			PMBW	10	PM2_5	0.050559
2038	Annual	Riverside (S	Truck2	Dsl			PMBW	30	PM2_5	0.046787
2037	Annual	Riverside (S	Truck1	Dsl	56	30	RUNEX	10	PM2_5	0.038213
2037	Annual	Riverside (S	Truck1	Dsl	56	30	RUNEX	30	PM2_5	0.019993
2037	Annual	Riverside (S	Truck2	Dsl	56	30	RUNEX	10	PM2_5	0.008494
2037	Annual	Riverside (S	Truck2	Dsl	56	30	RUNEX	30	PM2_5	0.004769
2037	Annual	Riverside (S	Truck1	Dsl			IDLEX		PM2_5	0.757779
2037	Annual	Riverside (S	Truck1	Dsl			PMTW		PM2_5	0.003
2037	Annual	Riverside (S	Truck1	Dsl			PMBW	10	PM2_5	0.028744
2037	Annual	Riverside (S	Truck1	Dsl			PMBW	30	PM2_5	0.028744
2037	Annual	Riverside (S	Truck2	Dsl			IDLEX		PM2_5	0.009731
2037	Annual	Riverside (S	Truck2	Dsl			PMTW		PM2_5	0.008623
2037	Annual	Riverside (S	Truck2	Dsl			PMBW	10	PM2_5	0.050376
2037	Annual	Riverside (S	Truck2	Dsl			PMBW	30	PM2_5	0.046609
2036	Annual	Riverside (S	Truck1	Dsl	56	30	RUNEX	10	PM2_5	0.039136
2036	Annual	Riverside (S	Truck1	Dsl	56	30	RUNEX	30	PM2_5	0.020349
2036	Annual	Riverside (S	Truck2	Dsl	56	30	RUNEX	10	PM2_5	0.008549
2036	Annual	Riverside (S	Truck2	Dsl	56	30	RUNEX	30	PM2_5	0.004801
2036	Annual	Riverside (S	Truck1	Dsl			IDLEX		PM2_5	0.757653
2036	Annual	Riverside (S	Truck1	Dsl			PMTW		PM2_5	0.003
2036	Annual	Riverside (S	Truck1	Dsl			PMBW	10	PM2_5	0.028743
2036	Annual	Riverside (S	Truck1	Dsl			PMBW	30	PM2_5	0.028743
2036	Annual	Riverside (S	Truck2	Dsl			IDLEX		PM2_5	0.009765
2036	Annual	Riverside (S	Truck2	Dsl			PMTW		PM2_5	0.00861
2036	Annual	Riverside (S	Truck2	Dsl			PMBW	10	PM2_5	0.050159

