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# **Cajalco Commerce Center (PPT220050) GREENHOUSE GAS ANALYSIS COUNTY OF RIVERSIDE**

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## **LIST OF ABBREVIATED TERMS**

%	Percent
°C	Degrees Celsius
°F	Degrees Fahrenheit
(1)	Reference
<i>2017 Scoping Plan</i>	<i>Final 2017 Scoping Plan Update</i>
2022 Scoping Plan	2022 Scoping Plan
AB	Assembly Bill
AB 32	Global Warming Solutions Act of 2006
AB 1493	Pavley Fuel Efficiency Standards
AB 1881	California Water Conservation Landscaping Act of 2006
Annex I	Industrialized Nations
APA	Administrative Procedure Act
AQIA	<i>Cajalco Commerce Center Air Quality Impact Analysis</i>
BAU	Business as Usual
C <sub>2</sub> F <sub>6</sub>	Hexafluoroethane
C <sub>2</sub> H <sub>6</sub>	Ethane
C <sub>2</sub> H <sub>2</sub> F <sub>4</sub>	Tetrafluoroethane
C <sub>2</sub> H <sub>4</sub> F <sub>2</sub>	Ethylidene Fluoride
CAA	Federal Clean Air Act
CalEEMod	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
CAL FIRE	California Department of Forestry and Fire Protection
CALGAPS	California LBNL GHG Analysis of Policies Spreadsheet
CALGreen	California Green Building Standards Code
CalSTA	California State Transportation Agency
Caltrans	California Department of Transportation
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resource Board
CBSC	California Building Standards Commission
CEC	California Energy Commission
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
<i>CEQA Guidelines</i>	<i>2023 CEQA Statute and Guidelines</i>
CDFA	California Department of Food and Agriculture
CF <sub>4</sub>	Tetrafluoromethane
CFC	Chlorofluorocarbons



CFC-113	Trichlorotrifluoroethane
CH <sub>4</sub>	Methane
CNRA	California Natural Resources Agency
<i>CNRA 2009</i>	<i>2009 California Climate Adaptation Strategy</i>
CO <sub>2</sub>	Carbon Dioxide
CO <sub>2</sub> e	Carbon Dioxide Equivalent
Convention	United Nation's Framework Convention on Climate Change
COP	Conference of the Parties
County	County of Riverside
CPUC	California Public Utilities Commission
CTC	California Transportation Commission
DOF	Department of Finance
DWR	Department of Water Resources
EMFAC	Emission Factor Model
EPA	Environmental Protection Agency
EV	Electric Vehicle
FED	Functional Equivalent Document
GCC	Global Climate Change
Gg	Gigagram
GHGA	Greenhouse Gas Analysis
GO-Biz	Governor's Office of Business and Economic Development
gpd	Gallons Per Day
gpm	Gallons Per Minute
GWP	Global Warming Potential
H <sub>2</sub> O	Water
HFC	Hydrofluorocarbons
HDT	Heavy-Duty Trucks
HFC-23	Fluoroform
HFC-134a	1,1,1,2-tetrafluoroethane
HFC-152a	1,1-difluoroethane
HHDT	Heavy-Heavy-Duty Trucks
hp	Horsepower
IBANK	California Infrastructure and Economic Development Bank
IPCC	Intergovernmental Panel on Climate Change
IRP	Integrated Resource Planning
ISO	Independent System Operator
ITE	Institute of Transportation Engineers
kWh	Kilowatt Hours

lbs	Pounds
LBNL	Lawrence Berkeley National Laboratory
LCA	Life-Cycle Analysis
LCD	Liquid Crystal Display
LCFS	Low Carbon Fuel Standard or Executive Order S-01-07
LDA	Light-Duty Auto
LDT1/LDT2	Light-Duty Trucks
LEV III	Low-Emission Vehicle
LHDT1/LHDT2	Light-Heavy-Duty Trucks
LULUCF	Land-Use, Land-Use Change and Forestry
MCA	Municipal Code Amendment
MCY	Motorcycles
MD	Medium Duty
MDT	Medium-Duty Trucks
MDV	Medium-Duty Vehicles
MHDT	Medium-Heavy-Duty Trucks
MMR	Mandatory Reporting Rule
MMTCO <sub>2</sub> e	Million Metric Ton of Carbon Dioxide Equivalent
mpg	Miles Per Gallon
MPOs	Metropolitan Planning Organizations
MMTCO <sub>2</sub> e/yr	Million Metric Ton of Carbon Dioxide Equivalent Per Year
MT/yr	Metric Tons Per Year
MTCO <sub>2</sub> e	Metric Ton of Carbon Dioxide Equivalent
MTCO <sub>2</sub> e/yr	Metric Ton of Carbon Dioxide Equivalent Per Year
MW	Megawatts
MWh	Megawatts Per Hour
MWELO	California Department of Water Resources' Model Water Efficient
N <sub>2</sub> O	Nitrous Oxide
NDC	Nationally Determined Contributions
NF <sub>3</sub>	Nitrogen Trifluoride
NHTSA	National Highway Traffic Safety Administration
NIOSH	National Institute for Occupational Safety and Health
NO <sub>x</sub>	Nitrogen Oxides
Non-Annex I	Developing Nations
OAL	Office of Administrative Law
OPR	Office of Planning and Research
PFC	Perfluorocarbons

ppb	Parts Per Billion
ppm	Parts Per Million
ppt	Parts Per Trillion
Project	Cajalco Commerce Center
RTP	Regional Transportation Plan
SAFE	Safer Affordable Fuel-Efficient Vehicles Rule
SB	Senate Bill
SB 32	California Global Warming Solutions Act of 2006
SB 375	Regional GHG Emissions Reduction Targets/Sustainable Communities Strategies
SB 1078	Renewable Portfolio Standards
SB 1368	Statewide Retail Provider Emissions Performance Standards
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
Scoping Plan	California Air Resources Board Climate Change Scoping Plan
SCS	Sustainable Communities Strategy
sf	Square Feet
SF <sub>6</sub>	Sulfur Hexafluoride
SGC	Strategic Growth Council
SHGC	Solar Heat Gain Coefficient
SLPS	Short-Lived Climate Pollutant Strategy
SP	Service Population
SWCRB	State Water Resources Control Board
TDM	Transportation Demand Measures
Title 20	Appliance Energy Efficiency Standards
Title 24	California Building Code
U.N.	United Nations
U.S.	United States
UNFCCC	United Nations' Framework Convention on Climate Change
URBEMIS	Urban Emissions
UTR	Utility Tractors
VFP	Vehicle Fueling Positions
VMT	Vehicle Miles Traveled
WCI	Western Climate Initiative
WRI	World Resources Institute

ZE/NZE

Zero and Near-Zero Emissions

ZEV

Zero-Emissions Vehicles

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## EXECUTIVE SUMMARY

### ES.1 SUMMARY OF FINDINGS

The results of this *Cajalco Commerce Center Greenhouse Gas Analysis* (GHGA) is summarized below based on the significance criteria in Section 4 of this report consistent with Appendix G of the *California Environmental Quality Act (CEQA) Guidelines (CEQA Guidelines)* (1). Table ES-1 shows the findings of significance for potential greenhouse gas (GHG) impacts under CEQA.

**TABLE ES-1: SUMMARY OF CEQA SIGNIFICANCE FINDINGS**

Analysis	Report Section	Significance Findings	
		Unmitigated	Mitigated
GHG Impact #1: Would the Project generate GHG emissions either directly or indirectly, that may have a significant impact on the environment?	3.7	<i>Less Than Significant</i>	<i>n/a</i>
GHG Impact #2: Would the Project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs?	3.7	<i>Less Than Significant</i>	<i>n/a</i>

### ES.2 PROJECT REQUIREMENTS

The Project would be required to comply with regulations imposed by the State of California and the South Coast Air Quality Management District (SCAQMD) aimed at the reduction of air pollutant emissions. Those that are directly and indirectly applicable to the Project and that would assist in the reduction of GHG emissions include:

- Global Warming Solutions Act of 2006 (Assembly Bill [AB] 32) (2).
- Regional GHG Emissions Reduction Targets/Sustainable Communities Strategies (Senate Bill [SB] 375) (3).
- Pavley Fuel Efficiency Standards (AB 1493). Establishes fuel efficiency ratings for new vehicles (4).
- California Building Code (Title 24 California Code of Regulations [CCR]). Establishes energy efficiency requirements for new construction (5).
- Appliance Energy Efficiency Standards (Title 20 CCR). Establishes energy efficiency requirements for appliances (6).
- Low Carbon Fuel Standard (LCFS). Requires carbon content of fuel sold in California to be 10 percent (%) less by 2020 (7).
- Statewide Retail Provider Emissions Performance Standards (SB 1368). Requires energy generators to achieve performance standards for GHG emissions (8).

- Renewable Portfolio Standards (RPS) Required electric corporations to increase the amount of energy obtained from eligible renewable energy resources to 20% by 2010 and 33% by 2020. SB 350 mandated a 50% RPS by 2030. SB 100 increased the RPS requirements to 60% by 2030 with new interim targets of 44% by 2024 and 52% by 2027 (9).
- California Global Warming Solutions Act of 2006 (SB 32). Requires the state to reduce statewide GHG emissions to 40% below 1990 levels by 2030, a reduction target that was first introduced in Executive Order B-30-15 (10).
- SCAQMD Rule 2305. The SCAQMD adopted Rule 2305, the Warehouse Indirect Source Rule, on May 7, 2021. Owners and operators associated with warehouses 100,000 square feet (sf) or larger are required to directly reduce nitrogen oxides (NO<sub>x</sub>) and particulate matter emissions, or to otherwise facilitate emission and exposure reductions of these pollutants in nearby communities.

Promulgated regulations that would affect the Project's emissions are accounted for in the Project's GHG calculations provided in this report. In particular, AB 1493, LCFS, and RPS, and therefore are accounted for in the Project's emission calculations.

### **ES.3 COUNTY OF RIVERSIDE CLIMATE ACTION PLAN (CAP)**

#### **MM GHG-1**

Prior to issuance of each building permit, the Project Applicant shall provide documentation to the County of Riverside Building Department demonstrating implementation of CAP measure R2-CE1, which includes on-site renewable energy production. This measure is required for any tentative tract map, plot plan, or conditional use permit that proposes development or one or more new buildings totaling more than 100,000 gross sf of commercial, office, industrial, or manufacturing development to offset its energy demand. For industrial developments, measure R2-CE1 requires a 20% offset in energy demand. As a conservative measure, emissions associated with energy usage do not reflect implementation of R2-CE1.

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# 1 INTRODUCTION

This report presents the results of the GHGA prepared by Urban Crossroads, Inc., for the proposed Cajalco Commerce Center (Project). The purpose of this GHGA is to evaluate Project-related construction and operational emissions and determine the level of GHG impacts as a result of constructing and operating the Project.

## 1.1 SITE LOCATION

The proposed project is located south of Caljalco Road between Decker Road and Seaton Avenue in the County of Riverside as shown on Exhibit 1-A.

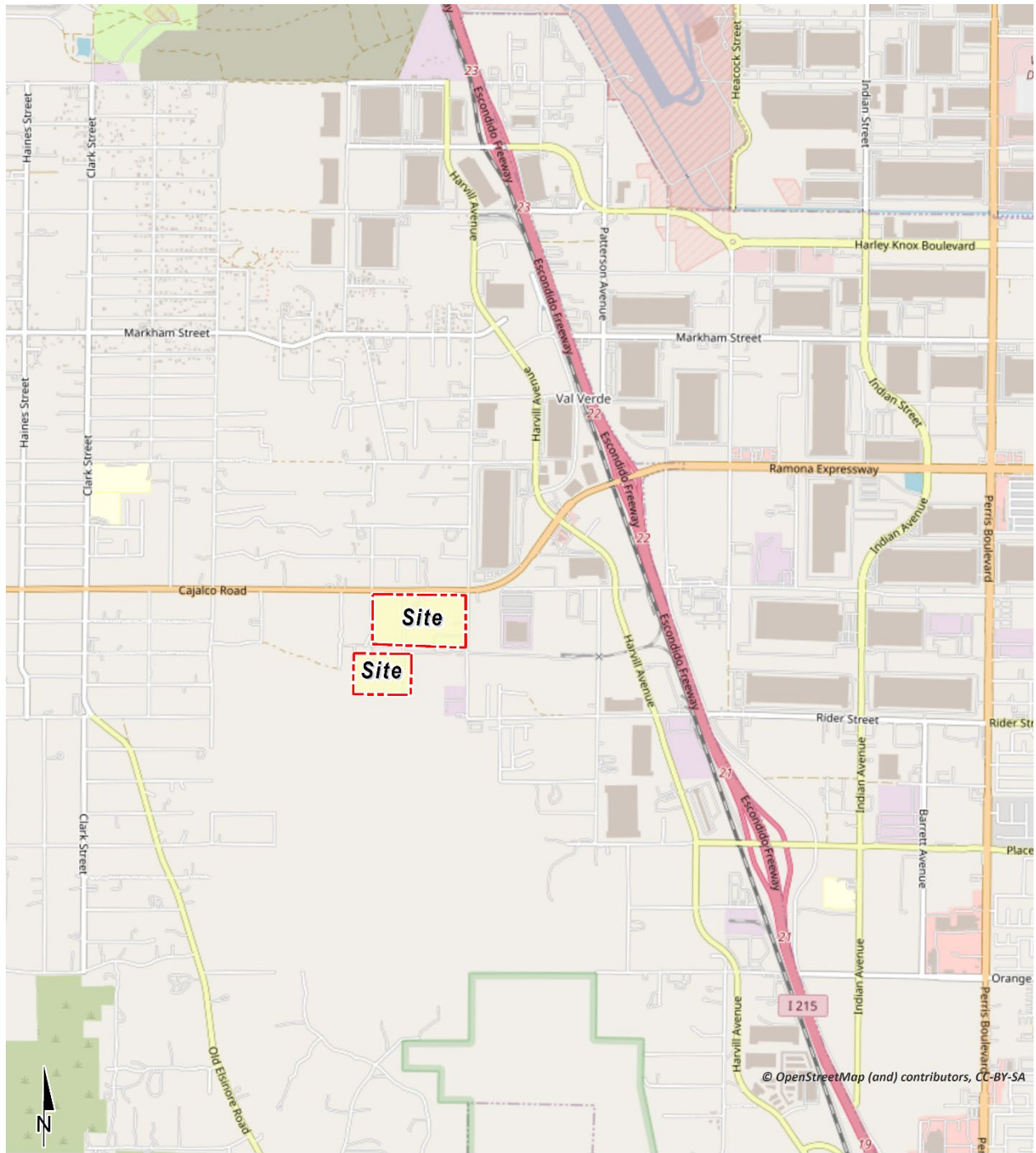
## 1.2 PROJECT DESCRIPTION

The Project Applicant proposes the Project to consist of the development of a 1,003,510 square foot warehouse building and an active park of up to 14.94 acres. The total Project site is 57.6 acres on APNs 317-080-003 through -008, -013 through -014, -019 through -023, -027 through -029 and 317-090-002 through -008. For purposes of analysis, the warehouse building has been evaluated assuming 852,984 square feet (or 85% of the overall building square footage) of high-cube fulfillment warehouse use and 150,526 square feet of high-cube cold storage warehouse use (remaining 15% of the overall building square footage). A preliminary site plan for the proposed Project is shown on Exhibit 1-B.

Construction is expected to commence in September 2024 and would last through December 2025 and will include demolition, site preparation, grading, crushing/blasting, building construction, paving, and architectural coating. To support the Project development, there will be grading, trenching, and paving for off-site improvements associated with roadway construction and utility installation for the Project. It is expected that these off-site improvements will be constructed within the existing public right-of-way (ROW) on Decker Road, Seaton Avenue, Cajalco Road and Rider Street.

The General Plan and MVAP designate the Project site for “Commercial Retail (CR)” land uses with Rural Community – Very Low-Density Residential (VLDR) uses. The General Plan states that the Commercial Retail land use designation is intended for local and regional serving retail and service uses at an allowable Floor Area Ratio (FAR) of 0.20-0.35 (11). The Rural Community – Very Low-Density Residential (VLDR) land use designation is intended for single-family detached residences on large parcels of 1 to 2 acres with limited agriculture and animal keeping. Implementation of the Project will require an amendment to the General Plan Land Use designation and Zoning designation of the Project Site.

## EXHIBIT 1-A: LOCATION MAP

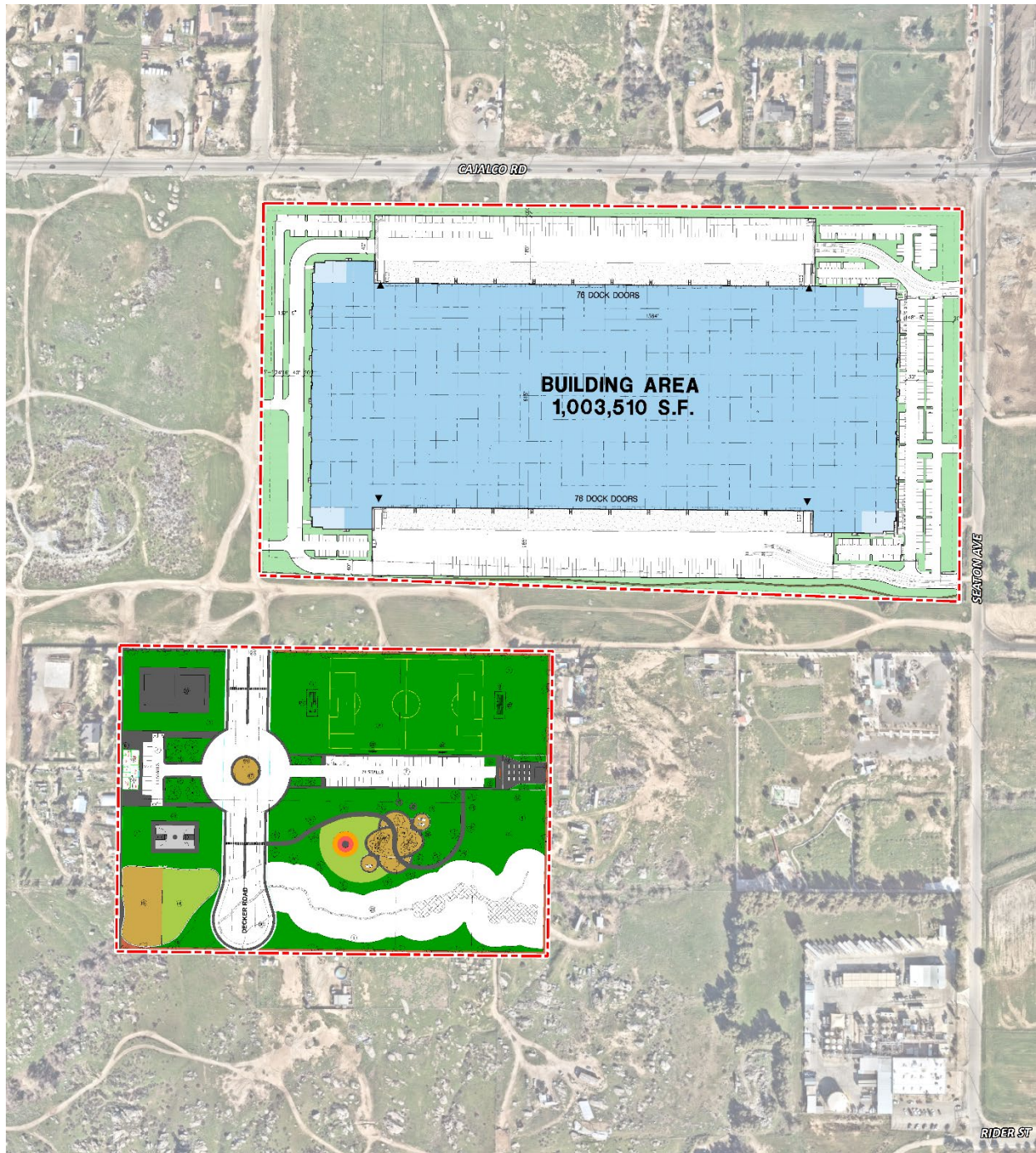


### LEGEND:

  Site Boundary



## EXHIBIT 1-B: SITE PLAN



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## 2 CLIMATE CHANGE SETTING

### 2.1 INTRODUCTION TO GLOBAL CLIMATE CHANGE (GCC)

GCC is defined as the change in average meteorological conditions on the earth with respect to temperature, precipitation, and storms. The majority of scientists believe that the climate shift taking place since the Industrial Revolution is occurring at a quicker rate and magnitude than in the past. Scientific evidence suggests that GCC is the result of increased concentrations of GHGs in the earth's atmosphere, including carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), and fluorinated gases. The majority of scientists believe that this increased rate of climate change is the result of GHGs resulting from human activity and industrialization over the past 200 years.

An individual project like the Project evaluated in this GHGA cannot generate enough GHG emissions to affect a discernible change in global climate. However, the Project may participate in the potential for GCC by its incremental contribution of GHGs combined with the cumulative increase of all other sources of GHGs, which when taken together constitute potential influences on GCC. Because these changes may have serious environmental consequences, Section 4.0 will evaluate the potential for the Project to have a significant effect upon the environment as a result of its potential contribution to the greenhouse effect.

### 2.2 GLOBAL CLIMATE CHANGE DEFINED

GCC refers to the change in average meteorological conditions on the earth with respect to temperature, wind patterns, precipitation, and storms. Global temperatures are regulated by naturally occurring atmospheric gases such as water vapor, CO<sub>2</sub>, N<sub>2</sub>O, CH<sub>4</sub>, hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF<sub>6</sub>). These particular gases are important due to their residence time (duration they stay) in the atmosphere, which ranges from 10 years to more than 100 years. These gases allow solar radiation into the earth's atmosphere, but prevent radiative heat from escaping, thus warming the earth's atmosphere. GCC can occur naturally as it has in the past with the previous ice ages.

Gases that trap heat in the atmosphere are often referred to as GHGs. GHGs are released into the atmosphere by both natural and anthropogenic activity. Without the natural GHG effect, the earth's average temperature would be approximately 61 degrees Fahrenheit (°F) cooler than it is currently. The cumulative accumulation of these gases in the earth's atmosphere is considered to be the cause for the observed increase in the earth's temperature.

### 2.3 GHGs

#### 2.3.1 GHGs AND HEALTH EFFECTS

GHGs trap heat in the atmosphere, creating a GHG effect that results in global warming and climate change. Many gases demonstrate these properties and as discussed in Table 2-1. For the purposes of this analysis, emissions of CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O were evaluated (see Table 4-1 later in this report) because these gases are the primary contributors to GCC from development projects. Although there are other substances such as fluorinated gases that also contribute to GCC, these

fluorinated gases were not evaluated as their sources are not well-defined and do not contain accepted emissions factors or methodology to accurately calculate these gases.

**TABLE 2-1: GHGS**

GHGs	Description	Sources	Health Effects
Water	<p>Water 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 to be a result of climate feedbacks related to the warming of the atmosphere rather than a direct result of industrialization. Climate feedback is an indirect, or secondary, change, either positive or negative, that occurs within the climate system in response to a forcing mechanism. The feedback loop in which water is involved is critically important to projecting future climate change.</p> <p>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 would continue is unknown as there are also dynamics that hold the positive</p>	<p>The main source of water vapor is evaporation from the oceans (approximately 85%). Other sources include evaporation from other water bodies, sublimation (change from solid to gas) from sea ice and snow, and transpiration from plant leaves.</p>	<p>There are no known direct health effects related to water vapor at this time. It should be noted however that when some pollutants react with water vapor, the reaction forms a transport mechanism for some of these pollutants to enter the human body through water vapor.</p>

GHGs	Description	Sources	Health Effects
	feedback loop in check. As an example, when water vapor increases in the atmosphere, more of it would eventually 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) (12).		
CO <sub>2</sub>	CO <sub>2</sub> is an odorless and colorless GHG. Since the industrial revolution began in the mid-1700s, the sort of human activity that increases GHG emissions has increased dramatically in scale and distribution. Data from the past 50 years suggests a corollary increase in levels and concentrations. As an example, prior to the industrial revolution, CO <sub>2</sub> concentrations were fairly stable at 280 parts per million (ppm). Today, they are around 370 ppm, an increase of more than 30%. Left unchecked, the concentration of CO <sub>2</sub> in the atmosphere is projected to increase to a minimum of 540 ppm by 2100 as a direct result of anthropogenic sources (13).	CO <sub>2</sub> is emitted from natural and manmade sources. Natural sources include: the decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic outgassing. Anthropogenic sources include: the burning of coal, oil, natural gas, and wood. CO <sub>2</sub> is naturally removed from the air by photosynthesis, dissolution into ocean water, transfer to soils and ice caps, and chemical weathering of carbonate rocks (14).	Outdoor levels of CO <sub>2</sub> are not high enough to result in negative health effects.  According to the National Institute for Occupational Safety and Health (NIOSH) high concentrations of CO <sub>2</sub> can result in health effects such as: headaches, dizziness, restlessness, difficulty breathing, sweating, increased heart rate, increased cardiac output, increased blood pressure, coma, asphyxia, and/or convulsions. It should be noted that current concentrations of CO <sub>2</sub> in the earth's atmosphere are estimated to be approximately 370 ppm, the actual reference exposure level (level at which adverse health effects typically occur) is at exposure levels of 5,000 ppm averaged over 10 hours in a 40-hour workweek and short-term reference exposure levels of 30,000 ppm averaged over a 15-minute period (15).
CH <sub>4</sub>	CH <sub>4</sub> is an extremely effective absorber of radiation, although its atmospheric concentration is less than CO <sub>2</sub> and its lifetime in	CH <sub>4</sub> in the atmosphere is generated by many different sources,	CH <sub>4</sub> is extremely reactive with oxidizers, halogens, and other halogen-containing compounds. Exposure to

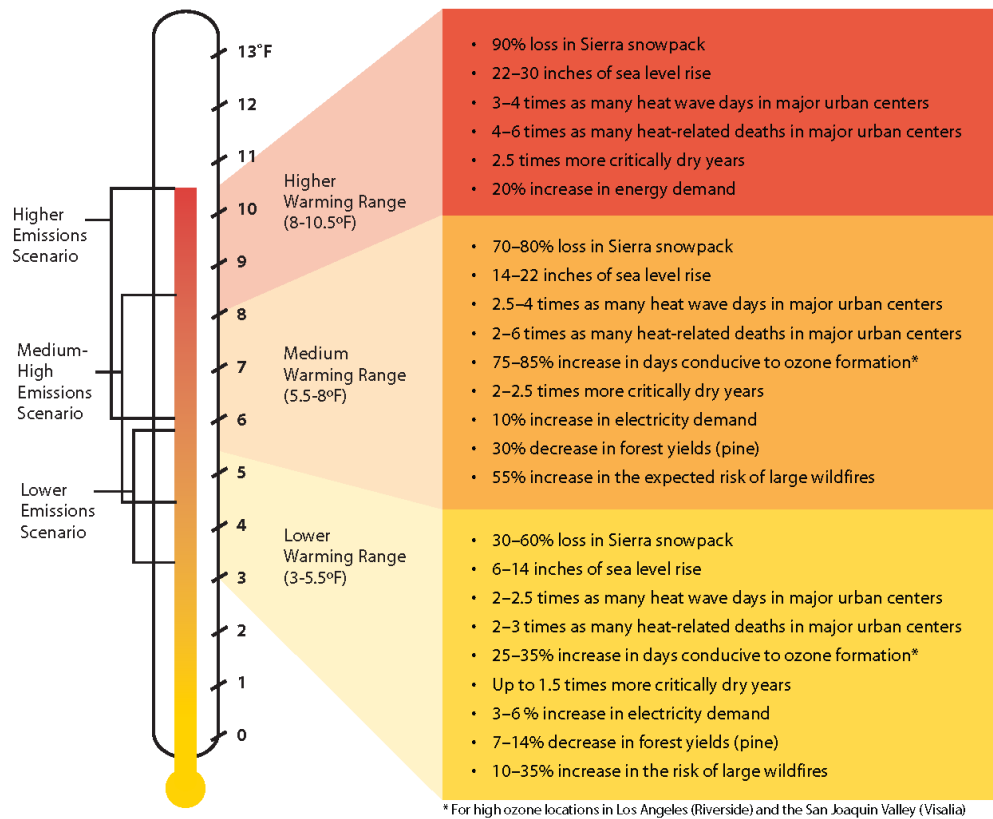
GHGs	Description	Sources	Health Effects
	the atmosphere is brief (10-12 years), compared to other GHGs.	such as fossil fuel production, transport and use, from the decay of organic matter in wetlands, and as a byproduct of digestion by ruminant animals such as cows. Determining which specific sources are responsible for variations in annual increases of CH <sub>4</sub> is complex, but scientists estimate that fossil fuel production and use contributes roughly 30% of the total CH <sub>4</sub> emissions. These industrial sources of CH <sub>4</sub> are relatively simple to pinpoint and control using current technology (16).	elevated levels of CH <sub>4</sub> can cause asphyxiation, loss of consciousness, headache and dizziness, nausea and vomiting, weakness, loss of coordination, and an increased breathing rate.
N <sub>2</sub> O	N <sub>2</sub> O, also known as laughing gas, is a colorless GHG. Concentrations of N <sub>2</sub> O also began to rise at the beginning of the industrial revolution. In 1998, the global concentration was 314 parts per billion (ppb).	N <sub>2</sub> O 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. It is used as an aerosol spray propellant, i.e., in whipped cream bottles. It is also	N <sub>2</sub> O can cause dizziness, euphoria, and sometimes slight hallucinations. In small doses, it is considered harmless. However, in some cases, heavy and extended use can cause Olney's Lesions (brain damage) (17).



GHGs	Description	Sources	Health Effects
		used in potato chip bags to keep chips fresh. It is used in rocket engines and in race cars. N <sub>2</sub> O can be transported into the stratosphere, be deposited on the earth's surface, and be converted to other compounds by chemical reaction (17).	
Chlorofluorocarbons (CFCs)	CFCs are gases formed synthetically by replacing all hydrogen atoms in CH <sub>4</sub> or ethane (C <sub>2</sub> H <sub>6</sub> ) 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. They are found in aerosol sprays, blowing agents for foams and packing materials, as solvents, and as refrigerants. (18).	In confined indoor locations, working with CFC-113 or other CFCs is thought to result in death by cardiac arrhythmia (heart frequency too high or too low) or asphyxiation.
HFCs	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 (GWP). The HFCs with the largest measured atmospheric abundances are (in order), Fluoroform (HFC-23), 1,1,1,2-tetrafluoroethane (HFC-134a), and 1,1-difluoroethane (HFC-152a). Prior to 1990, the only significant emissions were of HFC-23. HFC-134a emissions are increasing due to its use as a refrigerant.	HFCs are manmade for applications such as automobile air conditioners and refrigerants.	No health effects are known to result from exposure to HFCs.

GHGs	Description	Sources	Health Effects
PFCs	PFCs have stable molecular structures and do not break down through chemical processes in the lower atmosphere. High-energy ultraviolet rays, which occur about 60 kilometers above earth's surface, are able to destroy the compounds. Because of this, PFCs have exceptionally long lifetimes, between 10,000 and 50,000 years. Two common PFCs are tetrafluoromethane (CF <sub>4</sub> ) and hexafluoroethane (C <sub>2</sub> F <sub>6</sub> ). The EPA estimates that concentrations of CF <sub>4</sub> in the atmosphere are over 70 parts per trillion (ppt).	The two main sources of PFCs are primary aluminum production and semiconductor manufacture.	No health effects are known to result from exposure to PFCs.
SF <sub>6</sub>	SF <sub>6</sub> is an inorganic, odorless, colorless, nontoxic, nonflammable gas. It also has the highest GWP of any gas evaluated (23,900) (19). The EPA indicates that concentrations in the 1990s were about 4 ppt.	SF <sub>6</sub> 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.	In high concentrations in confined areas, the gas presents the hazard of suffocation because it displaces the oxygen needed for breathing.
Nitrogen Trifluoride (NF <sub>3</sub> )	NF <sub>3</sub> is a colorless gas with a distinctly moldy odor. The World Resources Institute (WRI) indicates that NF <sub>3</sub> has a 100-year GWP of 17,200 (20).	NF <sub>3</sub> is used in industrial processes and is produced in the manufacturing of semiconductors, Liquid Crystal Display (LCD) panels, types of solar panels, and chemical lasers.	Long-term or repeated exposure may affect the liver and kidneys and may cause fluorosis (21).

The potential health effects related directly to the emissions of CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O as they relate to development projects such as the Project are still being debated in the scientific community. Their cumulative effects to GCC have the potential to cause adverse effects to human health. Increases in Earth's ambient temperatures would result in more intense heat waves, causing more heat-related deaths. Scientists also purport those higher ambient temperatures would increase disease survival rates and result in more widespread disease. Climate change would likely cause shifts in weather patterns, potentially resulting in devastating droughts and food shortages in some areas (22). Exhibit 2-A presents the potential impacts of global warming (23).

**EXHIBIT 2-A: SUMMARY OF PROJECTED GLOBAL WARMING IMPACT, 2070-2099 (AS COMPARED WITH 1961-1990)**

\* For high ozone locations in Los Angeles (Riverside) and the San Joaquin Valley (Visalia)

Source: Barbara H. Allen-Diaz. "Climate change affects us all." *University of California, Agriculture and Natural Resources*, 2009.

## 2.4 GLOBAL WARMING POTENTIAL

GHGs have varying GWP values. GWP of a GHG indicates the amount of warming a gas cause over a given period of time and represents the potential of a gas to trap heat in the atmosphere. CO<sub>2</sub> is utilized as the reference gas for GWP, and thus has a GWP of 1. CO<sub>2</sub> equivalent (CO<sub>2</sub>e) is a term used for describing the difference GHGs in a common unit. CO<sub>2</sub>e signifies the amount of CO<sub>2</sub> which would have the equivalent GWP.

The atmospheric lifetime and GWP of selected GHGs are summarized at Table 2-2. As shown in the table below, GWP for the 6<sup>th</sup> Assessment Report, the Intergovernmental Panel on Climate Change (IPCC)'s scientific and socio-economic assessment on climate change, range from 1 for CO<sub>2</sub> to 25,200 for SF<sub>6</sub> (24).

**TABLE 2-2: GWP AND ATMOSPHERIC LIFETIME OF SELECT GHGS**

Gas	Atmospheric Lifetime (years)	GWP (100-year time horizon)
		6 <sup>th</sup> Assessment Report
CO <sub>2</sub>	Multiple	1
CH <sub>4</sub>	12 .4	28
N <sub>2</sub> O	121	273
HFC-23	222	14,600
HFC-134a	13.4	1,526
HFC-152a	1.5	164
SF <sub>6</sub>	3,200	25,200

Source: IPCC Second Assessment Report, 1995 and IPCC Sixth Assessment Report, 2022

## 2.5 GHG EMISSIONS INVENTORIES

### 2.5.1 GLOBAL

Worldwide anthropogenic GHG emissions are tracked by the IPCC for industrialized nations (referred to as Annex I) and developing nations (referred to as Non-Annex I). Human GHG emissions data for Annex I nations are available through 2020. Based on the latest available data, the sum of these emissions totaled approximately 28,026,643 gigagram (Gg) CO<sub>2</sub>e<sup>1</sup> (25) (26) as summarized on Table 2-3.

### 2.5.2 UNITED STATES

As noted in Table 2-3, the United States, as a single country, was the number two producer of GHG emissions in 2020.

<sup>1</sup> The global emissions are the sum of Annex I and non-Annex I countries, without counting Land-Use, Land-Use Change and Forestry (LULUCF). For countries without 2020 data, the United Nations' Framework Convention on Climate Change (UNFCCC) data for the most recent year were used U.N. Framework Convention on Climate Change, "Annex I Parties – GHG total without LULUCF," The most recent GHG emissions for China and India are from 2014 and 2016, respectively.

**TABLE 2-3: TOP GHG PRODUCING COUNTRIES AND THE EUROPEAN UNION <sup>2</sup>**

<b>Emitting Countries</b>	<b>GHG Emissions (Gg CO<sub>2</sub>e)</b>
China	12,300,200
United States	5,981,354
European Union (27-member countries)	3,706,110
India	2,839,420
Russian Federation	2,051,437
Japan	1,148,122
<b>Total</b>	<b>28,026,643</b>

### 2.5.3 STATE OF CALIFORNIA

California has significantly slowed the rate of growth of GHG emissions due to the implementation of energy efficiency programs as well as adoption of strict emission controls but is still a substantial contributor to the United States (U.S.) emissions inventory total (27). The California Air Resource Board (CARB) compiles GHG inventories for the State of California. Based upon the 2022 GHG inventory data (i.e., the latest year for which data are available) for the 2000-2020 GHG emissions period, California emitted an average 369.2 million metric tons of CO<sub>2</sub>e per year (MMTCO<sub>2</sub>e/yr) or 369,200 Gg CO<sub>2</sub>e (6.17% of the total United States GHG emissions) (28).

## 2.6 EFFECTS OF CLIMATE CHANGE IN CALIFORNIA

### 2.6.1 PUBLIC HEALTH

Higher temperatures may increase the frequency, duration, and intensity of conditions conducive to air pollution formation. For example, days with weather conducive to ozone formation could increase from 25 to 35% under the lower warming range to 75 to 85% under the medium warming range. In addition, if global background ozone levels increase as predicted in some scenarios, it may become impossible to meet local air quality standards. Air quality could be further compromised by increases in wildfires, which emit fine particulate matter that can travel long distances, depending on wind conditions. Based on *Our Changing Climate Assessing the Risks to California by the California Climate Change Center*, large wildfires could become up to 55% more frequent if GHG emissions are not significantly reduced (29).

In addition, under the higher warming range scenario, there could be up to 100 more days per year with temperatures above 90°F in Los Angeles and 95°F in Sacramento by 2100. This is a significant increase over historical patterns and approximately twice the increase projected if temperatures remain within or below the lower warming range. Rising temperatures could increase the risk of death from dehydration, heat stroke/exhaustion, heart attack, stroke, and respiratory distress caused by extreme heat.

<sup>2</sup> Used <http://unfccc.int> data for Annex I countries. Consulted the CAIT Climate Data Explorer in <https://www.climatewatchdata.org> site to reference Non-Annex I countries of China and India.

## 2.6.2 WATER RESOURCES

A vast network of man-made reservoirs and aqueducts captures and transports water throughout the state from northern California rivers and the Colorado River. The current distribution system relies on Sierra Nevada snowpack to supply water during the dry spring and summer months. Rising temperatures, potentially compounded by decreases in precipitation, could severely reduce spring snowpack, increasing the risk of summer water shortages.

If temperatures continue to increase, more precipitation could fall as rain instead of snow, and the snow that does fall could melt earlier, reducing the Sierra Nevada spring snowpack by as much as 70 to 90%. Under the lower warming range scenario, snowpack losses could be only half as large as those possible if temperatures were to rise to the higher warming range. How much snowpack could be lost depends in part on future precipitation patterns, the projections for which remain uncertain. However, even under the wetter climate projections, the loss of snowpack could pose challenges to water managers and hamper hydropower generation. It could also adversely affect winter tourism. Under the lower warming range, the ski season at lower elevations could be reduced by as much as a month. If temperatures reach the higher warming range and precipitation declines, there might be many years with insufficient snow for skiing and snowboarding.

The State's water supplies are also at risk from rising sea levels. An influx of saltwater could degrade California's estuaries, wetlands, and groundwater aquifers. Saltwater intrusion caused by rising sea levels is a major threat to the quality and reliability of water within the southern edge of the Sacramento/San Joaquin River Delta – a major fresh water supply.

## 2.6.3 AGRICULTURE

Increased temperatures could cause widespread changes to the agriculture industry reducing the quantity and quality of agricultural products statewide. First, California farmers could possibly lose as much as 25% of the water supply needed. Although higher CO<sub>2</sub> levels can stimulate plant production and increase plant water-use efficiency, California's farmers could face greater water demand for crops and a less reliable water supply as temperatures rise. Crop growth and development could change, as could the intensity and frequency of pest and disease outbreaks. Rising temperatures could aggravate ozone pollution, which makes plants more susceptible to disease and pests and interferes with plant growth.

Plant growth tends to be slow at low temperatures, increasing with rising temperatures up to a threshold. However, faster growth can result in less-than-optimal development for many crops, so rising temperatures could worsen the quantity and quality of yield for a number of California's agricultural products. Products likely to be most affected include wine grapes, fruits, and nuts.

In addition, continued GCC could shift the ranges of existing invasive plants and weeds and alter competition patterns with native plants. Range expansion could occur in many species while range contractions may be less likely in rapidly evolving species with significant populations already established. Should range contractions occur, new or different weed species could fill the emerging gaps. Continued GCC could alter the abundance and types of many pests, lengthen pests' breeding season, and increase pathogen growth rates.

## **2.6.4 FORESTS AND LANDSCAPES**

GCC has the potential to intensify the current threat to forests and landscapes by increasing the risk of wildfire and altering the distribution and character of natural vegetation. If temperatures rise into the medium warming range, the risk of large wildfires in California could increase by as much as 55%, which is almost twice the increase expected if temperatures stay in the lower warming range. However, since wildfire risk is determined by a combination of factors, including precipitation, winds, temperature, and landscape and vegetation conditions, future risks would not be uniform throughout the state. In contrast, wildfires in northern California could increase by up to 90% due to decreased precipitation.

Moreover, continued GCC has the potential to alter natural ecosystems and biological diversity within the state. For example, alpine and subalpine ecosystems could decline by as much as 60 to 80% by the end of the century as a result of increasing temperatures. The productivity of the state's forests has the potential to decrease as a result of GCC.

## **2.6.5 RISING SEA LEVELS**

Rising sea levels, more intense coastal storms, and warmer water temperatures could increasingly threaten the state's coastal regions. Under the higher warming range scenario, sea level is anticipated to rise 22 to 35 inches by 2100. Elevations of this magnitude would inundate low-lying coastal areas with saltwater, accelerate coastal erosion, threaten vital levees and inland water systems, and disrupt wetlands and natural habitats. Under the lower warming range scenario, sea level could rise 12-14 inches.

## **2.7 REGULATORY SETTING**

### **2.7.1 INTERNATIONAL**

Climate change is a global issue involving GHG emissions from all around the world; therefore, countries such as the ones discussed below have made an effort to reduce GHGs.

### **IPCC**

In 1988, the United Nations (U.N.) and the World Meteorological Organization established the IPCC to assess the scientific, technical, and socioeconomic information relevant to understanding the scientific basis of risk of human-induced climate change, its potential impacts, and options for adaptation and mitigation.

### **UNITED NATION'S FRAMEWORK CONVENTION ON CLIMATE CHANGE (UNFCCC)**

On March 21, 1994, the U.S. joined a number of countries around the world in signing the Convention. Under the UNFCCC, governments gather and share information on GHG emissions, national policies, and best practices; launch national strategies for addressing GHG emissions and adapting to expected impacts, including the provision of financial and technological support to developing countries; and cooperate in preparing for adaptation to the impacts of climate change.

## INTERNATIONAL CLIMATE CHANGE TREATIES

The Kyoto Protocol is an international agreement linked to the UNFCCC. The major feature of the Kyoto Protocol is that it sets binding targets for 37 industrialized countries and the European community for reducing GHG emissions at an average of 5% against 1990 levels over the five-year period 2008–2012. The Convention (as discussed above) encouraged industrialized countries to stabilize emissions; however, the Protocol commits them to do so. Developed countries have contributed more emissions over the last 150 years; therefore, the Protocol places a heavier burden on developed nations under the principle of “common but differentiated responsibilities.”

In 2001, President George W. Bush indicated that he would not submit the treaty to the U.S. Senate for ratification, which effectively ended American involvement in the Kyoto Protocol. In December 2009, international leaders met in Copenhagen to address the future of international climate change commitments post-Kyoto. No binding agreement was reached in Copenhagen; however, the UN Climate Change Committee identified the long-term goal of limiting the maximum global average temperature increase to no more than 2 degrees Celsius (°C) above pre-industrial levels, subject to a review in 2015. The Committee held additional meetings in Durban, South Africa in November 2011; Doha, Qatar in November 2012; and Warsaw, Poland in November 2013. The meetings gradually gained consensus among participants on individual climate change issues.

On September 23, 2014, more than 100 Heads of State and Government and leaders from the private sector and civil society met at the Climate Summit in New York hosted by the U.N. At the Summit, heads of government, business and civil society announced actions in areas that would have the greatest impact on reducing emissions, including climate finance, energy, transport, industry, agriculture, cities, forests, and building resilience.

Parties to the UNFCCC reached a landmark agreement on December 12, 2015, in Paris, charting a fundamentally new course in the two-decade-old global climate effort. Culminating a four-year negotiating round, the new treaty ends the strict differentiation between developed and developing countries that characterized earlier efforts, replacing it with a common framework that commits all countries to put forward their best efforts and to strengthen them in the years ahead. This includes, for the first time, requirements that all parties report regularly on their emissions and implementation efforts and undergo international review.

The agreement and a companion decision by parties were the key outcomes of the conference, known as the 21<sup>st</sup> session of the UNFCCC Conference of the Parties (COP) 21. Together, the Paris Agreement and the accompanying COP decision:

- Reaffirm the goal of limiting global temperature increase well below 2°C, while urging efforts to limit the increase to 1.5 degrees;
- Establish binding commitments by all parties to make “nationally determined contributions” (NDCs), and to pursue domestic measures aimed at achieving them;
- Commit all countries to report regularly on their emissions and “progress made in implementing and achieving” their NDCs, and to undergo international review;



- Commit all countries to submit new NDCs every five years, with the clear expectation that they would “represent a progression” beyond previous ones;
- Reaffirm the binding obligations of developed countries under the UNFCCC to support the efforts of developing countries, while for the first time encouraging voluntary contributions by developing countries too;
- Extend the current goal of mobilizing \$100 billion a year in support by 2020 through 2025, with a new, higher goal to be set for the period after 2025;
- Extend a mechanism to address “loss and damage” resulting from climate change, which explicitly would not “involve or provide a basis for any liability or compensation;”
- Require parties engaging in international emissions trading to avoid “double counting;” and
- Call for a new mechanism, similar to the Clean Development Mechanism under the Kyoto Protocol, enabling emission reductions in one country to be counted toward another country’s NDC (C2ES 2015a) (30).

Following President Biden’s day one executive order, the United States officially rejoined the landmark Paris Agreement on February 19, 2021, positioning the country to once again be part of the global climate solution. Meanwhile, city, state, business, and civic leaders across the country and around the world have been ramping up efforts to drive the clean energy advances needed to meet the goals of the agreement and put the brakes on dangerous climate change.

## 2.7.2 NATIONAL

Prior to the last decade, there have been no concrete federal regulations of GHGs or major planning for climate change adaptation. The following are actions regarding the federal government, GHGs, and fuel efficiency.

### GHG ENDANGERMENT

In *Massachusetts v. Environmental Protection Agency* 549 U.S. 497 (2007), decided on April 2, 2007, the United States Supreme Court (Supreme Court) found that four GHGs, including CO<sub>2</sub>, are air pollutants subject to regulation under Section 202(a)(1) of the Clean Air Act (CAA). The Supreme Court held that the EPA Administrator must determine whether emissions of GHGs from new motor vehicles cause or contribute to air pollution, which may reasonably be anticipated to endanger public health or welfare, or whether the science is too uncertain to make a reasoned decision. On December 7, 2009, the EPA Administrator signed two distinct findings regarding GHGs under section 202(a) of the CAA:

- **Endangerment Finding:** The Administrator finds that the current and projected concentrations of the six key well-mixed GHGs— CO<sub>2</sub>, CH<sub>4</sub>, N<sub>2</sub>O, HFCs, PFCs, and SF<sub>6</sub>—in the atmosphere threaten the public health and welfare of current and future generations.
- **Cause or Contribute Finding:** The Administrator finds that the combined emissions of these well-mixed GHGs from new motor vehicles and new motor vehicle engines contribute to the GHG pollution, which threatens public health and welfare.