calendar year	season month	sub_area	vehicle class	fuel	temper	relative humidity	process	speed time	pollutant	emission rate
2036	Annual	Riverside (S	Truck2	Dsl			PMBW	30	PM2_5	0.046397
2035	Annual	Riverside (S	Truck1	Dsl	56	30	RUNEX	10	PM2_5	0.039894
2035	Annual	Riverside (S	Truck1	Dsl	56	30	RUNEX	30	PM2_5	0.020618
2035	Annual	Riverside (S	Truck2	Dsl	56	30	RUNEX	10	PM2_5	0.008621
2035	Annual	Riverside (S	Truck2	Dsl	56	30	RUNEX	30	PM2_5	0.004839
2035	Annual	Riverside (S	Truck1	Dsl			IDLEX		PM2_5	0.757308
2035	Annual	Riverside (S	Truck1	Dsl			PMTW		PM2_5	0.003
2035	Annual	Riverside (S	Truck1	Dsl			PMBW	10	PM2_5	0.02874
2035	Annual	Riverside (S	Truck1	Dsl			PMBW	30	PM2_5	0.02874
2035	Annual	Riverside (S	Truck2	Dsl			IDLEX		PM2_5	0.009814
2035	Annual	Riverside (S	Truck2	Dsl			PMTW		PM2_5	0.008596
2035	Annual	Riverside (S	Truck2	Dsl			PMBW	10	PM2_5	0.049898
2035	Annual	Riverside (S	Truck2	Dsl			PMBW	30	PM2_5	0.046144
2034	Annual	Riverside (S	Truck1	Dsl	56	30	RUNEX	10	PM2_5	0.040756
2034	Annual	Riverside (S	Truck1	Dsl	56	30	RUNEX	30	PM2_5	0.020908
2034	Annual	Riverside (S	Truck2	Dsl	56	30	RUNEX	10	PM2_5	0.008722
2034	Annual	Riverside (S	Truck2	Dsl	56	30	RUNEX	30	PM2_5	0.004892
2034	Annual	Riverside (S	Truck1	Dsl			IDLEX		PM2_5	0.757955
2034	Annual	Riverside (S	Truck1	Dsl			PMTW		PM2_5	0.003
2034	Annual	Riverside (S	Truck1	Dsl			PMBW	10	PM2_5	0.028738
2034	Annual	Riverside (S	Truck1	Dsl			PMBW	30	PM2_5	0.028738
2034	Annual	Riverside (S	Truck2	Dsl			IDLEX		PM2_5	0.00989
2034	Annual	Riverside (S	Truck2	Dsl			PMTW		PM2_5	0.008581
2034	Annual	Riverside (S	Truck2	Dsl			PMBW	10	PM2_5	0.049588
2034	Annual	Riverside (S	Truck2	Dsl			PMBW	30	PM2_5	0.045846
2033	Annual	Riverside (S	Truck1	Dsl	56	30	RUNEX	10	PM2_5	0.041592
2033	Annual	Riverside (S	Truck1	Dsl	56	30	RUNEX	30	PM2_5	0.021182
2033	Annual	Riverside (S	Truck2	Dsl	56	30	RUNEX	10	PM2_5	0.008837
2033	Annual	Riverside (S	Truck2	Dsl	56	30	RUNEX	30	PM2_5	0.004954
2033	Annual	Riverside (S	Truck1	Dsl			IDLEX		PM2_5	0.758378
2033	Annual	Riverside (S	Truck1	Dsl			PMTW		PM2_5	0.003
2033	Annual	Riverside (S	Truck1	Dsl			PMBW	10	PM2_5	0.028735
2033	Annual	Riverside (S	Truck1	Dsl			PMBW	30	PM2_5	0.028735
2033	Annual	Riverside (S	Truck2	Dsl			IDLEX		PM2_5	0.009981
2033	Annual	Riverside (S	Truck2	Dsl			PMTW		PM2_5	0.008566
2033	Annual	Riverside (S	Truck2	Dsl			PMBW	10	PM2_5	0.049236
2033	Annual	Riverside (S	Truck2	Dsl			PMBW	30	PM2_5	0.045507
2032	Annual	Riverside (S	Truck1	Dsl	56	30	RUNEX	10	PM2_5	0.04277
2032	Annual	Riverside (S	Truck1	Dsl	56	30	RUNEX	30	PM2_5	0.021616
2032	Annual	Riverside (S	Truck2	Dsl	56	30	RUNEX	10	PM2_5	0.008985
2032	Annual	Riverside (S	Truck2	Dsl	56	30	RUNEX	30	PM2_5	0.00503
2032	Annual	Riverside (S	Truck1	Dsl			IDLEX		PM2_5	0.757885
2032	Annual	Riverside (S	Truck1	Dsl			PMTW		PM2_5	0.003
2032	Annual	Riverside (S	Truck1	Dsl			PMBW	10	PM2_5	0.028732
2032	Annual	Riverside (S	Truck1	Dsl			PMBW	30	PM2_5	0.028732