These findings do not impose requirements on industry or other entities. However, this was a prerequisite for implementing GHG emissions standards for vehicles, as discussed in the section

“Clean Vehicles” below. After a lengthy legal challenge, the Supreme Court declined to review an Appeals Court ruling that upheld the EPA Administrator’s findings (31).

## **CLEAN VEHICLES**

Congress first passed the Corporate Average Fuel Economy law in 1975 to increase the fuel economy of cars and light duty trucks. The law has become more stringent over time. On May 19, 2009, President Obama put in motion a new national policy to increase fuel economy for all new cars and trucks sold in the U.S. On April 1, 2010, the EPA, and the Department of Transportation’s National Highway Traffic Safety Administration (NHTSA) announced a joint final rule establishing a national program that would reduce GHG emissions and improve fuel economy for new cars and trucks sold in the U.S.

The first phase of the national program applies to passenger cars, light-duty trucks, and medium-duty (MD) passenger vehicles, covering model years 2012 through 2016. They require these vehicles to meet an estimated combined average emissions level of 250 grams of CO<sub>2</sub> per mile, equivalent to 35.5 miles per gallon (mpg) if the automobile industry were to meet this CO<sub>2</sub> level solely through fuel economy improvements. Together, these standards would cut CO<sub>2</sub> emissions by an estimated 960 million metric tons and 1.8 billion barrels of oil over the lifetime of the vehicles sold under the program (model years 2012–2016). The EPA and the NHTSA issued final rules on a second-phase joint rulemaking establishing national standards for light-duty vehicles for model years 2017 through 2025 in August 2012. The new standards for model years 2017 through 2025 apply to passenger cars, light-duty trucks, and MD passenger vehicles. The final standards are projected to result in an average industry fleetwide level of 163 grams/mile of CO<sub>2</sub> in model year 2025, which is equivalent to 54.5 mpg if achieved exclusively through fuel economy improvements.

The EPA and the U.S. Department of Transportation issued final rules for the first national standards to reduce GHG emissions and improve fuel efficiency of heavy-duty trucks (HDT) and buses on September 15, 2011, effective November 14, 2011. For combination tractors, the agencies are proposing engine and vehicle standards that begin in the 2014 model year and achieve up to a 20% reduction in CO<sub>2</sub> emissions and fuel consumption by the 2018 model year. For HDT and vans, the agencies are proposing separate gasoline and diesel truck standards, which phase in starting in the 2014 model year and achieve up to a 10% reduction for gasoline vehicles and a 15% reduction for diesel vehicles by the 2018 model year (12 and 17% respectively if accounting for air conditioning leakage). Lastly, for vocational vehicles, the engine and vehicle standards would achieve up to a 10% reduction in fuel consumption and CO<sub>2</sub> emissions from the 2014 to 2018 model years.

On April 2, 2018, the EPA signed the Mid-term Evaluation Final Determination, which declared that the MY 2022-2025 GHG standards are not appropriate and should be revised (32). This Final Determination serves to initiate a notice to further consider appropriate standards for MY 2022-2025 light-duty vehicles. On August 2, 2018, the NHTSA in conjunction with the EPA, released a notice of proposed rulemaking, the *Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks* (SAFE Vehicles Rule). The SAFE Vehicles Rule was proposed to amend existing Corporate Average Fuel Economy (CAFE) and tailpipe CO<sub>2</sub>

standards for passenger cars and light trucks and to establish new standards covering model years 2021 through 2026. As of March 31, 2020, the NHTSA and EPA finalized the SAFE Vehicle Rule which increased stringency of CAFE and CO<sub>2</sub> emissions standards by 1.5% each year through model year 2026 (33). On December 21, 2021, after reviewing all the public comments submitted on NHTSA's April 2021 Notice of Proposed Rulemaking, NHTSA finalizes the CAFE Preemption rulemaking to withdraw its portions of the so-called SAFE I Rule. The final rule concludes that the SAFE I Rule overstepped the agency's legal authority and established overly broad prohibitions that did not account for a variety of important state and local interests. The final rule ensures that the SAFE I Rule will no longer form an improper barrier to states exploring creative solutions to address their local communities' environmental and public health challenges (34).

On March 31, 2022, NHTSA finalized CAFE standards for MY 2024-2026. The standards for passenger cars and light trucks for MYs 2024-2025 were increased at a rate of 8% per year and then increased at a rate of 10% per year for MY 2026 vehicles. NHTSA currently projects that the revised standards would require an industry fleet-wide average of roughly 49 mpg in MY 2026 and would reduce average fuel outlays over the lifetimes of affected vehicles that provide consumers hundreds of dollars in net savings. These standards are directly responsive to the agency's statutory mandate to improve energy conservation and reduce the nation's energy dependence on foreign sources (35).

#### **MANDATORY REPORTING OF GHGS**

The Consolidated Appropriations Act of 2008, passed in December 2007, requires the establishment of mandatory GHG reporting requirements. On September 22, 2009, the EPA issued the Final Mandatory Reporting of GHGs Rule, which became effective January 1, 2010. The rule requires reporting of GHG emissions from large sources and suppliers in the U.S. and is intended to collect accurate and timely emissions data to inform future policy decisions. Under the rule, suppliers of fossil fuels or industrial GHGs, manufacturers of vehicles and engines, and facilities that emit 25,000 metric tons per year (MT/yr) or more of GHG emissions are required to submit annual reports to the EPA.

#### **NEW SOURCE REVIEW**

The EPA issued a final rule on May 13, 2010, that establishes thresholds for GHGs that define when permits under the New Source Review Prevention of Significant Deterioration and Title V Operating Permit programs are required for new and existing industrial facilities. This final rule "tailors" the requirements of these CAA permitting programs to limit which facilities would be required to obtain Prevention of Significant Deterioration and Title V permits. In the preamble to the revisions to the Federal Code of Regulations, the EPA states:

*"This rulemaking is necessary because without it the Prevention of Significant Deterioration and Title V requirements would apply, as of January 2, 2011, at the 100 or 250 tons per year levels provided under the CAA, greatly increasing the number of required permits, imposing undue costs on small sources, overwhelming the resources of permitting authorities, and severely impairing the functioning of the programs. EPA is relieving these resource burdens by phasing in the*

*applicability of these programs to GHG sources, starting with the largest GHG emitters. This rule establishes two initial steps of the phase-in. The rule also commits the agency to take certain actions on future steps addressing smaller sources but excludes certain smaller sources from Prevention of Significant Deterioration and Title V permitting for GHG emissions until at least April 30, 2016.”*

The EPA estimates that facilities responsible for nearly 70% of the national GHG emissions from stationary sources would be subject to permitting requirements under this rule. This includes the nation’s largest GHG emitters—power plants, refineries, and cement production facilities.

#### **STANDARDS OF PERFORMANCE FOR GHG EMISSIONS FOR NEW STATIONARY SOURCES: ELECTRIC UTILITY GENERATING UNITS**

As required by a settlement agreement, the EPA proposed new performance standards for emissions of CO<sub>2</sub> for new, affected, fossil fuel-fired electric utility generating units on March 27, 2012. New sources greater than 25 megawatts (MW) would be required to meet an output-based standard of 1,000 pounds (lbs) of CO<sub>2</sub> per MW-hour (MWh), based on the performance of widely used natural gas combined cycle technology. It should be noted that on February 9, 2016, the Supreme Court issued a stay of this regulation pending litigation. Additionally, the current EPA Administrator has also signed a measure to repeal the Clean Power Plan, including the CO<sub>2</sub> standards. The Clean Power Plan was officially repealed on June 19, 2019, when the EPA issued the final Affordable Clean Energy rule (ACE). Under ACE, new state-specific emission guidelines were established that provided existing coal-fired electric utility generating units with achievable standards.

On January 19, 2021, the D.C. Circuit Court of Appeals ruled that the EPA’s ACE Rule for GHG emissions from power plants rested on an erroneous interpretation of the CAA that barred EPA from considering measures beyond those that apply at and to an individual source. The court therefore vacated and remanded the ACE Rule and adopted a replacement rule which regulates CO<sub>2</sub> emissions from existing power plants, potentially again considering generation shifting and other measures to more aggressively target power sector emissions.

#### **CAP-AND-TRADE**

Cap-and-trade refers to a policy tool where emissions are limited to a certain amount and can be traded or provides flexibility on how the emitter can comply. Successful examples in the U.S. include the Acid Rain Program and the N<sub>2</sub>O Budget Trading Program and Clean Air Interstate Rule in the northeast. There is no federal GHG cap-and-trade program currently; however, some states have joined to create initiatives to provide a mechanism for cap-and-trade.

The Regional GHG Initiative is an effort to reduce GHGs among the states of Connecticut, Delaware, Maine, Maryland, Massachusetts, New Hampshire, New York, Rhode Island, and Vermont. Each state caps CO<sub>2</sub> emissions from power plants, auctions CO<sub>2</sub> emission allowances, and invests the proceeds in strategic energy programs that further reduce emissions, save consumers money, create jobs, and build a clean energy economy. The Initiative began in 2008 and in 2020 has retained all participating states.

The Western Climate Initiative (WCI) partner jurisdictions have developed a comprehensive initiative to reduce regional GHG emissions to 15% below 2005 levels by 2020. The partners were originally California, British Columbia, Manitoba, Ontario, and Quebec. However, Manitoba and Ontario are not currently participating. California linked with Quebec's cap-and-trade system January 1, 2014, and joint offset auctions took place in 2015. While the WCI has yet to publish whether it has successfully reached the 2020 emissions goal initiative set in 2007, SB 32 requires that California, a major partner in the WCI, adopt the goal of reducing statewide GHG emissions to 40% below the 1990 level by 2030.

### **SMARTWAY PROGRAM**

The SmartWay Program is a public-private initiative between the EPA, large and small trucking companies, rail carriers, logistics companies, commercial manufacturers, retailers, and other federal and state agencies. Its purpose is to improve fuel efficiency and the environmental performance (reduction of both GHG emissions and air pollution) of the goods movement supply chains. SmartWay is comprised of four components (36):

1. SmartWay Transport Partnership: A partnership in which freight carriers and shippers commit to benchmark operations, track fuel consumption, and improve performance annually.
2. SmartWay Technology Program: A testing, verification, and designation program to help freight companies identify equipment, technologies, and strategies that save fuel and lower emissions.
3. SmartWay Vehicles: A program that ranks light-duty cars and small trucks and identifies superior environmental performers with the SmartWay logo.
4. SmartWay International Interests: Guidance and resources for countries seeking to develop freight sustainability programs modeled after SmartWay.

SmartWay effectively refers to requirements geared towards reducing fuel consumption. Most large trucking fleets driving newer vehicles are compliant with SmartWay design requirements. Moreover, over time, all HDTs would have to comply with the CARB GHG Regulation that is designed with the SmartWay Program in mind, to reduce GHG emissions by making them more fuel-efficient. For instance, in 2015, 53 foot or longer dry vans or refrigerated trailers equipped with a combination of SmartWay-verified low-rolling resistance tires and SmartWay-verified aerodynamic devices would obtain a total of 10% or more fuel savings over traditional trailers.

Through the SmartWay Technology Program, the EPA has evaluated the fuel saving benefits of various devices through grants, cooperative agreements, emissions, and fuel economy testing, demonstration projects and technical literature review. As a result, the EPA has determined the following types of technologies provide fuel saving and/or emission reducing benefits when used properly in their designed applications, and has verified certain products:

- Idle reduction technologies – less idling of the engine when it is not needed would reduce fuel consumption.
- Aerodynamic technologies minimize drag and improve airflow over the entire tractor-trailer vehicle. Aerodynamic technologies include gap fairings that reduce turbulence between the tractor and trailer, side skirts that minimize wind under the trailer, and rear fairings that reduce turbulence and pressure drop at the rear of the trailer.

- Low rolling resistance tires can roll longer without slowing down, thereby reducing the amount of fuel used. Rolling resistance (or rolling friction or rolling drag) is the force resisting the motion when a tire rolls on a surface. The wheel would eventually slow down because of this resistance.
- Retrofit technologies include things such as diesel particulate filters, emissions upgrades (to a higher tier), etc., which would reduce emissions.
- Federal excise tax exemptions.

## **EXECUTIVE ORDER 13990**

On January 20, 2021, Federal agencies were directed to immediately review, and take action to address, Federal regulations promulgated and other actions taken during the last 4 years that conflict with national objectives to improve public health and the environment; ensure access to clean air and water; limit exposure to dangerous chemicals and pesticides; hold polluters accountable, including those who disproportionately harm communities of color and low-income communities; reduce GHG emissions; bolster resilience to the impacts of climate change; restore and expand our national treasures and monuments; and prioritize both environmental justice and employment.

### **2.7.3 CALIFORNIA**

#### **2.7.3.1 LEGISLATIVE ACTIONS TO REDUCE GHGs**

The State of California legislature has enacted a series of bills that constitute the most aggressive program to reduce GHGs of any state in the nation. Some legislation such as the landmark AB 32 was specifically enacted to address GHG emissions. Other legislation such as Title 24 and Title 20 energy standards were originally adopted for other purposes such as energy and water conservation, but also provide GHG reductions. This section describes the major provisions of the legislation.

#### **AB 1881**

The Water Conservation in Landscaping Act of 2006 requires local agencies to adopt the updated DWR model ordinance or equivalent. AB 1881 also requires the CEC to consult with the DWR to adopt, by regulation, performance standards and labeling requirements for landscape irrigation equipment, including irrigation controllers, moisture sensors, emission devices, and valves to reduce the wasteful, uneconomic, inefficient, or unnecessary consumption of energy or water.

#### **SB 1368**

California SB 1368 adds Sections 8340 and 8341 to the Public Utilities Code (effective January 1, 2007) with the intent “to prevent long-term investments in power plants with GHG emissions in excess of those produced by a combined-cycle natural gas power plant” with the aim of “reducing emissions of GHGs from the state’s electricity consumption, not just the state’s electricity production.” SB 1368 provides a mechanism for reducing the GHG emissions of electricity providers, both in-state and out-of-state, thereby assisting CARB in meeting its mandate under AB 32, the Global Warming Solutions Act of 2006.

**AB 32**

The California State Legislature enacted AB 32, which required that GHGs emitted in California be reduced to 1990 levels by the year 2020 (this goal has been met<sup>3</sup>). GHGs as defined under AB 32 include CO<sub>2</sub>, CH<sub>4</sub>, N<sub>2</sub>O, HFCs, PFCs, and SF<sub>6</sub>. Since AB 32 was enacted, a seventh chemical, NF<sub>3</sub>, has also been added to the list of GHGs. CARB is the state agency charged with monitoring and regulating sources of GHGs. Pursuant to AB 32, CARB adopted regulations to achieve the maximum technologically feasible and cost-effective GHG emission reductions. AB 32 states the following:

*“Global warming poses a serious threat to the economic well-being, public health, natural resources, and the environment of California. The potential adverse impacts of global warming include the exacerbation of air quality problems, a reduction in the quality and supply of water to the state from the Sierra snowpack, a rise in sea levels resulting in the displacement of thousands of coastal businesses and residences, damage to marine ecosystems and the natural environment, and an increase in the incidences of infectious diseases, asthma, and other human health-related problems.”*

**SB 375**

On September 30, 2008, SB 375 was signed by Governor Schwarzenegger. According to SB 375, the transportation sector is the largest contributor of GHG emissions, which emits over 40% of the total GHG emissions in California. SB 375 states, “Without improved land use and transportation policy, California would not be able to achieve the goals of AB 32.” SB 375 does the following: it (1) requires metropolitan planning organizations (MPOs) to include sustainable community strategies in their regional transportation plans for reducing GHG emissions, (2) aligns planning for transportation and housing, and (3) creates specified incentives for the implementation of the strategies.

SB 375 requires MPOs to prepare a Sustainable Communities Strategy (SCS) within the Regional Transportation Plan (RTP) that guides growth while taking into account the transportation, housing, environmental, and economic needs of the region. SB 375 uses CEQA streamlining as an incentive to encourage residential projects, which help achieve AB 32 goals to reduce GHG emissions. Although SB 375 does not prevent CARB from adopting additional regulations, such actions are not anticipated in the foreseeable future.

Concerning CEQA, SB 375, as codified in Public Resources Code Section 21159.28, states that CEQA findings for certain projects are not required to reference, describe, or discuss (1) growth inducing impacts, or (2) any project-specific or cumulative impacts from cars and light-duty truck trips generated by the project on global warming or the regional transportation network, if the project:

1. Is in an area with an approved sustainable communities strategy or an alternative planning strategy that CARB accepts as achieving the GHG emission reduction targets.

<sup>3</sup> Based upon the 2019 GHG inventory data (i.e., the latest year for which data are available) for the 2000-2017 GHG emissions period, California emitted an average 424.1 MMTCO<sub>2</sub>e (54). This is less than the 2020 emissions target of 431 MMTCO<sub>2</sub>e.

2. Is consistent with that strategy (in designation, density, building intensity, and applicable policies).
3. Incorporates the MMs required by an applicable prior environmental document.

### **AB 1493 - Pavley Fuel Efficiency Standards**

The second phase of the implementation for the Pavley bill was incorporated into Amendments to the Low-Emission Vehicle Program (LEV III) or the Advanced Clean Cars (ACC) program. The ACC program combines the control of smog-causing pollutants and GHG emissions into a single coordinated package of requirements for MY 2017 through 2025. The regulation will reduce GHGs from new cars by 34% from 2016 levels by 2025. The new rules will clean up gasoline and diesel-powered cars, and deliver increasing numbers of zero-emission technologies, such as full battery electric cars, newly emerging plug-in hybrid EV and hydrogen fuel cell cars. The package will also ensure adequate fueling infrastructure is available for the increasing numbers of hydrogen fuel cell vehicles planned for deployment in California. On March 9, EPA reinstated California's authority under the Clean Air Act to implement its own GHG emission standards for cars and light trucks, which other states can also adopt and enforce. With this authority restored, EPA will continue partnering with states to advance the next generation of clean vehicle technologies.

### **CLEAN ENERGY AND POLLUTION REDUCTION ACT OF 2015 (SB 350)**

In October 2015, the legislature approved, and Governor Jerry Brown signed SB 350, which reaffirms California's commitment to reducing its GHG emissions and addressing climate change. Key provisions include an increase in the RPS, higher energy efficiency requirements for buildings, initial strategies towards a regional electricity grid, and improved infrastructure for EV charging stations. Provisions for a 50% reduction in the use of petroleum statewide were removed from the Bill because of opposition and concern that it would prevent the Bill's passage. Specifically, SB 350 requires the following to reduce statewide GHG emissions:

- Increase the amount of electricity procured from renewable energy sources from 33% to 50% by 2030, with interim targets of 40% by 2024, and 25% by 2027.
- Double the energy efficiency in existing buildings by 2030. This target would be achieved through the California Public Utilities Commission (CPUC), the California Energy Commission (CEC), and local publicly owned utilities.
- Reorganize the Independent System Operator (ISO) to develop more regional electrify transmission markets and to improve accessibility in these markets, which would facilitate the growth of renewable energy markets in the western United States.

### **SB 32**

On September 8, 2016, Governor Brown signed SB 32 and its companion bill, AB 197. SB 32 requires the state to reduce statewide GHG emissions to 40% below 1990 levels by 2030, a reduction target that was first introduced in Executive Order B-30-15. The new legislation builds upon the AB 32 goal and provides an intermediate goal to achieving S-3-05, which sets a statewide GHG reduction target of 80% below 1990 levels by 2050. AB 197 creates a legislative committee to oversee regulators to ensure that CARB not only responds to the Governor, but also the Legislature (10).



## 2017 CARB SCOPING PLAN

In November 2017, CARB released the *Final 2017 Scoping Plan Update (2017 Scoping Plan)*, which identifies the State's post-2020 reduction strategy. The *2017 Scoping Plan* reflects the 2030 target of a 40% reduction below 1990 levels, set by Executive Order B-30-15 and codified by SB 32. Key programs that the proposed Second Update builds upon include the Cap-and-Trade Regulation, the LCFS, and much cleaner cars, trucks, and freight movement, utilizing cleaner, renewable energy, and strategies to reduce CH<sub>4</sub> emissions from agricultural and other wastes.

The *2017 Scoping Plan* establishes a new emissions limit of 260 MMTCO<sub>2</sub>e for the year 2030, which corresponds to a 40% decrease in 1990 levels by 2030 (37).

California's climate strategy would require contributions from all sectors of the economy, including the land base, and would include enhanced focus on zero and near-zero emission (ZE/NZE) vehicle technologies; continued investment in renewables, including solar roofs, wind, and other distributed generation; greater use of low carbon fuels; integrated land conservation and development strategies; coordinated efforts to reduce emissions of short-lived climate pollutants (CH<sub>4</sub>, black carbon, and fluorinated gases); and an increased focus on integrated land use planning to support livable, transit-connected communities and conservation of agricultural and other lands. Requirements for direct GHG reductions at refineries would further support air quality co-benefits in neighborhoods, including in disadvantaged communities historically located adjacent to these large stationary sources, as well as efforts with California's local air pollution control and air quality management districts (air districts) to tighten emission limits on a broad spectrum of industrial sources. Major elements of the *2017 Scoping Plan* framework include:

- Implementing and/or increasing the standards of the Mobile Source Strategy, which include increasing zero-emission vehicles (ZEV) buses and trucks.
- LCFS, with an increased stringency (18% by 2030).
- Implementing SB 350, which expands the RPS to 50% RPS and doubles energy efficiency savings by 2030.
- California Sustainable Freight Action Plan, which improves freight system efficiency, utilizes near-zero emissions technology, and deployment of ZEV trucks.
- Implementing the proposed Short-Lived Climate Pollutant Strategy (SLPS), which focuses on reducing CH<sub>4</sub> and HCF emissions by 40% and anthropogenic black carbon emissions by 50% by year 2030.
- Continued implementation of SB 375.
- Post-2020 Cap-and-Trade Program that includes declining caps.
- 20% reduction in GHG emissions from refineries by 2030.
- Development of a Natural and Working Lands Action Plan to secure California's land base as a net carbon sink.

Note, however, that the *2017 Scoping Plan* acknowledges that:

*“[a]chieving net zero increases in GHG emissions, resulting in no contribution to GHG impacts, may not be feasible or appropriate for every project, however, and the inability of a project to mitigate its GHG emissions to net zero does not imply the project results in a substantial contribution to the cumulatively significant environmental impact of climate change under CEQA.”*

In addition to the statewide strategies listed above, the *2017 Scoping Plan* also identifies local governments as essential partners in achieving the State’s long-term GHG reduction goals and identifies local actions to reduce GHG emissions. As part of the recommended actions, CARB recommends that local governments achieve a community-wide goal to achieve emissions of no more than 6 metric tons of CO<sub>2</sub>e (MTCO<sub>2</sub>e) or less per capita by 2030 and 2 MTCO<sub>2</sub>e or less per capita by 2050. For CEQA projects, CARB states that lead agencies may develop evidence-based bright-line numeric thresholds—consistent with the *2017 Scoping Plan* and the State’s long-term GHG goals—and projects with emissions over that amount may be required to incorporate on-site design features and MMs that avoid or minimize project emissions to the degree feasible; or a performance-based metric using a CAP or other plan to reduce GHG emissions is appropriate.

According to research conducted by the Lawrence Berkeley National Laboratory (LBNL) and supported by CARB, California, under its existing and proposed GHG reduction policies, could achieve the 2030 goals under SB 32. The research utilized a new, validated model known as the California LBNL GHG Analysis of Policies Spreadsheet (CALGAPS), which simulates GHG and criteria pollutant emissions in California from 2010 to 2050 in accordance to existing and future GHG-reducing policies. The CALGAPS model showed that by 2030, emissions could range from 211 to 428 MTCO<sub>2</sub>e per year (MTCO<sub>2</sub>e/yr), indicating that “even if all modeled policies are not implemented, reductions could be sufficient to reduce emissions 40% below the 1990 level [of SB 32].” CALGAPS analyzed emissions through 2050 even though it did not generally account for policies that might be put in place after 2030. Although the research indicated that the emissions would not meet the State’s 80% reduction goal by 2050, various combinations of policies could allow California’s cumulative emissions to remain very low through 2050 (38) (39).

## **2022 CARB SCOPING PLAN**

On December 15, 2022, CARB adopted the 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan) (40). The 2022 Scoping Plan builds on the 2017 Scoping Plan as well as the requirements set forth by AB 1279, which directs the state to become carbon neutral no later than 2045. To achieve this statutory objective, the 2022 Scoping Plan lays out how California can reduce GHG emissions by 85% below 1990 levels and achieve carbon neutrality by 2045. The Scoping Plan scenario to do this is to “deploy a broad portfolio of existing and emerging fossil fuel alternatives and clean technologies, and align with statutes, Executive Orders, Board direction, and direction from the governor.” The 2022 Scoping Plan sets one of the most aggressive approaches to reach carbon neutrality in the world. Unlike the 2017 Scoping Plan, CARB no longer includes a numeric per capita threshold and instead advocates for compliance with a local GHG reduction strategy (CAP) consistent with CEQA Guidelines section 15183.5.

The key elements of the 2022 CARB Scoping Plan focus on transportation - the regulations that will impact this sector are adopted and enforced by CARB on vehicle manufacturers and outside the jurisdiction and control of local governments. As stated in the Plan's executive summary:

"The major element of this unprecedented transformation is the aggressive reduction of fossil fuels wherever they are currently used in California, building on and accelerating carbon reduction programs that have been in place for a decade and a half. That means rapidly moving to zero-emission transportation; electrifying the cars, buses, trains, and trucks that now constitute California's single largest source of planet-warming pollution."

"[A]pproval of this plan catalyzes a number of efforts, including the development of new regulations as well as amendments to strengthen regulations and programs already in place, not just at CARB but across state agencies."

Under the 2022 Scoping Plan, the State will lead efforts to meet the 2045 carbon neutrality goal through implementation of the following objectives:

- Reimagine roadway projects that increase VMT in a way that meets community needs and reduces the need to drive.
- Double local transit capacity and service frequencies by 2030.
- Complete the High-Speed Rail (HSR) System and other elements of the intercity rail network by 2040.
- Expand and complete planned networks of high-quality active transportation infrastructure.
- Increase availability and affordability of bikes, e-bikes, scooters, and other alternatives to light-duty vehicles, prioritizing needs of underserved communities.
- Shift revenue generation for transportation projects away from the gas tax into more durable sources by 2030.
- Authorize and implement roadway pricing strategies and reallocate revenues to equitably improve transit, bicycling, and other sustainable transportation choices.
- Prioritize addressing key transit bottlenecks and other infrastructure investments to improve transit operational efficiency over investments that increase VMT.
- Develop and implement a statewide transportation demand management (TDM) framework with VMT mitigation requirements for large employers and large developments.
- Prevent uncontrolled growth of autonomous vehicle (AV) VMT, particularly zero-passenger miles.
- Channel new mobility services towards pooled use models, transit complementarity, and lower VMT outcomes.
- Establish an integrated statewide system for trip planning, booking, payment, and user accounts that enables efficient and equitable multimodal systems.
- Provide financial support for low-income and disadvantaged Californians' use of transit and new mobility services.
- Expand universal design features for new mobility services.
- Accelerate infill development in existing transportation-efficient places and deploy strategic resources to create more transportation-efficient locations.

- Encourage alignment in land use, housing, transportation, and conservation planning in adopted regional plans (RTP/SCS and RHNA) and local plans (e.g., general plans, zoning, and local transportation plans).
- Accelerate production of affordable housing in forms and locations that reduce VMT and affirmatively further fair housing policy objectives.
- Reduce or eliminate parking requirements (and/or enact parking maximums, as appropriate) and promote redevelopment of excess parking, especially in infill locations.
- Preserve and protect existing affordable housing stock and protect existing residents and businesses from displacement and climate risk.

Included in the 2022 Scoping Plan is a set of Local Actions (Appendix D to the 2022 Scoping Plan) aimed at providing local jurisdictions with tools to reduce GHGs and assist the state in meeting the ambitious targets set forth in the 2022 Scoping Plan. Appendix D to the 2022 Scoping Plan includes a section on evaluating plan-level and project-level alignment with the State's Climate Goals in CEQA GHG analyses. In this section, CARB identifies several recommendations and strategies that should be considered for new development in order to determine consistency with the 2022 Scoping Plan. Notably, this section is focused on Residential and Mixed-Use Projects, in fact CARB states in Appendix D (page 4): "...focuses primarily on climate action plans (CAPs) and local authority over new residential development. It does not address other land use types (e.g., industrial) or air permitting."

Additionally on Page 21 in Appendix D, CARB states: "The recommendations outlined in this section apply only to residential and mixed-use development project types. California currently faces both a housing crisis and a climate crisis, which necessitates prioritizing recommendations for residential projects to address the housing crisis in a manner that simultaneously supports the State's GHG and regional air quality goals. CARB plans to continue to explore new approaches for other land use types in the future." As such, it would be inappropriate to apply the requirements contained in Appendix D of the 2022 Scoping Plan to any land use types other than residential or mixed-use residential development.

#### **CAP-AND-TRADE PROGRAM**

The *2022 Scoping Plan* identifies a Cap-and-Trade Program as one of the key strategies for California to reduce GHG emissions. According to CARB, a cap-and-trade program would help put California on the path to meet its goal of achieving a 40% reduction in GHG emissions from 1990 levels by 2030. Under cap-and-trade, an overall limit on GHG emissions from capped sectors is established, and facilities subject to the cap would be able to trade permits to emit GHGs within the overall limit.

CARB adopted a California Cap-and-Trade Program pursuant to its authority under AB 32. The Cap-and-Trade Program is designed to reduce GHG emissions from regulated entities by more than 16% between 2013 and 2020, and by an additional 40% by 2030. The statewide cap for GHG emissions from the capped sectors (e.g., electricity generation, petroleum refining, and cement production) commenced in 2013 and would decline over time, achieving GHG emission reductions throughout the program's duration.

Covered entities that emit more than 25,000 MTCO<sub>2</sub>e/yr must comply with the Cap-and-Trade Program. Triggering of the 25,000 MTCO<sub>2</sub>e/yr “inclusion threshold” is measured against a subset of emissions reported and verified under the California Regulation for the Mandatory Reporting of GHG Emissions (Mandatory Reporting Rule or “MRR”).

Under the Cap-and-Trade Program, CARB issues allowances equal to the total amount of allowable emissions over a given compliance period and distributes these to regulated entities. Covered entities are allocated free allowances in whole or part (if eligible), and may buy allowances at auction, purchase allowances from others, or purchase offset credits. Each covered entity with a compliance obligation is required to surrender “compliance instruments” for each MTCO<sub>2</sub>e of GHG they emit. There also are requirements to surrender compliance instruments covering 30% of the prior year’s compliance obligation by November of each year (41).

The Cap-and-Trade Program provides a firm cap, which provides the highest certainty of achieving the 2030 target. An inherent feature of the Cap-and-Trade program is that it does not guarantee GHG emissions reductions in any discrete location or by any particular source. Rather, GHG emissions reductions are only guaranteed on an accumulative basis. As summarized by CARB in the *First Update to the Climate Change Scoping Plan*:

*“The Cap-and-Trade Regulation gives companies the flexibility to trade allowances with others or take steps to cost-effectively reduce emissions at their own facilities. Companies that emit more have to turn in more allowances or other compliance instruments. Companies that can cut their GHG emissions have to turn in fewer allowances. But as the cap declines, aggregate emissions must be reduced. In other words, a covered entity theoretically could increase its GHG emissions every year and still comply with the Cap-and-Trade Program if there is a reduction in GHG emissions from other covered entities. Such a focus on aggregate GHG emissions is considered appropriate because climate change is a global phenomenon, and the effects of GHG emissions are considered cumulative.” (42)*

The Cap-and-Trade Program covers approximately 80% of California’s GHG emissions (37). The Cap-and-Trade Program covers the GHG emissions associated with electricity consumed in California, whether generated in-state or imported. Accordingly, GHG emissions associated with CEQA projects’ electricity usage are covered by the Cap-and-Trade Program. The Cap-and-Trade Program also covers fuel suppliers (natural gas and propane fuel providers and transportation fuel providers) to address emissions from such fuels and from combustion of other fossil fuels not directly covered at large sources in the Program’s first compliance period. The Cap-and-Trade Program covers the GHG emissions associated with the combustion of transportation fuels in California, whether refined in-state or imported.

### **2.7.3.2 EXECUTIVE ORDERS RELATED TO GHG EMISSIONS**

California’s Executive Branch has taken several actions to reduce GHGs through the use of Executive Orders. Although not regulatory, they set the tone for the state and guide the actions of state agencies.

#### **EXECUTIVE ORDER S-3-05**

California Governor Arnold Schwarzenegger announced on June 1, 2005, through Executive Order S-3-05, the following reduction targets for GHG emissions:

- By 2010, reduce GHG emissions to 2000 levels.
- By 2020, reduce GHG emissions to 1990 levels.
- By 2050, reduce GHG emissions to 80% below 1990 levels.

The 2050 reduction goal represents what some scientists believe is necessary to reach levels that would stabilize the climate. The 2020 goal was established to be a mid-term target. Because this is an executive order, the goals are not legally enforceable for local governments or the private sector.

#### **EXECUTIVE ORDER S-01-07 (LCFS)**

Governor Schwarzenegger signed Executive Order S-01-07 on January 18, 2007. The order mandates that a statewide goal shall be established to reduce the carbon intensity of California's transportation fuels by at least 10% by 2020. CARB adopted the LCFS on April 23, 2009.

After a series of legal changes, in order to address the Court ruling, CARB was required to bring a new LCFS regulation to the Board for consideration in February 2015. The proposed LCFS regulation was required to contain revisions to the 2010 LCFS as well as new provisions designed to foster investments in the production of the low-carbon intensity fuels, offer additional flexibility to regulated parties, update critical technical information, simplify and streamline program operations, and enhance enforcement. On November 16, 2015, the Office of Administrative Law (OAL) approved the Final Rulemaking Package. The new LCFS regulation became effective on January 1, 2016.

In 2018, CARB approved amendments to the regulation, which included strengthening the carbon intensity benchmarks through 2030 in compliance with the SB 32 GHG emissions reduction target for 2030. The amendments included crediting opportunities to promote zero emission vehicle adoption, alternative jet fuel, carbon capture and sequestration, and advanced technologies to achieve deep decarbonization in the transportation sector (43).

#### **EXECUTIVE ORDER S-13-08**

Executive Order S-13-08 states that "climate change in California during the next century is expected to shift precipitation patterns, accelerate sea level rise and increase temperatures, thereby posing a serious threat to California's economy, to the health and welfare of its population and to its natural resources." Pursuant to the requirements in the Order, the *2009 California Climate Adaptation Strategy (CNRA 2009)* was adopted, which is the "...first statewide, multi-sector, region-specific, and information-based climate change adaptation strategy in the United States." Objectives include analyzing risks of climate change in California, identifying, and exploring strategies to adapt to climate change, and specifying a direction for future research.

#### **EXECUTIVE ORDER B-30-15**

On April 29, 2015, Governor Brown issued an executive order to establish a California GHG reduction target of 40% below 1990 levels by 2030. The Governor's executive order aligned

California's GHG reduction targets with those of leading international governments ahead of the U.N. Climate Change Conference in Paris late 2015. The Order sets a new interim statewide GHG emission reduction target to reduce GHG emissions to 40% below 1990 levels by 2030 in order to ensure California meets its target of reducing GHG emissions to 80% below 1990 levels by 2050 and directs CARB to update the *2017 Scoping Plan* to express the 2030 target in terms of MMTCO<sub>2</sub>e. The Order also requires the state's climate adaptation plan to be updated every three years, and for the State to continue its climate change research program, among other provisions. As with Executive Order S-3-05, this Order is not legally enforceable as to local governments and the private sector. Legislation that would update AB 32 to make post 2020 targets and requirements a mandate is in process in the State Legislature.

#### **EXECUTIVE ORDER B-55-18 AND SB 100**

SB 100 and Executive Order B-55-18 were signed by Governor Brown on September 10, 2018. Under the existing RPS, 25% of retail sales of electricity are required to be from renewable sources by December 31, 2016, 33% by December 31, 2020, 40% by December 31, 2024, 45% by December 31, 2027, and 50% by December 31, 2030. SB 100 raises California's RPS requirement to 50% renewable resources target by December 31, 2026, and to achieve a 60% target by December 31, 2030. SB 100 also requires that retail sellers and local publicly owned electric utilities procure a minimum quantity of electricity products from eligible renewable energy resources so that the total kilowatt hours (kWh) of those products sold to their retail end-use customers achieve 44% of retail sales by December 31, 2024, 52% by December 31, 2027, and 60% by December 31, 2030. In addition to targets under AB 32 and SB 32, Executive Order B-55-18 establishes a carbon neutrality goal for the state of California by 2045; and sets a goal to maintain net negative emissions thereafter. The Executive Order directs the California Natural Resources Agency (CNRA), California EPA (CalEPA), the California Department of Food and Agriculture (CDFA), and CARB to include sequestration targets in the Natural and Working Lands Climate Change Implementation Plan consistent with the carbon neutrality goal.

#### **2.7.3.3 CALIFORNIA REGULATIONS AND BUILDING CODES**

California has a long history of adopting regulations to improve energy efficiency in new and remodeled buildings. These regulations have kept California's energy consumption relatively flat even with rapid population growth.

#### **TITLE 20 CCR SECTIONS 1601 ET SEQ. – APPLIANCE EFFICIENCY REGULATIONS**

The Appliance Efficiency Regulations regulate the sale of appliances in California. The Appliance Efficiency Regulations include standards for both federally regulated appliances and non-federally regulated appliances. 23 categories of appliances are included in the scope of these regulations. The standards within these regulations apply to appliances that are sold or offered for sale in California, except those sold wholesale in California for final retail sale outside the state and those designed and sold exclusively for use in recreational vehicles (RV) or other mobile equipment (CEC 2012).

#### **TITLE 24 CCR PART 6 – CALIFORNIA ENERGY CODE**

The California Energy Code was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption.

The standards are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods.

#### **TITLE 24 CCR PART 11 – CALIFORNIA GREEN BUILDING STANDARDS CODE**

California Code of Regulations (CCR) Title 24 Part 6: The California Energy Code was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption.

The standards are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods. CCR, Title 24, Part 11: California Green Building Standards Code (CALGreen) is a comprehensive and uniform regulatory code for all residential, commercial, and school buildings that went in effect on August 1, 2009, and is administered by the California Building Standards Commission.

CALGreen is updated on a regular basis, with the most recent approved update consisting of the 2022 California Green Building Code Standards that became effective on January 1, 2023. The CEC anticipates that the 2022 energy code will provide \$1.5 billion in consumer benefits and reduce GHG emissions by 10 million metric tons (44). The Project would be required to comply with the applicable standards in place at the time plan check submittals are made. These require, among other items (45):

#### **NONRESIDENTIAL MANDATORY MEASURES**

- Short-term bicycle parking. If the new project or an additional alteration is anticipated to generate visitor traffic, provide permanently anchored bicycle racks within 200 feet of the visitors' entrance, readily visible to passers-by, for 5% of new visitor motorized vehicle parking spaces being added, with a minimum of one two-bike capacity rack (5.106.4.1.1).
- Long-term bicycle parking. For new buildings with tenant spaces that have 10 or more tenant-occupants, provide secure bicycle parking for 5% of the tenant-occupant vehicular parking spaces with a minimum of one bicycle parking facility (5.106.4.1.2).
- Designated parking for clean air vehicles. In new projects or additions to alterations that add 10 or more vehicular parking spaces, provide designated parking for any combination of low-emitting, fuel-efficient and carpool/van pool vehicles as shown in Table 5.106.5.2 (5.106.5.2).
- EV charging stations. New construction shall facilitate the future installation of EV supply equipment. The compliance requires empty raceways for future conduit and documentation that the electrical system has adequate capacity for the future load. The number of spaces to be provided for is contained in Table 5.106.5.3.3 (5.106.5.3). Additionally, Table 5.106.5.4.1 specifies requirements for the installation of raceway conduit and panel power requirements for medium- and heavy-duty electric vehicle supply equipment for warehouses, grocery stores, and retail stores.
- Outdoor light pollution reduction. Outdoor lighting systems shall be designed to meet the backlight, uplight and glare ratings per Table 5.106.8 (5.106.8).



- Construction waste management. Recycle and/or salvage for reuse a minimum of 65% of the nonhazardous construction and demolition waste in accordance with Section 5.408.1.1, 5.405.1.2, or 5.408.1.3; or meet a local construction and demolition waste management ordinance, whichever is more stringent (5.408.1).
- Excavated soil and land clearing debris. 100% of trees, stumps, rocks and associated vegetation and soils resulting primarily from land clearing shall be reuse or recycled. For a phased project, such material may be stockpiled on site until the storage site is developed (5.408.3).
- Recycling by Occupants. Provide readily accessible areas that serve the entire building and are identified for the depositing, storage, and collection of non-hazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, organic waste, and metals or meet a lawfully enacted local recycling ordinance, if more restrictive (5.410.1).
- Water conserving plumbing fixtures and fittings. Plumbing fixtures (water closets and urinals) and fittings (faucets and showerheads) shall comply with the following:
  - Water Closets. The effective flush volume of all water closets shall not exceed 1.28 gallons per flush (5.303.3.1)
  - Urinals. The effective flush volume of wall-mounted urinals shall not exceed 0.125 gallons per flush (5.303.3.2.1). The effective flush volume of floor-mounted or other urinals shall not exceed 0.5 gallons per flush (5.303.3.2.2).
  - Showerheads. Single showerheads shall have a minimum flow rate of not more than 1.8 gallons per minute and 80 psi (5.303.3.3.1). When a shower is served by more than one showerhead, the combine flow rate of all showerheads and/or other shower outlets controlled by a single valve shall not exceed 1.8 gallons per minute at 80 psi (5.303.3.3.2).
  - Faucets and fountains. Nonresidential lavatory faucets shall have a maximum flow rate of not more than 0.5 gallons per minute at 60 psi (5.303.3.4.1). Kitchen faucets shall have a maximum flow rate of not more than 1.8 gallons per minute of 60 psi (5.303.3.4.2). Wash fountains shall have a maximum flow rate of not more than 1.8 gallons per minute (5.303.3.4.3). Metering faucets shall not deliver more than 0.20 gallons per cycle (5.303.3.4.4). Metering faucets for wash fountains shall have a maximum flow rate not more than 0.20 gallons per cycle (5.303.3.4.5).
- Outdoor potable water uses in landscaped areas. Nonresidential developments shall comply with a local water efficient landscape ordinance or the current California Department of Water Resources' Model Water Efficient Landscape Ordinance (MWELO), whichever is more stringent (5.304.1).
- Water meters. Separate submeters or metering devices shall be installed for new buildings or additions in excess of 50,000 sf or for excess consumption where any tenant within a new building or within an addition that is project to consume more than 1,000 gallons per day (GPD) (5.303.1.1 and 5.303.1.2).
- Outdoor water uses in rehabilitated landscape projects equal or greater than 2,500 sf. Rehabilitated landscape projects with an aggregate landscape area equal to or greater than 2,500 sf requiring a building or landscape permit (5.304.3).

- Commissioning. For new buildings 10,000 sf and over, building commissioning shall be included in the design and construction processes of the building project to verify that the building systems and components meet the owner's or owner representative's project requirements (5.410.2).

#### **CARB REFRIGERANT MANAGEMENT PROGRAM**

CARB adopted a regulation in 2009 to reduce refrigerant GHG emissions from stationary sources through refrigerant leak detection and monitoring, leak repair, system retirement and retrofitting, reporting and recordkeeping, and proper refrigerant cylinder use, sale, and disposal. The regulation is set forth in sections 95380 to 95398 of Title 17, CCR. The rules implementing the regulation establish a limit on statewide GHG emissions from stationary facilities with refrigeration systems with more than 50 pounds of a high GWP refrigerant. The refrigerant management program is designed to (1) reduce emissions of high-GWP GHG refrigerants from leaky stationary, non-residential refrigeration equipment; (2) reduce emissions from the installation and servicing of refrigeration and air-conditioning appliances using high-GWP refrigerants; and (3) verify GHG emission reductions.

#### **TRACTOR-TRAILER GHG REGULATION**

The tractors and trailers subject to this regulation must either use EPA SmartWay certified tractors and trailers or retrofit their existing fleet with SmartWay verified technologies. The regulation applies primarily to owners of 53-foot or longer box-type trailers, including both dry-van and refrigerated-van trailers, and owners of the HD tractors that pull them on California highways. These owners are responsible for replacing or retrofitting their affected vehicles with compliant aerodynamic technologies and low rolling resistance tires. Sleeper cab tractors MY 2011 and later must be SmartWay certified. All other tractors must use SmartWay verified low rolling resistance tires. There are also requirements for trailers to have low rolling resistance tires and aerodynamic devices.

#### **PHASE 1 AND 2 HEAVY-DUTY VEHICLE GHG STANDARDS**

In September 2011, CARB has adopted a regulation for GHG emissions from HDTs and engines sold in California. It establishes GHG emission limits on truck and engine manufacturers and harmonizes with the EPA rule for new trucks and engines nationally. Existing HD vehicle regulations in California include engine criteria emission standards, tractor-trailer GHG requirements to implement SmartWay strategies (i.e., the Heavy-Duty Tractor-Trailer GHG Regulation), and in-use fleet retrofit requirements such as the Truck and Bus Regulation. The EPA rule has compliance requirements for new compression and spark ignition engines, as well as trucks from Class 2b through Class 8. Compliance requirements began with MY 2014 with stringency levels increasing through MY 2018. The rule organizes truck compliance into three groupings, which include a) HD pickups and vans; b) vocational vehicles; and c) combination tractors. The EPA rule does not regulate trailers.

CARB staff has worked jointly with the EPA and the NHTSA on the next phase of federal GHG emission standards for medium-duty trucks (MDT) and HDT vehicles, called federal Phase 2. The federal Phase 2 standards were built on the improvements in engine and vehicle efficiency required by the Phase 1 emission standards and represent a significant opportunity to achieve

further GHG reductions for 2018 and later MY HDT vehicles, including trailers. The EPA and NHTSA have proposed to roll back GHG and fuel economy standards for cars and light-duty trucks, which suggests a similar rollback of Phase 2 standards for MDT and HDT vehicles may be pursued.

#### **SB 97 AND THE CEQA GUIDELINES UPDATE**

Passed in August 2007, SB 97 added Section 21083.05 to the Public Resources Code. The code states “(a) On or before July 1, 2009, the Office of Planning and Research (OPR) shall prepare, develop, and transmit to the Resources Agency guidelines for the mitigation of GHG emissions or the effects of GHG emissions as required by this division, including, but not limited to, effects associated with transportation or energy consumption. (b) On or before January 1, 2010, the Resources Agency shall certify and adopt guidelines prepared and developed by the OPR pursuant to subdivision (a).”