calendar year	season month	sub_area	vehicle class	fuel	temper	relative humidity	process	speed time	pollutant	emission rate
2032	Annual	Riverside (S	Truck2	Dsl			IDLEX		PM2_5	0.010099
2032	Annual	Riverside (S	Truck2	Dsl			PMTW		PM2_5	0.008552
2032	Annual	Riverside (S	Truck2	Dsl			PMBW	10	PM2_5	0.04885
2032	Annual	Riverside (S	Truck2	Dsl			PMBW	30	PM2_5	0.045138
2031	Annual	Riverside (S	Truck1	Dsl	56	30	RUNEX	10	PM2_5	0.044307
2031	Annual	Riverside (S	Truck1	Dsl	56	30	RUNEX	30	PM2_5	0.022211
2031	Annual	Riverside (S	Truck2	Dsl	56	30	RUNEX	10	PM2_5	0.009161
2031	Annual	Riverside (S	Truck2	Dsl	56	30	RUNEX	30	PM2_5	0.005119
2031	Annual	Riverside (S	Truck1	Dsl			IDLEX		PM2_5	0.757435
2031	Annual	Riverside (S	Truck1	Dsl			PMTW		PM2_5	0.003
2031	Annual	Riverside (S	Truck1	Dsl			PMBW	10	PM2_5	0.02873
2031	Annual	Riverside (S	Truck1	Dsl			PMBW	30	PM2_5	0.02873
2031	Annual	Riverside (S	Truck2	Dsl			IDLEX		PM2_5	0.010249
2031	Annual	Riverside (S	Truck2	Dsl			PMTW		PM2_5	0.008539
2031	Annual	Riverside (S	Truck2	Dsl			PMBW	10	PM2_5	0.048447
2031	Annual	Riverside (S	Truck2	Dsl			PMBW	30	PM2_5	0.044753
2030	Annual	Riverside (S	Truck1	Dsl	56	30	RUNEX	10	PM2_5	0.046439
2030	Annual	Riverside (S	Truck1	Dsl	56	30	RUNEX	30	PM2_5	0.023069
2030	Annual	Riverside (S	Truck2	Dsl	56	30	RUNEX	10	PM2_5	0.009361
2030	Annual	Riverside (S	Truck2	Dsl	56	30	RUNEX	30	PM2_5	0.005219
2030	Annual	Riverside (S	Truck1	Dsl			IDLEX		PM2_5	0.759119
2030	Annual	Riverside (S	Truck1	Dsl			PMTW		PM2_5	0.003
2030	Annual	Riverside (S	Truck1	Dsl			PMBW	10	PM2_5	0.028728
2030	Annual	Riverside (S	Truck1	Dsl			PMBW	30	PM2_5	0.028728
2030	Annual	Riverside (S	Truck2	Dsl			IDLEX		PM2_5	0.01046
2030	Annual	Riverside (S	Truck2	Dsl			PMTW		PM2_5	0.008526
2030	Annual	Riverside (S	Truck2	Dsl			PMBW	10	PM2_5	0.048021
2030	Annual	Riverside (S	Truck2	Dsl			PMBW	30	PM2_5	0.044348
2029	Annual	Riverside (S	Truck1	Dsl	56	30	RUNEX	10	PM2_5	0.048878
2029	Annual	Riverside (S	Truck1	Dsl	56	30	RUNEX	30	PM2_5	0.024063
2029	Annual	Riverside (S	Truck2	Dsl	56	30	RUNEX	10	PM2_5	0.009593
2029	Annual	Riverside (S	Truck2	Dsl	56	30	RUNEX	30	PM2_5	0.005335
2029	Annual	Riverside (S	Truck1	Dsl			IDLEX		PM2_5	0.758936
2029	Annual	Riverside (S	Truck1	Dsl			PMTW		PM2_5	0.003
2029	Annual	Riverside (S	Truck1	Dsl			PMBW	10	PM2_5	0.028726
2029	Annual	Riverside (S	Truck1	Dsl			PMBW	30	PM2_5	0.028726
2029	Annual	Riverside (S	Truck2	Dsl			IDLEX		PM2_5	0.010692
2029	Annual	Riverside (S	Truck2	Dsl			PMTW		PM2_5	0.008515
2029	Annual	Riverside (S	Truck2	Dsl			PMBW	10	PM2_5	0.047579
2029	Annual	Riverside (S	Truck2	Dsl			PMBW	30	PM2_5	0.043928
2028	Annual	Riverside (S	Truck1	Dsl	56	30	RUNEX	10	PM2_5	0.05174
2028	Annual	Riverside (S	Truck1	Dsl	56	30	RUNEX	30	PM2_5	0.025241
2028	Annual	Riverside (S	Truck2	Dsl	56	30	RUNEX	10	PM2_5	0.009869
2028	Annual	Riverside (S	Truck2	Dsl	56	30	RUNEX	30	PM2_5	0.005475
2028	Annual	Riverside (S	Truck1	Dsl			IDLEX		PM2_5	0.758885