In 2012, Public Resources Code Section 21083.05 was amended to state:

*“The Office of Planning and Research and the Natural Resources Agency shall periodically update the guidelines for the mitigation of greenhouse gas emissions or the effects of greenhouse gas emissions as required by this division, including, but not limited to, effects associated with transportation or energy consumption, to incorporate new information or criteria established by the State Air Resources Board pursuant to Division 25.5 (commencing with Section 38500) of the Health and Safety Code.”*

On December 28, 2018, the Natural Resources Agency announced the OAL approved the amendments to the *CEQA Guidelines* for implementing CEQA. The CEQA Amendments provide guidance to public agencies regarding the analysis and mitigation of the effects of GHG emissions in CEQA documents. The CEQA Amendments fit within the existing CEQA framework by amending existing *CEQA Guidelines* to reference climate change.

Section 15064.4 was added to the *CEQA Guidelines* and states that in determining the significance of a project’s GHG emissions, the lead agency should focus its analysis on the reasonably foreseeable incremental contribution of the project’s emissions to the effects of climate change. A project’s incremental contribution may be cumulatively considerable even if it appears relatively insignificant compared to statewide, national, or global emissions. The agency’s analysis should consider a timeframe that is appropriate for the project. The agency’s analysis also must reasonably reflect evolving scientific knowledge and state regulatory schemes. Additionally, a lead agency may use a model or methodology to estimate GHG emissions resulting from a project. The lead agency has discretion to select the model or methodology it considers most appropriate to enable decision makers to intelligently take into account the project’s incremental contribution to climate change. The lead agency must support its selection of a model or methodology with substantial evidence. The lead agency should explain the limitations of the particular model or methodology selected for use (46).

#### **2.7.4 REGIONAL**

The project is within the SCAB, which is under the jurisdiction of the SCAQMD.

## SCAQMD

SCAQMD is the agency responsible for air quality planning and regulation in the SCAB. The SCAQMD addresses the impacts to climate change of projects subject to SCAQMD permit as a lead agency if they are the only agency having discretionary approval for the project and acts as a responsible agency when a land use agency must also approve discretionary permits for the project. The SCAQMD acts as an expert commenting agency for impacts to air quality. This expertise carries over to GHG emissions, so the agency helps local land use agencies through the development of models and emission thresholds that can be used to address GHG emissions.

In 2008, SCAQMD formed a Working Group to identify GHG emissions thresholds for land use projects that could be used by local lead agencies in the SCAB. The Working Group developed several different options that are contained in the SCAQMD Draft Guidance Document – Interim CEQA GHG Significance Threshold, which could be applied by lead agencies. The working group has not provided additional guidance since release of the interim guidance in 2008. The SCAQMD Board has not approved the thresholds; however, the Guidance Document provides substantial evidence supporting the approaches to significance of GHG emissions that can be considered by the lead agency in adopting its own threshold. The current interim thresholds consist of the following tiered approach:

- Tier 1 consists of evaluating whether or not the project qualifies for any applicable exemption under CEQA.
- Tier 2 consists of determining whether the project is consistent with a GHG reduction plan. If a project is consistent with a qualifying local GHG reduction plan, it does not have significant GHG emissions.
- Tier 3 consists of screening values, which the lead agency can choose, but must be consistent with all projects within its jurisdiction. A project's construction emissions are averaged over 30 years and are added to the project's operational emissions. If a project's emissions are below one of the following screening thresholds, then the project is less than significant:
  - Residential and commercial land use: 3,000 MTCO<sub>2</sub>e/yr
  - Industrial land use: 10,000 MTCO<sub>2</sub>e/yr
  - Based on land use type: residential: 3,500 MTCO<sub>2</sub>e/yr; commercial: 1,400 MTCO<sub>2</sub>e/yr; or mixed use: 3,000 MTCO<sub>2</sub>e/yr
- Tier 4 has the following options:
  - Option 1: Reduce Business-as-Usual (BAU) emissions by a certain percentage; this percentage is currently undefined.
  - Option 2: Early implementation of applicable AB 32 Scoping Plan measures
  - Option 3: 2020 target for service populations (SP), which includes residents and employees: 4.8 MTCO<sub>2</sub>e per SP per year for projects and 6.6 MTCO<sub>2</sub>e per SP per year for plans;
  - Option 3, 2035 target: 3.0 MTCO<sub>2</sub>e per SP per year for projects and 4.1 MTCO<sub>2</sub>e per SP per year for plans
- Tier 5 involves mitigation offsets to achieve target significance threshold.

The SCAQMD's interim thresholds used the Executive Order S-3-05-year 2050 goal as the basis for the Tier 3 screening level. Achieving the Executive Order's objective would contribute to worldwide efforts to cap CO<sub>2</sub> concentrations at 450 ppm, thus stabilizing global climate.

SCAQMD only has authority over GHG emissions from development projects that include air quality permits. At this time, it is unknown if the project would include stationary sources of emissions subject to SCAQMD permits. Notwithstanding, if the Project requires a stationary permit, it would be subject to the applicable SCAQMD regulations.

SCAQMD Regulation XXVII, adopted in 2009 includes the following rules:

- Rule 2700 defines terms and post global warming potentials.
- Rule 2701, SoCal Climate Solutions Exchange, establishes a voluntary program to encourage, quantify, and certify voluntary, high quality certified GHG emission reductions in the SCAQMD.
- Rule 2702, GHG Reduction Program created a program to produce GHG emission reductions within the SCAQMD. The SCAQMD would fund projects through contracts in response to requests for proposals or purchase reductions from other parties.
- Rule 2305, Warehouse Indirect Source Rule, which includes the Warehouse Actions and Investments to Reduce Emissions Program (WAIRE), and Rule 316. Rule 2305 establishes for the first time a regulatory program designed to reduce air pollution (and indirect GHG emissions) caused by warehouse-related activities and is focused on emissions from vehicles that service large warehouses. Rule 316 establishes a fee system to support the Rule 2305 program on an ongoing basis. Rules 2305 and 316 apply to operators and owners of existing and new warehouses with floor space greater than or equal to 100,000-sf within a single building (i.e., large warehouses). Rules 2305 and 316 require such operators and owners to annually take actions with respect to their warehouses that either reduce emissions regionally and locally or facilitate emission reductions. Specifically, owners and operators must "earn" a specific number of WAIRE Points. However, warehouse owners are only required to earn WAIRE Points if they are also a warehouse operator. If a warehouse owner is not an operator, they are not required to earn WAIRE Points even if the operator in their warehouse does not earn the required number of WAIRE Points. Warehouse owners are only required to submit a Warehouse Operations Notification to the SCAQMD.

The number of WAIRE Points required for a specific operator is based on the intensity of operations (i.e., number of truck trips and type of trucks) at each of their warehouses every year. The required points are known as the WAIRE Points Compliance Obligation (WPCO). The WPCO is calculated based on a 12-month survey of truck trips entering or exiting the site, the truck data is weighted based on the types of trucks, and activity is projected for the next year. Thus, the WAIRE Points pay for the prior year's emissions based on points earned in subsequent years.

WAIRE Points are earned by implementing a menu of items including purchasing/renting/leasing near-zero (NZE) and zero emission (ZE) yard equipment and/or trucks, installing on-site ZE fueling stations, and proving on-site solar PV systems that are intended to offset or reduce warehouse emissions. Owners and operators may also implement custom WAIRE plans for individual facilities, subject to SCAQMD approval; or pay mitigation fees to have the SCAQMD implement measures within the SCAB. Owners

and operators that over-comply may transfer excess WAIRE Points earned in one year to a subsequent year or may transfer WAIRE points to another site within their control. WAIRE Points cannot be transferred to other operators and expire after 3 years. Rule 2305 also requires reporting information about facility operations and recordkeeping. Rule 316 is the companion rule to Rule 2305 and establishes the administrative fees that Rule 2305 warehouse owners and operators must pay to support SCAQMD compliance activities.

While the Project proponent may be defined as a warehouse owner and would submit a Warehouse Operation Notice(s), as required, the Project proponent does not intend to be the warehouse operator and has no knowledge of the future operations. Thus, the specific information required by Rule 2305 for calculating the WPCO is unavailable, and the necessary number of points is unknown. Finally, the WAIRE points expire after 3 years and are based on actions of future operators and are thus temporary and could not be calculated. Therefore, even though the WAIRE program will reduce emissions for warehouse activities in the region, no emission reductions from the WAIRE Program can be calculated for this analysis.

## **2.7.5 LOCAL**

### **COUNTY OF RIVERSIDE CAP**

The County of Riverside's Climate Action Plan (CAP) was designed under the premise that the County of Riverside, and the community it represents, is uniquely capable of addressing emissions associated with sources under the County of Riverside's jurisdiction, and that the County of Riverside's emission reduction efforts should coordinate with the state strategies of reducing emissions in order to accomplish these reductions in an efficient and cost-effective manner.

The CAP Update (November 2019) establishes GHG emission reduction programs and regulations that correlate with and support evolving State GHG emissions reduction goals and strategies. The CAP Update includes reduction targets for year 2030 and year 2050. These reduction targets require the County of Riverside to reduce emissions by at least 525,511 MT CO<sub>2</sub>e below the adjusted BAU (ABAU) scenario by 2030 and at least 2,982,948 MT CO<sub>2</sub>e below the ABAU scenario by 2050 (47).

To evaluate consistency with the CAP Update, the County of Riverside has implemented CAP Update Screening Tables (Screening Tables) to aid in measuring the reduction of GHG emissions attributable to certain design and construction measures incorporated in development projects. To this end, the Screening Tables establish categories of GHG Implementation Measures. Under each Implementation Measure category, mitigation or project design features (collectively "features") are assigned point values that correspond to the minimum GHG emissions reduction that would result from each feature. Projects that yield at least 100 points are considered to be consistent with the GHG emissions reduction quantities anticipated in the County of Riverside's GHG Technical Report and support the GHG emissions reduction targets established under the CAP Update. The potential for such projects to generate direct or indirect GHG emissions that would result in a significant impact on the environment; or conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases would be considered less-than-significant.

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### 3 PROJECT GHG IMPACT

#### 3.1 INTRODUCTION

The Project has been evaluated to determine if it will result in a significant GHG impact. The significance of these potential impacts is described in the following sections.

#### 3.2 STANDARDS OF SIGNIFICANCE

The criteria used to determine the significance of potential Project-related GHG impacts are taken from the Initial Study Checklist in Appendix G of the State CEQA Guidelines (14 California Code of Regulations §§15000, et seq.). Based on these thresholds, a project would result in a significant impact related to GHG if it would (48):

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

The evaluation of an impact under CEQA requires measuring data from a project against both existing conditions and a “threshold of significance.” For establishing significance thresholds, the Office of Planning and Research’s amendments to the CEQA Guidelines Section 15064.7(c) state “[w]hen adopting thresholds of significance, a lead agency may consider thresholds of significance previously adopted or recommended by other public agencies, or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence.”

CEQA Guidelines Section 15064.4(a) further states, “. . . A lead agency shall have discretion to determine, in the context of a particular project, whether to: (1) Use a model or methodology to quantify greenhouse gas emissions resulting from a project, and which model or methodology to use . . . ; or (2) Rely on a qualitative analysis or performance-based standards.”

CEQA Guidelines Section 15064.4 provides that a lead agency should consider the following factors, among others, in assessing the significance of impacts from greenhouse gas emissions:

- **Consideration #1:** The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting.
- **Consideration #2:** Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.
- **Consideration #3:** The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. Such regulations or requirements must be adopted by the relevant public agency through a public review process and must reduce or mitigate the project’s incremental contribution of greenhouse gas emissions. In determining the significance of impacts, the lead agency may consider a project’s consistency with the State’s long-term climate goals or strategies, provided that substantial evidence supports the agency’s analysis of how those goals or strategies



address the project's incremental contribution to climate change and its conclusion that the project's incremental contribution is not cumulatively considerable.

### **3.2.1 DISCUSSION ON ESTABLISHMENT OF SIGNIFICANCE THRESHOLDS**

As noted above in Section 2.7.5, the County of Riverside CAP Update provides a menu of options for energy efficiency, renewable energy, water conservation measures, and additional measures that provide predictable GHG reductions. Each option within the screening tables includes point values based upon the GHG reduction that each measure can achieve relative to a development project. Projects that achieve at least 100 points from the screening tables are determined to have provided a fair-share contribution of GHG reductions and, therefore, are considered consistent with the County of Riverside CAP Update. Because the County of Riverside CAP Update addresses GHG emissions reductions and is consistent with the requirements of AB 32, SB 32, and international efforts to reduce GHG emissions, Projects that comply with the CAP Update would have a less than significant GHG impact.

## **3.3 MODELS EMPLOYED TO ANALYZE GHGS**

### **3.3.1 CALIFORNIA EMISSIONS ESTIMATOR MODEL (CALEEMod)**

In May 2023 the California Air Pollution Control Officers Association (CAPCOA) in conjunction with other California air districts, including SCAQMD, released the latest version of CalEEMod Version 2022.1.1.12. The purpose of this model is to calculate construction-source and operational-source criteria pollutants and GHG emissions from direct and indirect sources; and quantify applicable air quality and GHG reductions achieved from mitigation measures (49). Accordingly, the latest version of CalEEMod has been used for this Project to determine GHG emissions. Output from the model runs for construction and operational activity are provided in Appendices 3.1 through 3.3. CalEEMod includes GHG emissions from the following source categories: construction, area, energy, mobile, waste, water, refrigerants, stationary, on-site cargo equipment and TRUs.

## **3.4 LIFE-CYCLE ANALYSIS NOT REQUIRED**

A full life-cycle analysis (LCA) for construction and operational activity is not included in this analysis due to the lack of consensus guidance on LCA methodology at this time (50). Life-cycle analysis (i.e., assessing economy-wide GHG emissions from the processes in manufacturing and transporting all raw materials used in the Project development, infrastructure, and on-going operations) depends on emission factors or econometric factors that are not well established for all processes. At this time, a LCA would be extremely speculative and thus has not been prepared.

Additionally, the SCAQMD recommends analyzing direct and indirect project GHG emissions generated within California and not life-cycle emissions because the life-cycle effects from a project could occur outside of California, might not be very well understood, or documented, and would be challenging to mitigate (51). Additionally, the science to calculate life cycle emissions is not yet established or well defined; therefore, SCAQMD has not recommended, and is not requiring, life-cycle emissions analysis.

### 3.5 CONSTRUCTION EMISSIONS

Project construction activities would generate CO<sub>2</sub> and CH<sub>4</sub> emissions. The *Calajalco Commerce Center (PPT220050) Air Quality Impact Analysis* (AQIA) report contains detailed information regarding Project construction activities (52). As discussed in the AQIA, construction related emissions are expected from the following construction activities:

- Demolition
- Site Preparation
- Grading
- Crushing/Blasting
- Building Construction/Park Development
- Paving
- Architectural Coating

#### 3.5.1 CONSTRUCTION DURATION

For purposes of analysis, construction of Project is expected to commence in September 2024 and would last through December 2025. The construction schedule utilized in the analysis, shown in Table 3-1, represents a “worst-case” analysis scenario should construction occur any time after the respective dates since emission factors for construction decrease as time passes and the analysis year increases due to emission regulations becoming more stringent<sup>4</sup>. The duration of construction activity and associated equipment represents a reasonable approximation of the expected construction fleet as required per *CEQA Guidelines* (48).

**TABLE 3-1: CONSTRUCTION DURATION**

Construction Activity	Start Date	End Date	Working Days
Demolition	9/2/2024	11/15/2024	55
Site Preparation	11/18/2024	12/17/2024	22
Grading	12/18/2024	3/14/2025	63
Building Construction	3/17/2025	12/12/2025	195
Paving	10/2/2025	10/22/2025	15
Architectural Coating	8/11/2025	12/12/2025	90

#### 3.5.2 CONSTRUCTION EQUIPMENT

Consistent with industry standards and typical construction practices, each piece of equipment listed in Table 3-2 would operate up to a total of eight (8) hours per day, or more than two-thirds of the period during which construction activities are allowed pursuant to the County Code. In accordance with the County of Riverside Good Neighbor Policy for Logistics and

<sup>4</sup> As shown in the CalEEMod User’s Guide Version 2022.1, Section 4.3 “Off-Road Equipment” as the analysis year increases, emission factors for the same equipment pieces decrease due to the natural turnover of older equipment being replaced by newer less polluting equipment and new regulatory requirements.

Warehouse/Distribution uses, it was assumed that equipment rated 50 or less horsepower would meet at least CARB Tier 3 emissions standards, and equipment rated more than 50 horsepower would meet at least CARB Tier 4 Interim emissions standards.

**TABLE 3-2: CONSTRUCTION EQUIPMENT ASSUMPTIONS**

Construction Activity	Equipment	Amount	Hours Per Day
Demolition	Concrete/Industrial Saws	1	8
	Excavators	3	8
	Rubber Tired Dozers	2	8
Site Preparation	Rubber Tired Dozers	3	8
	Crawler Tractors	4	8
Grading	Excavators	2	8
	Graders	2	8
	Rubber Tired Dozers	2	8
	Scrapers	5	8
	Crawler Tractors	3	8
	Generator Sets	1	8
	Bore/Drill Rigs	1	8
	Crushing/Proc. Equipment	1	8
Building Construction	Cranes	1	8
	Forklifts	4	8
	Generator Sets	3	8
	Tractors/Loaders/Backhoes	3	8
	Welders	3	8
Paving	Pavers	2	8
	Paving Equipment	2	8
	Rollers	2	8
Architectural Coating	Air Compressors	2	8

### 3.5.3 CONSTRUCTION EMISSIONS SUMMARY

For construction phase Project emissions, GHGs are quantified and amortized over the life of the Project. To amortize the emissions over the life of the Project, the SCAQMD recommends calculating the total GHG emissions for the construction activities, dividing it by a 30-year Project life then adding that number to the annual operational phase GHG emissions (53). As such, construction emissions were amortized over a 30-year period and added to the annual operational phase GHG emissions. The amortized construction emissions are presented in Table 3-3.

**TABLE 3-3: AMORTIZED ANNUAL CONSTRUCTION EMISSIONS**

Year	Emissions (MT/yr)				
	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	Refrigerants	Total CO <sub>2</sub> e <sup>5</sup>
2024	326.12	0.01	0.02	0.13	332.24
2025	1,843.47	0.07	0.12	1.58	1,882.49
Total GHG Emissions	<b>2,169.59</b>	<b>0.08</b>	<b>0.14</b>	<b>1.70</b>	<b>2,214.72</b>
<b>Amortized Construction Emissions</b>	72.32	0.00	0.00	0.06	73.82

Source: CalEEMod annual construction-source emissions are presented in Appendix 3.1.

### 3.6 OPERATIONAL EMISSIONS

Operational activities associated with the Project would result in emissions of CO<sub>2</sub>, CH<sub>4</sub>, N<sub>2</sub>O and R from the following primary sources:

- Area Source Emissions
- Energy Source Emissions
- Mobile Source Emissions
- On-Site Cargo Handling Equipment Emissions
- Transportation Refrigeration Units (TRU) Emissions
- Water Supply, Treatment, and Distribution
- Solid Waste
- Refrigerants
- Stationary Emissions

#### 3.6.1 AREA SOURCE EMISSIONS

##### LANDSCAPE MAINTENANCE EQUIPMENT

Landscape maintenance equipment would generate emissions from fuel combustion and evaporation of unburned fuel. Equipment in this category would include lawnmowers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain the landscaping of the Project. It should be noted that as October 9, 2021, Governor Gavin Newsom signed AB 1346. The bill aims to ban the sale of new gasoline-powered equipment under 25 gross horsepower (known as small off-road engines [SOREs]) by 2024. For purposes of analysis, the emissions associated with landscape maintenance equipment were calculated based on assumptions provided in CalEEMod.

#### 3.6.2 ENERGY SOURCE EMISSIONS

##### COMBUSTION EMISSIONS ASSOCIATED WITH NATURAL GAS AND ELECTRICITY

<sup>5</sup> CalEEMod reports the most common GHGs emitted which include CO<sub>2</sub>, CH<sub>4</sub>, N<sub>2</sub>O and R. These GHGs are then converted into the CO<sub>2</sub>e by multiplying the individual GHG by the GWP.

GHGs are emitted from buildings as a result of activities for which electricity and natural gas are typically used as energy sources. Combustion of any type of fuel emits CO<sub>2</sub> and other GHGs directly into the atmosphere; these emissions are considered direct emissions associated with a building; the building energy use emissions do not include street lighting<sup>6</sup>. Based on information provided by the Project applicant, the site is also not expected to utilize natural gas for the building envelope, and therefore would not generate any emissions from direct energy consumption. GHGs are also emitted during the generation of electricity from fossil fuels; these emissions are considered to be indirect emissions. Electricity usage associated with the Project was calculated based on client provided data and includes 20% of the building user's electric power from on-site renewable sources.

### 3.6.3 MOBILE SOURCE EMISSIONS

The Project related GHG emissions derive primarily from vehicle trips generated by the Project, including employee trips to and from the site and truck trips associated with the proposed uses. Trip characteristics available from the *Cajalco Commerce Center (PPT220050) Traffic Analysis* were utilized in this analysis (54).

#### APPROACH FOR ANALYSIS OF THE PROJECT

In order to determine emissions from passenger car vehicles, CalEEMod defaults for trip length and trip purpose were utilized. Default vehicle trip lengths for primary trips will be populated using data from the local metropolitan planning organizations/Regional Transportation Planning Agencies (MPO/RTPA). Trip type percentages and trip lengths provided by MPO/RTPAs truncate data at their demonstrative borders. This analysis assumes that passenger cars include Light-Duty-Auto vehicles (LDA), Light-Duty-Trucks (LDT1<sup>7</sup> & LDT2<sup>8</sup>), Medium-Duty-Vehicles (MDV), and Motorcycles (MCY) vehicle types. In order to account for emissions generated by passenger cars, the fleet mix in Table 3-4 was utilized.

**TABLE 3-4: PASSENGER CAR FLEET MIX**

Land Use	% Vehicle Type				
	LDA	LDT1	LDT2	MDV	MCY
High-Cube Fulfillment Center	53.90%	4.13%	22.26%	17.20%	2.51%
High-Cube Cold Storage					

Note: The Project-specific passenger car fleet mix used in this analysis is based on a proportional split utilizing the default CalEEMod percentages assigned to LDA, LDT1, LDT2, and MDV vehicle types.

To determine emissions from trucks for the proposed industrial uses, the analysis incorporated the SCAQMD recommended truck trip length of 15.3 miles for 2-axle (LHDT1, LHDT2), 14.2 miles

<sup>6</sup> The CalEEMod emissions inventory model does not include indirect emission related to street lighting. Indirect emissions related to street lighting are expected to be negligible and cannot be accurately quantified at this time as there is insufficient information as to the number and type of street lighting that would occur.

<sup>7</sup> Vehicles under the LDT1 category have a gross vehicle weight rating (GVWR) of less than 6,000 lbs. and equivalent test weight (ETW) of less than or equal to 3,750 lbs.

<sup>8</sup> Vehicles under the LDT2 category have a GVWR of less than 6,000 lbs. and ETW between 3,751 lbs. and 5,750 lbs.

for 3-axle (MHDT) trucks, and 39.9 miles for 4+-axle (HHDT) trucks and weighting the average trip lengths using traffic trip percentages. The trip length function for the proposed industrial building use has been calculated to 35.88 miles for high-cube fulfillment center and 28.56 miles for high-cube cold storage and an assumption of 100% primary trips. This trip length assumption is higher than the CalEEMod defaults for trucks. In order to be consistent with the *Cajalco Commerce Center (PPT220050) Traffic Analysis*, trucks are broken down by truck type. The truck fleet mix is estimated by rationing the trip rates for each truck type based on information provided by the SCAQMD recommended truck mix, by axle type. Heavy trucks are broken down by truck type (or axle type) and are categorized as either Light-Heavy-Duty Trucks (LHDT1<sup>9</sup> & LHDT2<sup>10</sup>)/2-axle, Medium-Heavy-Duty Trucks (MHDT)/3-axle, and Heavy-Heavy-Duty Trucks (HHDT)/4+-axle. To account for emissions generated by trucks, the fleet mix in Table 3-5 was utilized.

TABLE 3-5: TRUCK FLEET MIX

Land Use	% Vehicle Type			
	LHDT1	LHDT2	MHDT	HHDT
High-Cube Fulfillment Center	5.52%	1.57%	8.95%	83.95%
High-Cube Cold Storage	27.30%	7.78%	10.53%	54.39%

Note: Project-specific truck fleet mix is based on the number of trips generated by each truck type (LHDT1, LHDT2, MHDT, and HHDT) relative to the total number of truck trips.

### 3.6.4 ON-SITE CARGO HANDLING EQUIPMENT EMISSIONS

It is common for industrial buildings to require the operation of exterior cargo handling equipment in the building's truck court areas. For this particular Project, on-site modeled operational equipment includes up to five (5) 175 horsepower (hp), natural gas-powered cargo handling equipment – port tractor operating at 4 hours a day<sup>11</sup> for 365 days of the year.

### 3.6.5 TRU EMISSIONS

In order to account for the possibility of refrigerated uses, trucks associated with the cold-storage land use are assumed to also have TRUs. For modeling purposes, 57 two-way truck trips during have been estimated to include TRUs (e.g., all truck trips that would be associated with up to 150,526-sf of high-cube cold storage use, as summarized in the *Cajalco Commerce Center Traffic Analysis (PPT220050)* (54). TRUs are accounted for during on-site and off-site travel. The TRU calculations are based on EMISSIONS FACTOR Model version 2021 (EMFAC2021), developed by the CARB. EMFAC2021 does not provide emission rates per hour or mile as with the on-road emission model and only provides emission inventories. Emission results are produced in tons per day while all activity, fuel consumption and horsepower hours were reported at annual levels. The emission inventory is based on specific assumptions including the average horsepower rating of

<sup>9</sup> Vehicles under the LHDT1 category have a GVWR of 8,501 to 10,000 lbs.

<sup>10</sup> Vehicles under the LHDT2 category have a GVWR of 10,001 to 14,000 lbs.

<sup>11</sup> Based on Table II-3, Port and Rail Cargo Handling Equipment Demographics by Type, from CARB's Technology Assessment: Mobile Cargo Handling Equipment document, a single piece of equipment could operate up to 2 hours per day (Total Average Annual Activity divided by Total Number Pieces of Equipment). As such, the analysis conservatively assumes that the tractor/loader/backhoe would operate up to 4 hours per day.

specific types of equipment and the hours of operation annually. These assumptions are not always consistent with assumptions used in the modeling of project level emissions. Therefore, the emissions inventory was converted into emission rates to accurately calculate emissions from TRU operation associated with project level details. This was accomplished by converting the annual horsepower hours to daily operational characteristics and converting the daily emission levels into hourly emission rates based on the total emission of each criteria pollutant by equipment type and the average daily hours of operations.

### **3.6.6 WATER SUPPLY, TREATMENT AND DISTRIBUTION**

Indirect GHG emissions result from the production of electricity used to convey, treat, and distribute water and wastewater. The amount of electricity required to convey, treat, and distribute water depends on the volume of water as well as the sources of the water. Unless otherwise noted, CalEEMod default parameters were used.

### **3.6.7 SOLID WASTE**

Industrial land uses would result in the generation and disposal of solid waste. A percentage of this waste would be diverted from landfills by a variety of means, such as reducing the amount of waste generated, recycling, and/or composting. The remainder of the waste not diverted would be disposed of at a landfill. GHG emissions from landfills are associated with the anaerobic breakdown of material. GHG emissions associated with the disposal of solid waste associated with the proposed Project were calculated by CalEEMod using default parameters.

### **3.6.8 REFRIGERANTS**

Air conditioning (A/C) and refrigeration equipment associated with the buildings are anticipated to generate GHG emissions. CalEEMod automatically generates a default A/C and refrigeration equipment inventory for each project land use subtype based on industry data from the USEPA (2016b). CalEEMod quantifies refrigerant emissions from leaks during regular operation and routine servicing over the equipment lifetime and then derives average annual emissions from the lifetime estimate. Note that CalEEMod does not quantify emissions from the disposal of refrigeration and A/C equipment at the end of its lifetime. Per 17 CCR 95371, new facilities with refrigeration equipment containing more than 50 pounds of refrigerant are prohibited from utilizing refrigerants with a GWP of 150 or greater as of January 1, 2022. GHG emissions associated with refrigerants were calculated by CalEEMod using default parameters.

### **3.6.9 EMISSIONS SUMMARY**

The estimated Project-related GHG emissions are summarized on Table 3-6. Detailed operation model outputs for the Project are presented in Appendix 3.2. As shown in Table 3-6, construction and operation of the Project would generate approximately 12,477.78 MTCO<sub>2</sub>e/yr.

TABLE 3-6: PROJECT GHG EMISSIONS

Emission Source	Emissions (MT/yr)				
	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	Refrigerants	Total CO <sub>2</sub> e
Annual construction-related emissions amortized over 30 years	72.32	2.55E-03	4.64E-03	5.67E-02	73.82
Mobile Source	9,619.60	0.24	0.98	12.48	9,931.42
Area Source	20.35	0.00	0.00	0.00	20.43
Energy Source	506.46	0.05	0.01	0.00	509.42
Water Usage	325.53	7.57	0.18	0.00	569.18
Waste	84.27	8.42	0.00	0.00	294.83
Refrigerants	0.00	0.00	0.00	25.40	25.40
Stationary Source	4.53	0.00	0.00	0.00	4.55
On-Site Equipment Source					811.90
TRUs Source					236.83
<b>Total CO<sub>2</sub>e (All Sources)</b>	<b>12,477.78</b>				

Source: CalEEMod output, See Appendix 3.1 for detailed model outputs.

### 3.7 GHG EMISSIONS FINDINGS AND RECOMMENDATIONS

#### 3.7.1 GHG IMPACT 1

***Potential to generate direct or indirect GHG emissions that would result in a significant impact on the environment.***

The purpose of the CAP Update is to provide guidance on how to analyze GHG emissions and determine significance during the CEQA review of proposed development projects within the County. To address the state's requirement to reduce GHG emissions, the County prepared its CAP Update with the goal of reducing GHG emissions within the County by 49% below "existing" 2008 levels by the year 2030. The County's target is consistent with the AB 32 target and ensures that the County will be providing GHG reductions locally that will complement state efforts to reduce GHG emissions. The County's target is also consistent with the SB 32 target that expands on AB 32 to reduce GHG emissions to 40% below the 1990 levels by 2030. Because the County's CAP Update addresses GHG emissions reductions and is consistent with the requirements of AB 32, SB 32, and international efforts to reduce GHG emissions, compliance with the CAP Update fulfills the description of mitigation found in the State CEQA Guidelines.

The CAP identifies a two-step approach in evaluating GHG emissions. First, a screening threshold of 3,000 MTCO<sub>2</sub>e/yr is used to determine if additional analysis is required. Projects that exceed the 3,000 MTCO<sub>2</sub>e/yr will be required to demonstrate and achieve a 25% reduction minimum of GHG emissions from a 2011-year level of efficiency compared to the mitigated Project buildout year or demonstrate at least 100 points (equivalent to an approximate 15% reduction in GHG emissions) through the CAP Screening Tables.



As shown on Table 3-6, the Project will result in approximately 12,477.78 MTCO<sub>2</sub>e/yr; the proposed Project would exceed the County's screening threshold of 3,000 MTCO<sub>2</sub>e/yr. Thus, the Project would have the potential to result in a cumulatively considerable impact with respect to GHG emissions. As previously stated, since the Project exceeds the 3,000 MTCO<sub>2</sub>e/yr threshold, the Project is required to demonstrate compliance with the County's CAP Screening Tables and achieve a minimum 100 points as identified in the CAP. Mitigation Measure GHG-1 is summarized as follows:

#### **MM GHG-1**

Pursuant to MM GHG-1, the Project final plans and designs would conform to provisions of the CAP Update through implementation of the Screening Table Measures.

The Project shall implement Screening Table Measures providing for a minimum 100 points per the County Screening Tables. The Project would be consistent with the CAP Update's requirement to achieve at least 100 points and thus the Project is considered to have a less than significant individual and cumulatively considerable impact on GHG emissions. The County shall verify incorporation of the identified Screening Table Measures within the Project plans and site designs prior to the issuance of building permit(s) and/or site plans (as applicable). The County shall verify implementation of the identified Screening Table Measures prior to the issuance of Certificate(s) of Occupancy. Appendix 3.4 includes the CAP Update Checklist.

#### **3.7.2 GHG IMPACT 2**

##### ***Would the Project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs?***

As previously stated, pursuant to 15604.4 of the *CEQA Guidelines*, a lead agency may rely on qualitative analysis or performance-based standards to determine the significance of impacts from GHG emissions (46). As such, the Project's consistency with the 2022 Scoping Plan, is discussed below. It should be noted that the Project's consistency with the 2022 Scoping Plan also satisfies consistency with AB 32 since the 2022 Scoping Plan is based on the overall targets established by AB 32 and SB 32. Consistency with the 2008 and 2017 Scoping Plan is not necessary, since both of these plans have been superseded by the 2022 Scoping Plan. For reasons outlined herein, the proposed Project would result in a less than significant impact with respect to GHG emissions for GHG Impact #2.

#### **2022 SCOPING PLAN CONSISTENCY**

The Project would not impede the State's progress towards carbon neutrality by 2045 under the 2022 Scoping Plan. The Project would be required to comply with applicable current and future regulatory requirements promulgated through the 2022 Scoping Plan. Some of the current transportation sector policies the Project will comply with (through vehicle manufacturer compliance) include: Advanced Clean Cars II, Advanced Clean Trucks, Advanced Clean Fleets, Zero Emission Forklifts, the Off-Road Zero-Emission Targeted Manufacturer rule, Clean Off-Road Fleet Recognition Program, In-use Off-Road Diesel-Fueled Fleets Regulation, Off-Road Zero-Emission Targeted Manufacturer rule, Clean Off-Road Fleet Recognition Program, Amendments to the In-

use Off-Road Diesel-Fueled Fleets Regulation, carbon pricing through the Cap-and-Trade Program, and the Low Carbon Fuel Standard. Further, the Project will implement MM GHG-1 which will also reduce GHG emissions. Additionally, the Project includes design features related to water and solid conservation that will further reduce Project GHG emissions. As such, the Project would be consistent with the 2022 Scoping Plan. Lastly, the Project would be required to comply with applicable elements outlined in the County's CAP. As such, the Project would be consistent with the 2022 Scoping Plan.

#### **COUNTY OF RIVERSIDE CAP CONSISTENCY**

The purpose of the County of Riverside CAP Update is to provide guidance on how to analyze GHG emissions and determine significance during the CEQA review of proposed development projects within the County. Because the County of Riverside CAP Update addresses GHG emissions reductions and is consistent with the requirements of AB 32, SB 32, and international efforts to reduce GHG emissions, compliance with the CAP Update fulfills the description of mitigation found in the State CEQA Guidelines.

Pursuant to MM GHG-1, the Project will implement Screening Table Measures providing for a minimum 100 points per the County Screening Tables. Since MM GHG-1 yields a minimum of 100 points, with incorporation of MM GHG-1, the Project would be consistent with the CAP Update. By achieving the 100-point minimum, the Project would be consistent with the GHG Development Review Process' requirement to achieve at least 100 points and thus the Project is considered to have a less than significant individual and cumulatively considerable impact on GHG emissions. Appendix 3.3 includes the CAP Update Checklist detailing the measures anticipated to be implemented by the proposed Project.

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## 5 CERTIFICATIONS

The contents of this GHG study report represent an accurate depiction of the GHG impacts associated with the proposed Cajalco Commerce Center Project. The information contained in this GHG report is based on the best available data at the time of preparation. If you have any questions, please contact me directly at [hqureshi@urbanxroads.com](mailto:hqureshi@urbanxroads.com).

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Master of Science in Environmental Studies  
California State University, Fullerton • May 2010

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University of California, Irvine • June, 2006

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AEP – Association of Environmental Planners  
AWMA – Air and Waste Management Association  
ASTM – American Society for Testing and Materials

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Planned Communities and Urban Infill – Urban Land Institute • June 2011  
Indoor Air Quality and Industrial Hygiene – EMSL Analytical • April 2008  
Principles of Ambient Air Monitoring – California Air Resources Board • August 2007  
AB2588 Regulatory Standards – Trinity Consultants • November 2006  
Air Dispersion Modeling – Lakes Environmental • June 2006



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## **APPENDIX 3.1:**

### **CALEEMOD PROJECT CONSTRUCTION EMISSIONS MODEL OUTPUTS**

# 15091 - MVCC (Construction) Detailed Report

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# 1. Basic Project Information

## 1.1. Basic Project Information

Data Field	Value
Project Name	15091 - MVCC (Construction)
Construction Start Date	9/2/2024
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.50
Precipitation (days)	9.00
Location	33.836642, -117.262866
County	Riverside-South Coast
City	Unincorporated
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	5578
EDFZ	11
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas
App Version	2022.1.1.20

## 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
Unrefrigerated Warehouse-No Rail	853	1000sqft	19.6	852,984	290,915	—	—	High-Cube Fulfillment

Refrigerated Warehouse-No Rail	151	1000sqft	3.46	150,526	0.00	—	—	High-Cube Cold Storage
City Park	13.3	Acre	13.3	0.00	0.00	0.00	—	Park
Parking Lot	606	Space	3.79	0.00	0.00	—	—	—
Other Asphalt Surfaces	24.8	Acre	24.8	0.00	0.00	—	—	—

### 1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

## 2. Emissions Summary

### 2.1. Construction Emissions Compared Against Thresholds

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

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	3.57	57.4	21.8	62.4	0.06	0.57	7.42	8.00	0.54	1.77	2.31	—	13,796	13,796	0.51	0.72	34.4	14,059
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	3.60	62.6	61.0	88.0	0.24	0.73	9.96	10.7	0.69	3.20	3.89	—	30,886	30,886	0.92	2.55	0.91	31,670
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.97	15.4	20.0	39.9	0.07	0.36	5.06	5.42	0.34	1.33	1.67	—	11,135	11,135	0.40	0.73	9.52	11,370
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.36	2.80	3.64	7.28	0.01	0.07	0.92	0.99	0.06	0.24	0.30	—	1,843	1,843	0.07	0.12	1.58	1,882



## 2.2. Construction Emissions by Year, Unmitigated

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

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.71	0.68	13.7	19.9	0.04	0.40	1.39	1.78	0.37	0.28	0.65	—	5,123	5,123	0.18	0.26	4.58	5,211
2025	3.57	57.4	21.8	62.4	0.06	0.57	7.42	8.00	0.54	1.77	2.31	—	13,796	13,796	0.51	0.72	34.4	14,059
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	2.73	2.34	61.0	88.0	0.24	0.70	9.96	10.7	0.69	3.20	3.89	—	30,886	30,886	0.92	2.55	0.90	31,670
2025	3.60	62.6	60.4	87.7	0.24	0.73	9.96	10.7	0.69	3.20	3.89	—	30,635	30,635	0.92	2.46	0.91	31,392
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.23	0.21	4.68	7.16	0.02	0.09	0.84	0.93	0.08	0.30	0.38	—	1,970	1,970	0.07	0.12	0.76	2,007
2025	1.97	15.4	20.0	39.9	0.07	0.36	5.06	5.42	0.34	1.33	1.67	—	11,135	11,135	0.40	0.73	9.52	11,370
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.04	0.04	0.85	1.31	< 0.005	0.02	0.15	0.17	0.01	0.05	0.07	—	326	326	0.01	0.02	0.13	332
2025	0.36	2.80	3.64	7.28	0.01	0.07	0.92	0.99	0.06	0.24	0.30	—	1,843	1,843	0.07	0.12	1.58	1,882

## 3. Construction Emissions Details

### 3.1. Demolition (2024) - Unmitigated

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

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

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.56	0.56	12.0	18.2	0.03	0.37	—	0.37	0.35	—	0.35	—	3,425	3,425	0.14	0.03	—	3,437
Demolition	—	—	—	—	—	—	0.79	0.79	—	0.12	0.12	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.56	0.56	12.0	18.2	0.03	0.37	—	0.37	0.35	—	0.35	—	3,425	3,425	0.14	0.03	—	3,437
Demolition	—	—	—	—	—	—	0.79	0.79	—	0.12	0.12	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	0.08	1.81	2.74	< 0.005	0.06	—	0.06	0.05	—	0.05	—	516	516	0.02	< 0.005	—	518
Demolition	—	—	—	—	—	—	0.12	0.12	—	0.02	0.02	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.33	0.50	< 0.005	0.01	—	0.01	0.01	—	0.01	—	85.5	85.5	< 0.005	< 0.005	—	85.7
Demolition	—	—	—	—	—	—	0.02	0.02	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.08	0.07	1.25	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	216	216	0.01	0.01	0.86	219
Vendor	0.04	0.02	0.95	0.30	0.01	0.01	0.23	0.24	0.01	0.06	0.08	—	838	838	0.02	0.13	2.36	879
Hauling	0.03	0.01	0.73	0.18	< 0.005	0.01	0.17	0.18	0.01	0.05	0.06	—	643	643	0.01	0.10	1.36	676
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.09	0.95	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	198	198	0.01	0.01	0.02	201
Vendor	0.04	0.02	0.99	0.30	0.01	0.01	0.23	0.24	0.01	0.06	0.08	—	839	839	0.02	0.13	0.06	877
Hauling	0.03	0.01	0.76	0.18	< 0.005	0.01	0.17	0.18	0.01	0.05	0.06	—	643	643	0.01	0.10	0.04	675
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.15	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	30.3	30.3	< 0.005	< 0.005	0.06	30.7
Vendor	0.01	< 0.005	0.15	0.05	< 0.005	< 0.005	0.03	0.04	< 0.005	0.01	0.01	—	126	126	< 0.005	0.02	0.15	132
Hauling	< 0.005	< 0.005	0.11	0.03	< 0.005	< 0.005	0.02	0.03	< 0.005	0.01	0.01	—	96.9	96.9	< 0.005	0.02	0.09	102
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	5.01	5.01	< 0.005	< 0.005	0.01	5.08
Vendor	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	20.9	20.9	< 0.005	< 0.005	0.03	21.9
Hauling	< 0.005	< 0.005	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	16.0	16.0	< 0.005	< 0.005	0.01	16.8

### 3.3. Site Preparation (2024) - Unmitigated

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

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

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.64	0.64	14.7	28.3	0.05	0.10	—	0.10	0.10	—	0.10	—	5,293	5,293	0.21	0.04	—	5,311
Dust From Material Movement	—	—	—	—	—	—	5.66	5.66	—	2.69	2.69	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.04	0.89	1.71	< 0.005	0.01	—	0.01	0.01	—	0.01	—	319	319	0.01	< 0.005	—	320
Dust From Material Movement	—	—	—	—	—	—	0.34	0.34	—	0.16	0.16	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.16	0.31	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	52.8	52.8	< 0.005	< 0.005	—	53.0
Dust From Material Movement	—	—	—	—	—	—	0.06	0.06	—	0.03	0.03	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.08	0.10	1.10	0.00	0.00	0.23	0.23	0.00	0.05	0.05	—	231	231	0.01	0.01	0.03	234
Vendor	0.01	0.01	0.41	0.12	< 0.005	< 0.005	0.09	0.10	< 0.005	0.03	0.03	—	342	342	0.01	0.05	0.02	357
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.07	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	14.1	14.1	< 0.005	< 0.005	0.03	14.3
Vendor	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	20.6	20.6	< 0.005	< 0.005	0.02	21.5
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.34	2.34	< 0.005	< 0.005	< 0.005	2.37
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.41	3.41	< 0.005	< 0.005	< 0.005	3.57
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

### 3.5. Grading (2024) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.90	1.90	43.1	81.1	0.14	0.42	—	0.42	0.41	—	0.41	—	15,346	15,346	0.62	0.12	—	15,398

Dust From Material Movement	—	—	—	—	—	—	5.52	5.52	—	1.98	1.98	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.05	1.18	2.22	< 0.005	0.01	—	0.01	0.01	—	0.01	—	420	420	0.02	< 0.005	—	422
Dust From Material Movement	—	—	—	—	—	—	0.15	0.15	—	0.05	0.05	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.22	0.41	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	69.6	69.6	< 0.005	< 0.005	—	69.8
Dust From Material Movement	—	—	—	—	—	—	0.03	0.03	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.23	0.20	0.24	2.68	0.00	0.00	0.56	0.56	0.00	0.13	0.13	—	562	562	0.03	0.02	0.06	569
Vendor	0.04	0.03	1.14	0.35	0.01	0.01	0.27	0.28	0.01	0.07	0.09	—	963	963	0.02	0.14	0.07	1,007
Hauling	0.56	0.21	16.5	3.88	0.09	0.26	3.62	3.88	0.26	1.02	1.28	—	14,015	14,015	0.25	2.26	0.77	14,695

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.08	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	15.6	15.6	< 0.005	< 0.005	0.03	15.8
Vendor	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	26.4	26.4	< 0.005	< 0.005	0.03	27.6
Hauling	0.02	0.01	0.45	0.11	< 0.005	0.01	0.10	0.11	0.01	0.03	0.03	—	384	384	0.01	0.06	0.35	403
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.58	2.58	< 0.005	< 0.005	< 0.005	2.62
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	4.37	4.37	< 0.005	< 0.005	0.01	4.57
Hauling	< 0.005	< 0.005	0.08	0.02	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	63.6	63.6	< 0.005	0.01	0.06	66.7

### 3.7. Grading (2025) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.90	1.90	43.1	81.1	0.14	0.42	—	0.42	0.41	—	0.41	—	15,345	15,345	0.62	0.12	—	15,398
Dust From Material Movement	—	—	—	—	—	—	5.52	5.52	—	1.98	1.98	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.27	0.27	6.16	11.6	0.02	0.06	—	0.06	0.06	—	0.06	—	2,192	2,192	0.09	0.02	—	2,200

Dust From Material Movement:	—	—	—	—	—	—	0.79	0.79	—	0.28	0.28	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.05	1.12	2.11	< 0.005	0.01	—	0.01	0.01	—	0.01	—	363	363	0.01	< 0.005	—	364
Dust From Material Movement:	—	—	—	—	—	—	0.14	0.14	—	0.05	0.05	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.20	0.18	0.21	2.48	0.00	0.00	0.56	0.56	0.00	0.13	0.13	—	551	551	0.03	0.02	0.06	558
Vendor	0.04	0.02	1.09	0.33	0.01	0.01	0.27	0.28	0.01	0.07	0.09	—	949	949	0.02	0.14	0.07	993
Hauling	0.56	0.21	16.0	3.80	0.09	0.26	3.62	3.88	0.26	1.02	1.28	—	13,790	13,790	0.26	2.17	0.76	14,444
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.03	0.37	0.00	0.00	0.08	0.08	0.00	0.02	0.02	—	79.7	79.7	< 0.005	< 0.005	0.14	80.8
Vendor	0.01	< 0.005	0.16	0.05	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	—	136	136	< 0.005	0.02	0.17	142
Hauling	0.08	0.03	2.31	0.54	0.01	0.04	0.51	0.55	0.04	0.14	0.18	—	1,969	1,969	0.04	0.31	1.80	2,064
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	< 0.005	0.01	0.07	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	13.2	13.2	< 0.005	< 0.005	0.02	13.4
Vendor	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	22.4	22.4	< 0.005	< 0.005	0.03	23.5