calendar year	season month	sub_area	vehicle class	fuel	temper	relative humidity	process	speed time	pollutant	emission rate
2028	Annual	Riverside (S	Truck1	Dsl			PMTW		PM2_5	0.003
2028	Annual	Riverside (S	Truck1	Dsl			PMBW	10	PM2_5	0.028723
2028	Annual	Riverside (S	Truck1	Dsl			PMBW	30	PM2_5	0.028723
2028	Annual	Riverside (S	Truck2	Dsl			IDLEX		PM2_5	0.010962
2028	Annual	Riverside (S	Truck2	Dsl			PMTW		PM2_5	0.008506
2028	Annual	Riverside (S	Truck2	Dsl			PMBW	10	PM2_5	0.047125
2028	Annual	Riverside (S	Truck2	Dsl			PMBW	30	PM2_5	0.0435
2027	Annual	Riverside (S	Truck1	Dsl	56	30	RUNEX	10	PM2_5	0.055052
2027	Annual	Riverside (S	Truck1	Dsl	56	30	RUNEX	30	PM2_5	0.02661
2027	Annual	Riverside (S	Truck2	Dsl	56	30	RUNEX	10	PM2_5	0.010216
2027	Annual	Riverside (S	Truck2	Dsl	56	30	RUNEX	30	PM2_5	0.005654
2027	Annual	Riverside (S	Truck1	Dsl			IDLEX		PM2_5	0.758497
2027	Annual	Riverside (S	Truck1	Dsl			PMTW		PM2_5	0.003
2027	Annual	Riverside (S	Truck1	Dsl			PMBW	10	PM2_5	0.02872
2027	Annual	Riverside (S	Truck1	Dsl			PMBW	30	PM2_5	0.02872
2027	Annual	Riverside (S	Truck2	Dsl			IDLEX		PM2_5	0.0113
2027	Annual	Riverside (S	Truck2	Dsl			PMTW		PM2_5	0.008498
2027	Annual	Riverside (S	Truck2	Dsl			PMBW	10	PM2_5	0.046663
2027	Annual	Riverside (S	Truck2	Dsl			PMBW	30	PM2_5	0.043065
2026	Annual	Riverside (S	Truck1	Dsl	56	30	RUNEX	10	PM2_5	0.058914
2026	Annual	Riverside (S	Truck1	Dsl	56	30	RUNEX	30	PM2_5	0.028214
2026	Annual	Riverside (S	Truck2	Dsl	56	30	RUNEX	10	PM2_5	0.010651
2026	Annual	Riverside (S	Truck2	Dsl	56	30	RUNEX	30	PM2_5	0.005882
2026	Annual	Riverside (S	Truck1	Dsl			IDLEX		PM2_5	0.75862
2026	Annual	Riverside (S	Truck1	Dsl			PMTW		PM2_5	0.003
2026	Annual	Riverside (S	Truck1	Dsl			PMBW	10	PM2_5	0.028718
2026	Annual	Riverside (S	Truck1	Dsl			PMBW	30	PM2_5	0.028718
2026	Annual	Riverside (S	Truck2	Dsl			IDLEX		PM2_5	0.011731
2026	Annual	Riverside (S	Truck2	Dsl			PMTW		PM2_5	0.008493
2026	Annual	Riverside (S	Truck2	Dsl			PMBW	10	PM2_5	0.04619
2026	Annual	Riverside (S	Truck2	Dsl			PMBW	30	PM2_5	0.042621
2025	Annual	Riverside (S	Truck1	Dsl	56	30	RUNEX	10	PM2_5	0.063362
2025	Annual	Riverside (S	Truck1	Dsl	56	30	RUNEX	30	PM2_5	0.030069
2025	Annual	Riverside (S	Truck2	Dsl	56	30	RUNEX	10	PM2_5	0.011203
2025	Annual	Riverside (S	Truck2	Dsl	56	30	RUNEX	30	PM2_5	0.006173
2025	Annual	Riverside (S	Truck1	Dsl			IDLEX		PM2_5	0.758183
2025	Annual	Riverside (S	Truck1	Dsl			PMTW		PM2_5	0.003
2025	Annual	Riverside (S	Truck1	Dsl			PMBW	10	PM2_5	0.028716
2025	Annual	Riverside (S	Truck1	Dsl			PMBW	30	PM2_5	0.028716
2025	Annual	Riverside (S	Truck2	Dsl			IDLEX		PM2_5	0.012285
2025	Annual	Riverside (S	Truck2	Dsl			PMTW		PM2_5	0.008488
2025	Annual	Riverside (S	Truck2	Dsl			PMBW	10	PM2_5	0.045836
2025	Annual	Riverside (S	Truck2	Dsl			PMBW	30	PM2_5	0.042288
2024	Annual	Riverside (S	Truck1	Dsl	56	30	RUNEX	10	PM2_5	0.068379
2024	Annual	Riverside (S	Truck1	Dsl	56	30	RUNEX	30	PM2_5	0.032169

calendar year	season month	sub_area	vehicle class	fuel	temper	relative humidity	process	speed time	pollutant	emission rate
2024	Annual	Riverside (S	Truck2	Dsl	56	30	RUNEX	10	PM2_5	0.011928
2024	Annual	Riverside (S	Truck2	Dsl	56	30	RUNEX	30	PM2_5	0.00656
2024	Annual	Riverside (S	Truck1	Dsl			IDLEX		PM2_5	0.758016
2024	Annual	Riverside (S	Truck1	Dsl			PMTW		PM2_5	0.003
2024	Annual	Riverside (S	Truck1	Dsl			PMBW	10	PM2_5	0.028714
2024	Annual	Riverside (S	Truck1	Dsl			PMBW	30	PM2_5	0.028714
2024	Annual	Riverside (S	Truck2	Dsl			IDLEX		PM2_5	0.01293
2024	Annual	Riverside (S	Truck2	Dsl			PMTW		PM2_5	0.008484
2024	Annual	Riverside (S	Truck2	Dsl			PMBW	10	PM2_5	0.045726
2024	Annual	Riverside (S	Truck2	Dsl			PMBW	30	PM2_5	0.042183

APPENDIX C

Gas Station Cancer RiskTool (V1.103) Printouts

APPENDIX D

AERMOD Model Years 2024 – 2026 Construction DPM Printouts

APPENDIX E

AERMOD Model Year 2027 Construction DPM Printouts

APPENDIX F

AERMOD Model Years 2028 – 2041 Operational DPM Printouts

APPENDIX G

AERMOD Model Years 2042 – 2054 Operational DPM Printouts