Hauling	0.01	0.01	0.42	0.10	< 0.005	0.01	0.09	0.10	0.01	0.03	0.03	—	326	326	0.01	0.05	0.30	342
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### 3.9. Building Construction (2025) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.58	0.58	13.5	19.7	0.04	0.35	—	0.35	0.33	—	0.33	—	3,405	3,405	0.14	0.03	—	3,417
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.58	0.58	13.5	19.7	0.04	0.35	—	0.35	0.33	—	0.33	—	3,405	3,405	0.14	0.03	—	3,417
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.31	0.31	7.22	10.5	0.02	0.19	—	0.19	0.18	—	0.18	—	1,819	1,819	0.07	0.01	—	1,826
Onsite truck	0.00	0.00	0.00	0.00	0.00	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	0.06	0.06	1.32	1.92	< 0.005	0.03	—	0.03	0.03	—	0.03	—	301	301	0.01	< 0.005	—	302
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.27	1.89	1.84	32.5	0.00	0.00	5.51	5.51	0.00	1.29	1.29	—	5,940	5,940	0.25	0.21	21.8	6,030
Vendor	0.13	0.06	3.19	0.99	0.02	0.04	0.81	0.86	0.04	0.22	0.27	—	2,906	2,906	0.06	0.44	8.25	3,048
Hauling	0.00	0.00	0.00	0.00	0.00	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	1.99	1.77	2.03	24.6	0.00	0.00	5.51	5.51	0.00	1.29	1.29	—	5,461	5,461	0.26	0.21	0.57	5,530
Vendor	0.13	0.06	3.34	1.02	0.02	0.04	0.81	0.86	0.04	0.22	0.27	—	2,908	2,908	0.06	0.44	0.21	3,042
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.05	0.94	1.18	13.9	0.00	0.00	2.93	2.93	0.00	0.69	0.69	—	2,955	2,955	0.14	0.11	5.03	2,996
Vendor	0.07	0.03	1.78	0.54	0.01	0.02	0.43	0.45	0.02	0.12	0.14	—	1,553	1,553	0.03	0.24	1.91	1,626
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.19	0.17	0.22	2.53	0.00	0.00	0.53	0.53	0.00	0.13	0.13	—	489	489	0.02	0.02	0.83	496
Vendor	0.01	0.01	0.33	0.10	< 0.005	< 0.005	0.08	0.08	< 0.005	0.02	0.03	—	257	257	0.01	0.04	0.32	269
Hauling	0.00	0.00	0.00	0.00	0.00	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. Paving (2025) - Unmitigated

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

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

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.29	0.29	7.24	10.6	0.01	0.16	—	0.16	0.15	—	0.15	—	1,511	1,511	0.06	0.01	—	1,517
Paving	—	4.99	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.30	0.44	< 0.005	0.01	—	0.01	0.01	—	0.01	—	62.1	62.1	< 0.005	< 0.005	—	62.3
Paving	—	0.21	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.05	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	10.3	10.3	< 0.005	< 0.005	—	10.3
Paving	—	0.04	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.07	0.88	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	194	194	0.01	0.01	0.02	197
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	8.09	8.09	< 0.005	< 0.005	0.01	8.20
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.34	1.34	< 0.005	< 0.005	< 0.005	1.36
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

### 3.13. Architectural Coating (2025) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	0.14	2.90	2.57	< 0.005	0.18	—	0.18	0.16	—	0.16	—	356	356	0.01	< 0.005	—	357
Architect ural Coatings	—	54.3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	0.14	2.90	2.57	< 0.005	0.18	—	0.18	0.16	—	0.16	—	356	356	0.01	< 0.005	—	357
Architect ural Coatings	—	54.3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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	0.00	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.72	0.63	< 0.005	0.04	—	0.04	0.04	—	0.04	—	87.8	87.8	< 0.005	< 0.005	—	88.1
Architect ural Coatings	—	13.4	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.13	0.12	< 0.005	0.01	—	0.01	0.01	—	0.01	—	14.5	14.5	< 0.005	< 0.005	—	14.6
Architect ural Coatings	—	2.45	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.45	0.38	0.37	6.51	0.00	0.00	1.10	1.10	0.00	0.26	0.26	—	1,188	1,188	0.05	0.04	4.37	1,206
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.40	0.35	0.41	4.92	0.00	0.00	1.10	1.10	0.00	0.26	0.26	—	1,092	1,092	0.05	0.04	0.11	1,106
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.10	0.09	0.11	1.28	0.00	0.00	0.27	0.27	0.00	0.06	0.06	—	273	273	0.01	0.01	0.46	277

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.23	0.00	0.00	0.05	0.05	0.00	0.01	0.01	—	45.2	45.2	< 0.005	< 0.005	0.08	45.8
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	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

### 4.10. Soil Carbon Accumulation By Vegetation Type

#### 4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

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

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

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

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

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

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

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

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

## 5. Activity Data

### 5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	9/2/2024	11/15/2024	5.00	55.0	70
Site Preparation	Site Preparation	11/18/2024	12/17/2024	5.00	22.0	40
Grading	Grading	12/18/2024	3/14/2025	5.00	63.0	110
Building Construction	Building Construction	3/17/2025	12/12/2025	5.00	195	1110



Paving	Paving	10/2/2025	10/22/2025	5.00	15.0	75
Architectural Coating	Architectural Coating	8/11/2025	12/12/2025	5.00	90.0	75

## 5.2. Off-Road Equipment

### 5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	Diesel	Tier 3	1.00	8.00	33.0	0.73
Demolition	Excavators	Diesel	Tier 3	3.00	8.00	36.0	0.38
Demolition	Rubber Tired Dozers	Diesel	Tier 4 Interim	2.00	8.00	367	0.40
Site Preparation	Rubber Tired Dozers	Diesel	Tier 4 Interim	3.00	8.00	367	0.40
Site Preparation	Crawler Tractors	Diesel	Tier 4 Interim	4.00	8.00	84.0	0.37
Grading	Excavators	Diesel	Tier 3	2.00	8.00	36.0	0.38
Grading	Graders	Diesel	Tier 4 Interim	2.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Tier 4 Interim	2.00	8.00	367	0.40
Grading	Scrapers	Diesel	Tier 4 Interim	5.00	8.00	423	0.48
Grading	Crawler Tractors	Diesel	Tier 4 Interim	3.00	8.00	84.0	0.37
Grading	Generator Sets	Diesel	Tier 3	1.00	8.00	14.0	0.74
Grading	Bore/Drill Rigs	Diesel	Tier 4 Interim	1.00	8.00	155	0.50
Grading	Crushing/Proc. Equipment	Electric	Average	1.00	8.00	12.0	0.85
Building Construction	Cranes	Diesel	Tier 4 Interim	1.00	8.00	367	0.29
Building Construction	Forklifts	Diesel	Tier 4 Interim	4.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Tier 3	3.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Tier 4 Interim	3.00	8.00	84.0	0.37
Building Construction	Welders	Diesel	Tier 3	3.00	8.00	46.0	0.45

Paving	Pavers	Diesel	Tier 4 Interim	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Tier 4 Interim	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Tier 3	2.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Tier 3	2.00	8.00	37.0	0.48

## 5.3. Construction Vehicles

### 5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	15.0	18.5	LDA,LDT1,LDT2
Demolition	Vendor	27.0	10.2	HHDT,MHDT
Demolition	Hauling	9.18	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Site Preparation	—	—	—	—
Site Preparation	Worker	17.5	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	11.0	10.2	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	42.5	18.5	LDA,LDT1,LDT2
Grading	Vendor	31.0	10.2	HHDT,MHDT
Grading	Hauling	200	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	421	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	95.0	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	84.3	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

Non-applicable. No control strategies activated by user.

## 5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	0.00	0.00	1,505,265	501,755	51,292

## 5.6. Dust Mitigation

### 5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (Building Square Footage)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	43,858	—

Site Preparation	—	—	77.0	0.00	—
Grading	—	218,100	252	0.00	—
Paving	0.00	0.00	0.00	0.00	28.6

### 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
Unrefrigerated Warehouse-No Rail	0.00	0%
Refrigerated Warehouse-No Rail	0.00	0%
City Park	0.00	0%
Parking Lot	3.79	100%
Other Asphalt Surfaces	24.8	100%

### 5.8. Construction Electricity Consumption and Emissions Factors

#### kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2024	60.8	532	0.03	< 0.005
2025	60.8	532	0.03	< 0.005

### 5.18. Vegetation

#### 5.18.1. Land Use Change

### 5.18.1.1. Unmitigated

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

#### 5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres
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### 5.18.2. Sequestration

#### 5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)
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## 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	29.1	annual days of extreme heat
Extreme Precipitation	2.10	annual days with precipitation above 20 mm
Sea Level Rise	0.00	meters of inundation depth
Wildfire	6.94	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  $\frac{3}{4}$  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	4	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	0	0	N/A
Wildfire	1	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

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

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

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

## 6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	4	1	1	4
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	1	1	2
Wildfire	1	1	1	2
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A

Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

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

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

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

### 6.4. Climate Risk Reduction Measures

## 7. Health and Equity Details

### 7.1. CalEnviroScreen 4.0 Scores

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

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	95.3
AQ-PM	55.1
AQ-DPM	13.9
Drinking Water	10.2
Lead Risk Housing	54.6
Pesticides	52.5
Toxic Releases	43.8
Traffic	90.2
Effect Indicators	—
CleanUp Sites	60.4
Groundwater	14.3
Haz Waste Facilities/Generators	70.9
Impaired Water Bodies	0.00

Solid Waste	0.00
Sensitive Population	—
Asthma	66.5
Cardio-vascular	91.0
Low Birth Weights	49.3
Socioeconomic Factor Indicators	—
Education	93.2
Housing	80.1
Linguistic	84.3
Poverty	84.1
Unemployment	93.1

## 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	8.712947517
Employed	6.274862056
Median HI	6.826639292
Education	—
Bachelor's or higher	1.860644168
High school enrollment	100
Preschool enrollment	13.02450917
Transportation	—
Auto Access	65.16104196
Active commuting	54.20248941
Social	—



2-parent households	54.04850507
Voting	3.259335301
Neighborhood	—
Alcohol availability	90.15783395
Park access	8.558963172
Retail density	9.829334018
Supermarket access	10.3554472
Tree canopy	2.104452714
Housing	—
Homeownership	46.43911202
Housing habitability	15.55241884
Low-inc homeowner severe housing cost burden	28.37161555
Low-inc renter severe housing cost burden	2.322597203
Uncrowded housing	11.35634544
Health Outcomes	—
Insured adults	4.79917875
Arthritis	24.0
Asthma ER Admissions	34.2
High Blood Pressure	19.3
Cancer (excluding skin)	68.9
Asthma	7.7
Coronary Heart Disease	13.8
Chronic Obstructive Pulmonary Disease	7.1
Diagnosed Diabetes	14.5
Life Expectancy at Birth	12.9
Cognitively Disabled	46.5
Physically Disabled	37.2

Heart Attack ER Admissions	6.2
Mental Health Not Good	6.0
Chronic Kidney Disease	7.4
Obesity	3.9
Pedestrian Injuries	94.4
Physical Health Not Good	6.0
Stroke	13.0
Health Risk Behaviors	—
Binge Drinking	72.5
Current Smoker	4.8
No Leisure Time for Physical Activity	4.7
Climate Change Exposures	—
Wildfire Risk	32.2
SLR Inundation Area	0.0
Children	22.0
Elderly	91.2
English Speaking	24.7
Foreign-born	59.6
Outdoor Workers	4.2
Climate Change Adaptive Capacity	—
Impervious Surface Cover	93.6
Traffic Density	67.0
Traffic Access	23.0
Other Indices	—
Hardship	96.9
Other Decision Support	—
2016 Voting	13.0

### 7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	81.0
Healthy Places Index Score for Project Location (b)	5.00
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	Yes
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

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

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

### 7.4. Health & Equity Measures

No Health & Equity Measures selected.

### 7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

### 7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

## 8. User Changes to Default Data

Screen	Justification
Construction: Construction Phases	Schedule provided by client data
Construction: Off-Road Equipment	Equipment provided by client data T/L/B replaced with Crawler Tractor to accurately calculate disturbance for Site Preparation and Grading phases Standard 8 hours work days Bore Drill HP adjusted based on client provided specs.
Construction: Trips and VMT	Vendor Trips adjusted based on CalEEMod defaults for Building Construction and number of days for Demolition, Site Preparation, Grading, and Building Construction Per client data, a maximum of 200 hauling truck trips per day
Construction: Architectural Coatings	SCAQMD Rule 1113

Construction: Dust From Material Movement	Provided by client
Land Use	Site acreage taken from Site Plan

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## **APPENDIX 3.2:**

### **CALEEMOD PROJECT OPERATIONAL EMISSIONS MODEL OUTPUTS**

# 15091 - MVCC (Operations) Detailed Report

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# 1. Basic Project Information

## 1.1. Basic Project Information

Data Field	Value
Project Name	15091 - MVCC (Operations)
Operational Year	2026
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.50
Precipitation (days)	9.00
Location	33.836424, -117.262929
County	Riverside-South Coast
City	Unincorporated
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	5578
EDFZ	11
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas
App Version	2022.1.1.20

## 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
Unrefrigerated Warehouse-No Rail	853	1000sqft	19.6	852,984	290,915	—	—	High-Cube Fulfillment

Refrigerated Warehouse-No Rail	151	1000sqft	3.46	150,526	0.00	—	—	High-Cube Cold Storage
City Park	13.3	Acre	13.3	0.00	0.00	0.00	—	Park
Parking Lot	606	Space	3.79	0.00	0.00	—	—	—
Other Asphalt Surfaces	24.8	Acre	24.8	0.00	0.00	—	—	—
User Defined Industrial	1,004	User Defined Unit	0.00	0.00	0.00	—	—	—

### 1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Energy	E-10-B	Establish Onsite Renewable Energy Systems: Solar Power

## 2. Emissions Summary

### 2.4. Operations Emissions Compared Against Thresholds

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

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	21.6	41.8	55.5	189	0.73	1.07	42.8	43.9	1.01	11.0	12.0	954	81,655	82,609	98.8	8.89	375	88,102
Mit.	21.6	41.8	55.5	189	0.73	1.07	42.8	43.9	1.01	11.0	12.0	954	81,318	82,272	98.7	8.89	375	87,763
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	< 0.5%	< 0.5%	< 0.5%	< 0.5%	—	< 0.5%
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	13.3	34.1	57.9	121	0.71	0.99	42.8	43.8	0.95	11.0	12.0	954	79,231	80,185	98.8	8.94	159	85,478

Mit.	13.3	34.1	57.9	121	0.71	0.99	42.8	43.8	0.95	11.0	12.0	954	78,894	79,848	98.8	8.94	159	85,139
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	< 0.5%	< 0.5%	< 0.5%	< 0.5%	—	< 0.5%
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	15.8	36.7	44.4	132	0.56	0.78	34.2	34.9	0.73	8.79	9.52	954	63,171	64,124	98.4	7.09	229	68,925
Mit.	15.8	36.7	44.4	132	0.56	0.78	34.2	34.9	0.73	8.79	9.52	954	62,834	63,788	98.4	7.08	229	68,586
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	1%	1%	< 0.5%	< 0.5%	—	< 0.5%
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.88	6.70	8.11	24.1	0.10	0.14	6.23	6.37	0.13	1.60	1.74	158	10,459	10,617	16.3	1.17	37.9	11,411
Mit.	2.88	6.70	8.11	24.1	0.10	0.14	6.23	6.37	0.13	1.60	1.74	158	10,403	10,561	16.3	1.17	37.9	11,355
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	1%	1%	< 0.5%	< 0.5%	—	< 0.5%

## 2.5. Operations Emissions by Sector, Unmitigated

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

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	13.4	11.4	54.0	145	0.73	0.94	42.8	43.8	0.89	11.0	11.9	—	76,358	76,358	1.81	7.75	221	78,933
Area	7.76	30.1	0.37	43.6	< 0.005	0.08	—	0.08	0.06	—	0.06	—	179	179	0.01	< 0.005	—	180
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	3,396	3,396	0.32	0.04	—	3,416
Water	—	—	—	—	—	—	—	—	—	—	—	445	1,522	1,966	45.7	1.10	—	3,438
Waste	—	—	—	—	—	—	—	—	—	—	—	509	0.00	509	50.9	0.00	—	1,781
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	153	153

Stationary	0.43	0.39	1.09	1.00	< 0.005	0.06	0.00	0.06	0.06	0.00	0.06	0.00	200	200	0.01	< 0.005	0.00	200
Total	21.6	41.8	55.5	189	0.73	1.07	42.8	43.9	1.01	11.0	12.0	954	81,655	82,609	98.8	8.89	375	88,102
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	12.9	10.8	56.8	120	0.71	0.94	42.8	43.8	0.89	11.0	11.9	—	74,114	74,114	1.84	7.80	5.74	76,490
Area	—	22.9	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	3,396	3,396	0.32	0.04	—	3,416
Water	—	—	—	—	—	—	—	—	—	—	—	445	1,522	1,966	45.7	1.10	—	3,438
Waste	—	—	—	—	—	—	—	—	—	—	—	509	0.00	509	50.9	0.00	—	1,781
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	153	153
Stationary	0.43	0.39	1.09	1.00	< 0.005	0.06	0.00	0.06	0.06	0.00	0.06	0.00	200	200	0.01	< 0.005	0.00	200
Total	13.3	34.1	57.9	121	0.71	0.99	42.8	43.8	0.95	11.0	12.0	954	79,231	80,185	98.8	8.94	159	85,478
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	10.4	8.83	44.0	102	0.55	0.72	34.2	34.9	0.68	8.79	9.47	—	58,103	58,103	1.46	5.95	75.4	59,986
Area	5.32	27.8	0.25	29.9	< 0.005	0.05	—	0.05	0.04	—	0.04	—	123	123	0.01	< 0.005	—	123
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	3,396	3,396	0.32	0.04	—	3,416
Water	—	—	—	—	—	—	—	—	—	—	—	445	1,522	1,966	45.7	1.10	—	3,438
Waste	—	—	—	—	—	—	—	—	—	—	—	509	0.00	509	50.9	0.00	—	1,781
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	153	153
Stationary	0.06	0.05	0.15	0.14	< 0.005	0.01	0.00	0.01	0.01	0.00	0.01	0.00	27.4	27.4	< 0.005	< 0.005	0.00	27.5
Total	15.8	36.7	44.4	132	0.56	0.78	34.2	34.9	0.73	8.79	9.52	954	63,171	64,124	98.4	7.09	229	68,925
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.90	1.61	8.04	18.6	0.10	0.13	6.23	6.36	0.12	1.60	1.73	—	9,620	9,620	0.24	0.98	12.5	9,931
Area	0.97	5.08	0.05	5.46	< 0.005	0.01	—	0.01	0.01	—	0.01	—	20.4	20.4	< 0.005	< 0.005	—	20.4
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	562	562	0.05	0.01	—	566



Water	—	—	—	—	—	—	—	—	—	—	—	73.6	252	326	7.57	0.18	—	569
Waste	—	—	—	—	—	—	—	—	—	—	—	84.3	0.00	84.3	8.42	0.00	—	295
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	25.4	25.4
Stationary	0.01	0.01	0.03	0.02	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	0.00	4.53	4.53	< 0.005	< 0.005	0.00	4.55
Total	2.88	6.70	8.11	24.1	0.10	0.14	6.23	6.37	0.13	1.60	1.74	158	10,459	10,617	16.3	1.17	37.9	11,411

## 2.6. Operations Emissions by Sector, Mitigated

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

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	13.4	11.4	54.0	145	0.73	0.94	42.8	43.8	0.89	11.0	11.9	—	76,358	76,358	1.81	7.75	221	78,933
Area	7.76	30.1	0.37	43.6	< 0.005	0.08	—	0.08	0.06	—	0.06	—	179	179	0.01	< 0.005	—	180
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	3,059	3,059	0.29	0.04	—	3,077
Water	—	—	—	—	—	—	—	—	—	—	—	445	1,522	1,966	45.7	1.10	—	3,438
Waste	—	—	—	—	—	—	—	—	—	—	—	509	0.00	509	50.9	0.00	—	1,781
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	153	153
Stationary	0.43	0.39	1.09	1.00	< 0.005	0.06	0.00	0.06	0.06	0.00	0.06	0.00	200	200	0.01	< 0.005	0.00	200
Total	21.6	41.8	55.5	189	0.73	1.07	42.8	43.9	1.01	11.0	12.0	954	81,318	82,272	98.7	8.89	375	87,763
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	12.9	10.8	56.8	120	0.71	0.94	42.8	43.8	0.89	11.0	11.9	—	74,114	74,114	1.84	7.80	5.74	76,490
Area	—	22.9	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	3,059	3,059	0.29	0.04	—	3,077
Water	—	—	—	—	—	—	—	—	—	—	—	445	1,522	1,966	45.7	1.10	—	3,438

Waste	—	—	—	—	—	—	—	—	—	—	—	509	0.00	509	50.9	0.00	—	1,781
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	153	153
Stationary	0.43	0.39	1.09	1.00	< 0.005	0.06	0.00	0.06	0.06	0.00	0.06	0.00	200	200	0.01	< 0.005	0.00	200
Total	13.3	34.1	57.9	121	0.71	0.99	42.8	43.8	0.95	11.0	12.0	954	78,894	79,848	98.8	8.94	159	85,139
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	10.4	8.83	44.0	102	0.55	0.72	34.2	34.9	0.68	8.79	9.47	—	58,103	58,103	1.46	5.95	75.4	59,986
Area	5.32	27.8	0.25	29.9	< 0.005	0.05	—	0.05	0.04	—	0.04	—	123	123	0.01	< 0.005	—	123
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	3,059	3,059	0.29	0.04	—	3,077
Water	—	—	—	—	—	—	—	—	—	—	—	445	1,522	1,966	45.7	1.10	—	3,438
Waste	—	—	—	—	—	—	—	—	—	—	—	509	0.00	509	50.9	0.00	—	1,781
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	153	153
Stationary	0.06	0.05	0.15	0.14	< 0.005	0.01	0.00	0.01	0.01	0.00	0.01	0.00	27.4	27.4	< 0.005	< 0.005	0.00	27.5
Total	15.8	36.7	44.4	132	0.56	0.78	34.2	34.9	0.73	8.79	9.52	954	62,834	63,788	98.4	7.08	229	68,586
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.90	1.61	8.04	18.6	0.10	0.13	6.23	6.36	0.12	1.60	1.73	—	9,620	9,620	0.24	0.98	12.5	9,931
Area	0.97	5.08	0.05	5.46	< 0.005	0.01	—	0.01	0.01	—	0.01	—	20.4	20.4	< 0.005	< 0.005	—	20.4
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	506	506	0.05	0.01	—	509
Water	—	—	—	—	—	—	—	—	—	—	—	73.6	252	326	7.57	0.18	—	569
Waste	—	—	—	—	—	—	—	—	—	—	—	84.3	0.00	84.3	8.42	0.00	—	295
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	25.4	25.4
Stationary	0.01	0.01	0.03	0.02	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	0.00	4.53	4.53	< 0.005	< 0.005	0.00	4.55
Total	2.88	6.70	8.11	24.1	0.10	0.14	6.23	6.37	0.13	1.60	1.74	158	10,403	10,561	16.3	1.17	37.9	11,355

## 4. Operations Emissions Details

## 4.1. Mobile Emissions by Land Use

### 4.1.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	1.31	0.61	36.4	8.27	0.34	0.62	10.3	11.0	0.60	2.76	3.36	—	36,226	36,226	0.64	5.62	85.3	38,003
Refrigerated Warehouse-No Rail	0.44	0.28	8.72	3.05	0.08	0.15	2.85	2.99	0.14	0.76	0.90	—	8,158	8,158	0.13	1.18	27.9	8,540
City Park	4.11	3.64	4.82	46.2	0.12	0.09	10.8	10.9	0.08	2.74	2.83	—	12,581	12,581	0.41	0.51	44.1	12,788
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	0.00	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
User Defined Industrial	7.54	6.84	4.16	87.3	0.19	0.08	18.8	18.9	0.07	4.75	4.83	—	19,393	19,393	0.63	0.44	63.9	19,603
Total	13.4	11.4	54.0	145	0.73	0.94	42.8	43.8	0.89	11.0	11.9	—	76,358	76,358	1.81	7.75	221	78,933
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Unrefrige rated Warehou se-No	1.28	0.59	38.0	8.34	0.34	0.62	10.3	11.0	0.60	2.76	3.36	—	36,237	36,237	0.64	5.63	2.21	37,931
Refrigera ted Warehou se-No Rail	0.43	0.27	9.11	3.06	0.08	0.15	2.85	2.99	0.14	0.76	0.90	—	8,160	8,160	0.13	1.18	0.72	8,515
City Park	3.90	3.43	5.17	37.6	0.12	0.09	10.8	10.9	0.08	2.74	2.83	—	11,809	11,809	0.41	0.53	1.14	11,978
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	0.00	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
User Defined Industrial	7.24	6.54	4.61	71.2	0.18	0.08	18.8	18.9	0.07	4.75	4.83	—	17,908	17,908	0.65	0.47	1.66	18,065
Total	12.9	10.8	56.8	120	0.71	0.94	42.8	43.8	0.89	11.0	11.9	—	74,114	74,114	1.84	7.80	5.74	76,490
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrige rated Warehou se-No Rail	0.17	0.08	5.11	1.11	0.04	0.08	1.37	1.46	0.08	0.37	0.45	—	4,386	4,386	0.08	0.68	4.46	4,595
Refrigera ted Warehou se-No Rail	0.07	0.04	1.47	0.48	0.01	0.02	0.45	0.47	0.02	0.12	0.14	—	1,179	1,179	0.02	0.17	1.74	1,231
City Park	0.51	0.45	0.70	5.18	0.02	0.01	1.42	1.44	0.01	0.36	0.37	—	1,433	1,433	0.05	0.06	2.29	1,456
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	0.00	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

User Defined Industrial	1.15	1.04	0.76	11.8	0.03	0.01	2.98	3.00	0.01	0.75	0.77	—	2,622	2,622	0.09	0.07	3.99	2,649
Total	1.90	1.61	8.04	18.6	0.10	0.13	6.23	6.36	0.12	1.60	1.73	—	9,620	9,620	0.24	0.98	12.5	9,931

#### 4.1.2. Mitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	1.31	0.61	36.4	8.27	0.34	0.62	10.3	11.0	0.60	2.76	3.36	—	36,226	36,226	0.64	5.62	85.3	38,003
Refrigerated Warehouse-No Rail	0.44	0.28	8.72	3.05	0.08	0.15	2.85	2.99	0.14	0.76	0.90	—	8,158	8,158	0.13	1.18	27.9	8,540
City Park	4.11	3.64	4.82	46.2	0.12	0.09	10.8	10.9	0.08	2.74	2.83	—	12,581	12,581	0.41	0.51	44.1	12,788
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	0.00	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
User Defined Industrial	7.54	6.84	4.16	87.3	0.19	0.08	18.8	18.9	0.07	4.75	4.83	—	19,393	19,393	0.63	0.44	63.9	19,603
Total	13.4	11.4	54.0	145	0.73	0.94	42.8	43.8	0.89	11.0	11.9	—	76,358	76,358	1.81	7.75	221	78,933
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Unrefrige Warehouse-No Rail	1.28	0.59	38.0	8.34	0.34	0.62	10.3	11.0	0.60	2.76	3.36	—	36,237	36,237	0.64	5.63	2.21	37,931
Refrigerated Warehouse-No Rail	0.43	0.27	9.11	3.06	0.08	0.15	2.85	2.99	0.14	0.76	0.90	—	8,160	8,160	0.13	1.18	0.72	8,515
City Park	3.90	3.43	5.17	37.6	0.12	0.09	10.8	10.9	0.08	2.74	2.83	—	11,809	11,809	0.41	0.53	1.14	11,978
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	0.00	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
User Defined Industrial	7.24	6.54	4.61	71.2	0.18	0.08	18.8	18.9	0.07	4.75	4.83	—	17,908	17,908	0.65	0.47	1.66	18,065
Total	12.9	10.8	56.8	120	0.71	0.94	42.8	43.8	0.89	11.0	11.9	—	74,114	74,114	1.84	7.80	5.74	76,490
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.17	0.08	5.11	1.11	0.04	0.08	1.37	1.46	0.08	0.37	0.45	—	4,386	4,386	0.08	0.68	4.46	4,595
Refrigerated Warehouse-No Rail	0.07	0.04	1.47	0.48	0.01	0.02	0.45	0.47	0.02	0.12	0.14	—	1,179	1,179	0.02	0.17	1.74	1,231
City Park	0.51	0.45	0.70	5.18	0.02	0.01	1.42	1.44	0.01	0.36	0.37	—	1,433	1,433	0.05	0.06	2.29	1,456
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	0.00	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

User Defined Industrial	1.15	1.04	0.76	11.8	0.03	0.01	2.98	3.00	0.01	0.75	0.77	—	2,622	2,622	0.09	0.07	3.99	2,649
Total	1.90	1.61	8.04	18.6	0.10	0.13	6.23	6.36	0.12	1.60	1.73	—	9,620	9,620	0.24	0.98	12.5	9,931

## 4.2. Energy

### 4.2.1. Electricity Emissions By Land Use - Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	1,862	1,862	0.18	0.02	—	1,873
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	1,534	1,534	0.15	0.02	—	1,542
City Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	3,396	3,396	0.32	0.04	—	3,416

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	1,862	1,862	0.18	0.02	—	1,873
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	1,534	1,534	0.15	0.02	—	1,542
City Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	3,396	3,396	0.32	0.04	—	3,416
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	308	308	0.03	< 0.005	—	310
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	254	254	0.02	< 0.005	—	255
City Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00



Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	562	562	0.05	0.01	—	566

#### 4.2.2. Electricity Emissions By Land Use - Mitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	1,676	1,676	0.16	0.02	—	1,686
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	1,383	1,383	0.13	0.02	—	1,391
City Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00

User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	3,059	3,059	0.29	0.04	—	3,077
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	1,676	1,676	0.16	0.02	—	1,686
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	1,383	1,383	0.13	0.02	—	1,391
City Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	3,059	3,059	0.29	0.04	—	3,077
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	278	278	0.03	< 0.005	—	279

Refrigerated Warehouse-No	—	—	—	—	—	—	—	—	—	—	—	—	229	229	0.02	< 0.005	—	230
City Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	506	506	0.05	0.01	—	509

#### 4.2.3. Natural Gas Emissions By Land Use - Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Refrigerated Warehouse-No Rail	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
City Park	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
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

Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
User Defined Industrial	0.00	0.00	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	0.00	0.00	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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrig rated Warehouse-No Rail	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Refrigerated Warehouse-No Rail	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
City Park	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
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
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
User Defined Industrial	0.00	0.00	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	0.00	0.00	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	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrig rated Warehouse-No Rail	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00

Refrigerated Warehouse-No Rail	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
City Park	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
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
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
User Defined Industrial	0.00	0.00	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	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00

#### 4.2.4. Natural Gas Emissions By Land Use - Mitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Refrigerated Warehouse-No Rail	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
City Park	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
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

Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
User Defined Industrial	0.00	0.00	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	0.00	0.00	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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrig rated Warehou se-No Rail	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Refrigera ted Warehou se-No Rail	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
City Park	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
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
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
User Defined Industrial	0.00	0.00	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	0.00	0.00	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	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrige rated Warehou se-No Rail	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00

Refrigerated Warehouse-No Rail	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
City Park	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
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
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
User Defined Industrial	0.00	0.00	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	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00

## 4.3. Area Emissions by Source

### 4.3.1. Unmitigated

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

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	21.6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	1.34	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	7.76	7.16	0.37	43.6	< 0.005	0.08	—	0.08	0.06	—	0.06	—	179	179	0.01	< 0.005	—	180
Total	7.76	30.1	0.37	43.6	< 0.005	0.08	—	0.08	0.06	—	0.06	—	179	179	0.01	< 0.005	—	180

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	21.6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	1.34	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	22.9	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	3.94	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.24	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.97	0.90	0.05	5.46	< 0.005	0.01	—	0.01	0.01	—	0.01	—	20.4	20.4	< 0.005	< 0.005	—	20.4
Total	0.97	5.08	0.05	5.46	< 0.005	0.01	—	0.01	0.01	—	0.01	—	20.4	20.4	< 0.005	< 0.005	—	20.4

#### 4.3.2. Mitigated

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

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	21.6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—



Architectural Coatings	—	1.34	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	7.76	7.16	0.37	43.6	< 0.005	0.08	—	0.08	0.06	—	0.06	—	179	179	0.01	< 0.005	—	180
Total	7.76	30.1	0.37	43.6	< 0.005	0.08	—	0.08	0.06	—	0.06	—	179	179	0.01	< 0.005	—	180
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	21.6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	1.34	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	22.9	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	3.94	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.24	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.97	0.90	0.05	5.46	< 0.005	0.01	—	0.01	0.01	—	0.01	—	20.4	20.4	< 0.005	< 0.005	—	20.4
Total	0.97	5.08	0.05	5.46	< 0.005	0.01	—	0.01	0.01	—	0.01	—	20.4	20.4	< 0.005	< 0.005	—	20.4

## 4.4. Water Emissions by Land Use

### 4.4.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	378	1,297	1,675	38.9	0.94	—	2,926
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	66.7	225	291	6.86	0.17	—	512
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	445	1,522	1,966	45.7	1.10	—	3,438
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	378	1,297	1,675	38.9	0.94	—	2,926

Refrigerated Warehouse-No	—	—	—	—	—	—	—	—	—	—	—	66.7	225	291	6.86	0.17	—	512
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	445	1,522	1,966	45.7	1.10	—	3,438
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	62.6	215	277	6.44	0.15	—	484
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	11.0	37.2	48.3	1.14	0.03	—	84.8
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	73.6	252	326	7.57	0.18	—	569

## 4.4.2. Mitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	378	1,297	1,675	38.9	0.94	—	2,926
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	66.7	225	291	6.86	0.17	—	512
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	445	1,522	1,966	45.7	1.10	—	3,438
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	378	1,297	1,675	38.9	0.94	—	2,926

Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	66.7	225	291	6.86	0.17	—	512
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	445	1,522	1,966	45.7	1.10	—	3,438
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	62.6	215	277	6.44	0.15	—	484
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	11.0	37.2	48.3	1.14	0.03	—	84.8
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	73.6	252	326	7.57	0.18	—	569

## 4.5. Waste Emissions by Land Use

### 4.5.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	432	0.00	432	43.2	0.00	—	1,512
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	76.3	0.00	76.3	7.62	0.00	—	267
City Park	—	—	—	—	—	—	—	—	—	—	—	0.62	0.00	0.62	0.06	0.00	—	2.16
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	509	0.00	509	50.9	0.00	—	1,781
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Unrefrigerated Warehouse-No	—	—	—	—	—	—	—	—	—	—	—	432	0.00	432	43.2	0.00	—	1,512
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	76.3	0.00	76.3	7.62	0.00	—	267
City Park	—	—	—	—	—	—	—	—	—	—	—	0.62	0.00	0.62	0.06	0.00	—	2.16
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	509	0.00	509	50.9	0.00	—	1,781
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	71.5	0.00	71.5	7.15	0.00	—	250
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	12.6	0.00	12.6	1.26	0.00	—	44.2
City Park	—	—	—	—	—	—	—	—	—	—	—	0.10	0.00	0.10	0.01	0.00	—	0.36
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00

User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	84.3	0.00	84.3	8.42	0.00	—	295

#### 4.5.2. Mitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	432	0.00	432	43.2	0.00	—	1,512
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	76.3	0.00	76.3	7.62	0.00	—	267
City Park	—	—	—	—	—	—	—	—	—	—	—	0.62	0.00	0.62	0.06	0.00	—	2.16
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	509	0.00	509	50.9	0.00	—	1,781
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—



Unrefrige Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	432	0.00	432	43.2	0.00	—	1,512
Refrigera ted Warehou se-No Rail	—	—	—	—	—	—	—	—	—	—	—	76.3	0.00	76.3	7.62	0.00	—	267
City Park	—	—	—	—	—	—	—	—	—	—	—	0.62	0.00	0.62	0.06	0.00	—	2.16
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	509	0.00	509	50.9	0.00	—	1,781
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrige rated Warehou se-No Rail	—	—	—	—	—	—	—	—	—	—	—	71.5	0.00	71.5	7.15	0.00	—	250
Refrigera ted Warehou se-No Rail	—	—	—	—	—	—	—	—	—	—	—	12.6	0.00	12.6	1.26	0.00	—	44.2
City Park	—	—	—	—	—	—	—	—	—	—	—	0.10	0.00	0.10	0.01	0.00	—	0.36
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00

User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	84.3	0.00	84.3	8.42	0.00	—	295

## 4.6. Refrigerant Emissions by Land Use

### 4.6.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	153	153
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	153	153
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	153	153
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	153	153
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Refrigerated	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	25.4	25.4
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	25.4	25.4

#### 4.6.2. Mitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	153	153
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	153	153
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	153	153
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	153	153
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	25.4	25.4
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	25.4	25.4

## 4.7. Offroad Emissions By Equipment Type

### 4.7.1. Unmitigated

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

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

### 4.7.2. Mitigated

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

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

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

## 4.8. Stationary Emissions By Equipment Type

### 4.8.1. Unmitigated

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

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Emergency Generator	0.43	0.39	1.09	1.00	< 0.005	0.06	0.00	0.06	0.06	0.00	0.06	0.00	200	200	0.01	< 0.005	0.00	200
Total	0.43	0.39	1.09	1.00	< 0.005	0.06	0.00	0.06	0.06	0.00	0.06	0.00	200	200	0.01	< 0.005	0.00	200
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Emergency Generator	0.43	0.39	1.09	1.00	< 0.005	0.06	0.00	0.06	0.06	0.00	0.06	0.00	200	200	0.01	< 0.005	0.00	200

Total	0.43	0.39	1.09	1.00	< 0.005	0.06	0.00	0.06	0.06	0.00	0.06	0.00	200	200	0.01	< 0.005	0.00	200
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Emergency Generator	0.01	0.01	0.03	0.02	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	0.00	4.53	4.53	< 0.005	< 0.005	0.00	4.55
Total	0.01	0.01	0.03	0.02	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	0.00	4.53	4.53	< 0.005	< 0.005	0.00	4.55

#### 4.8.2. Mitigated

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

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Emergency Generator	0.43	0.39	1.09	1.00	< 0.005	0.06	0.00	0.06	0.06	0.00	0.06	0.00	200	200	0.01	< 0.005	0.00	200
Total	0.43	0.39	1.09	1.00	< 0.005	0.06	0.00	0.06	0.06	0.00	0.06	0.00	200	200	0.01	< 0.005	0.00	200
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Emergency Generator	0.43	0.39	1.09	1.00	< 0.005	0.06	0.00	0.06	0.06	0.00	0.06	0.00	200	200	0.01	< 0.005	0.00	200
Total	0.43	0.39	1.09	1.00	< 0.005	0.06	0.00	0.06	0.06	0.00	0.06	0.00	200	200	0.01	< 0.005	0.00	200
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Emergency Generator	0.01	0.01	0.03	0.02	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	0.00	4.53	4.53	< 0.005	< 0.005	0.00	4.55

Total	0.01	0.01	0.03	0.02	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	0.00	4.53	4.53	< 0.005	< 0.005	0.00	4.55
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4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

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

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

4.9.2. Mitigated

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

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

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

#### 4.10. Soil Carbon Accumulation By Vegetation Type

##### 4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

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

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

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

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



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

#### 4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

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

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

Remove d	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequest ered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Remove d	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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)

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

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

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

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

## 4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

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

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

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequest ered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Remove d	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequest ered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Remove d	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

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
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Unrefrigerated Warehouse-No Rail	324	27.3	11.1	86,508	11,630	979	398	3,103,900
Refrigerated Warehouse-No Rail	114	64.4	61.7	36,285	3,254	1,840	1,763	1,036,307
City Park	748	29.3	32.7	198,259	15,262	597	668	4,044,936
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
User Defined Industrial	1,700	969	929	542,201	27,029	15,413	14,775	8,620,835

### 5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMt/Weekday	VMt/Saturday	VMt/Sunday	VMt/Year
Unrefrigerated Warehouse-No Rail	324	27.3	11.1	86,508	11,630	979	398	3,103,900
Refrigerated Warehouse-No Rail	114	64.4	61.7	36,285	3,254	1,840	1,763	1,036,307
City Park	748	29.3	32.7	198,259	15,262	597	668	4,044,936
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
User Defined Industrial	1,700	969	929	542,201	27,029	15,413	14,775	8,620,835

## 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	1,505,265	501,755	51,292

## 5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

## 5.10.4. Landscape Equipment - Mitigated

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

## 5.11. Operational Energy Consumption

## 5.11.1. Unmitigated

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

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Unrefrigerated Warehouse-No Rail	1,963,646	346	0.0330	0.0040	0.00
Refrigerated Warehouse-No Rail	1,616,854	346	0.0330	0.0040	0.00
City Park	0.00	346	0.0330	0.0040	0.00
Parking Lot	0.00	346	0.0330	0.0040	0.00
Other Asphalt Surfaces	0.00	346	0.0330	0.0040	0.00
User Defined Industrial	0.00	346	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)
Unrefrigerated Warehouse-No Rail	1,767,203	346	0.0330	0.0040	0.00
Refrigerated Warehouse-No Rail	1,458,028	346	0.0330	0.0040	0.00
City Park	0.00	346	0.0330	0.0040	0.00
Parking Lot	0.00	346	0.0330	0.0040	0.00
Other Asphalt Surfaces	0.00	346	0.0330	0.0040	0.00
User Defined Industrial	0.00	346	0.0330	0.0040	0.00

## 5.12. Operational Water and Wastewater Consumption

## 5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Unrefrigerated Warehouse-No Rail	197,252,550	4,612,664
Refrigerated Warehouse-No Rail	34,809,138	0.00
City Park	0.00	0.00
Parking Lot	0.00	0.00
Other Asphalt Surfaces	0.00	0.00
User Defined Industrial	0.00	0.00

## 5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Unrefrigerated Warehouse-No Rail	197,252,550	4,612,664
Refrigerated Warehouse-No Rail	34,809,138	0.00
City Park	0.00	0.00

Parking Lot	0.00	0.00
Other Asphalt Surfaces	0.00	0.00
User Defined Industrial	0.00	0.00

## 5.13. Operational Waste Generation

### 5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Unrefrigerated Warehouse-No Rail	802	—
Refrigerated Warehouse-No Rail	141	—
City Park	1.15	—
Parking Lot	0.00	—
Other Asphalt Surfaces	0.00	—
User Defined Industrial	0.00	—

### 5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Unrefrigerated Warehouse-No Rail	802	—
Refrigerated Warehouse-No Rail	141	—
City Park	1.15	—
Parking Lot	0.00	—
Other Asphalt Surfaces	0.00	—
User Defined Industrial	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
Refrigerated Warehouse-No Rail	Cold storage	User Defined	150	7.50	7.50	7.50	25.0
City Park	Other commercial A/C and heat pumps	User Defined	750	< 0.005	4.00	4.00	18.0
City Park	Stand-alone retail refrigerators and freezers	User Defined	150	0.04	1.00	0.00	1.00

#### 5.14.2. Mitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Refrigerated Warehouse-No Rail	Cold storage	User Defined	150	7.50	7.50	7.50	25.0
City Park	Other commercial A/C and heat pumps	User Defined	750	< 0.005	4.00	4.00	18.0
City Park	Stand-alone retail refrigerators and freezers	User Defined	150	0.04	1.00	0.00	1.00

### 5.15. Operational Off-Road Equipment

#### 5.15.1. Unmitigated

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

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
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### 5.16. Stationary Sources

## 5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor
Emergency Generator	Diesel	1.00	1.00	50.0	238	0.73

## 5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)
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## 5.17. User Defined

Equipment Type	Fuel Type
—	—

## 5.18. Vegetation

## 5.18.1. Land Use Change

## 5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres
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## 5.18.1.2. Mitigated

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

## 5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres
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### 5.18.1.2. Mitigated

Biomass Cover Type	Initial Acres	Final Acres
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### 5.18.2. Sequestration

#### 5.18.2.1. Unmitigated

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

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)
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## 6. Climate Risk Detailed Report

### 6.1. Climate Risk Summary

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

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	29.1	annual days of extreme heat
Extreme Precipitation	2.10	annual days with precipitation above 20 mm
Sea Level Rise	0.00	meters of inundation depth
Wildfire	6.94	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  $\frac{3}{4}$  an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events.

Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters

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

## 6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	3	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	0	0	N/A
Wildfire	1	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

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

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

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

## 6.3. Adjusted Climate Risk Scores

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

Air Quality Degradation	1	1	1	2
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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	95.3
AQ-PM	55.1
AQ-DPM	13.9
Drinking Water	10.2
Lead Risk Housing	54.6
Pesticides	52.5
Toxic Releases	43.8
Traffic	90.2
Effect Indicators	—
CleanUp Sites	60.4
Groundwater	14.3
Haz Waste Facilities/Generators	70.9
Impaired Water Bodies	0.00
Solid Waste	0.00

Sensitive Population	—
Asthma	66.5
Cardio-vascular	91.0
Low Birth Weights	49.3
Socioeconomic Factor Indicators	—
Education	93.2
Housing	80.1
Linguistic	84.3
Poverty	84.1
Unemployment	93.1

## 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	8.712947517
Employed	6.274862056
Median HI	6.826639292
Education	—
Bachelor's or higher	1.860644168
High school enrollment	100
Preschool enrollment	13.02450917
Transportation	—
Auto Access	65.16104196
Active commuting	54.20248941
Social	—
2-parent households	54.04850507

Voting	3.259335301
Neighborhood	—
Alcohol availability	90.15783395
Park access	8.558963172
Retail density	9.829334018
Supermarket access	10.3554472
Tree canopy	2.104452714
Housing	—
Homeownership	46.43911202
Housing habitability	15.55241884
Low-inc homeowner severe housing cost burden	28.37161555
Low-inc renter severe housing cost burden	2.322597203
Uncrowded housing	11.35634544
Health Outcomes	—
Insured adults	4.79917875
Arthritis	24.0
Asthma ER Admissions	34.2
High Blood Pressure	19.3
Cancer (excluding skin)	68.9
Asthma	7.7
Coronary Heart Disease	13.8
Chronic Obstructive Pulmonary Disease	7.1
Diagnosed Diabetes	14.5
Life Expectancy at Birth	12.9
Cognitively Disabled	46.5
Physically Disabled	37.2
Heart Attack ER Admissions	6.2

Mental Health Not Good	6.0
Chronic Kidney Disease	7.4
Obesity	3.9
Pedestrian Injuries	94.4
Physical Health Not Good	6.0
Stroke	13.0
Health Risk Behaviors	—
Binge Drinking	72.5
Current Smoker	4.8
No Leisure Time for Physical Activity	4.7
Climate Change Exposures	—
Wildfire Risk	32.2
SLR Inundation Area	0.0
Children	22.0
Elderly	91.2
English Speaking	24.7
Foreign-born	59.6
Outdoor Workers	4.2
Climate Change Adaptive Capacity	—
Impervious Surface Cover	93.6
Traffic Density	67.0
Traffic Access	23.0
Other Indices	—
Hardship	96.9
Other Decision Support	—
2016 Voting	13.0



### 7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	81.0
Healthy Places Index Score for Project Location (b)	5.00
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	Yes
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

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

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

### 7.4. Health & Equity Measures

No Health & Equity Measures selected.

### 7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

### 7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

## 8. User Changes to Default Data

Screen	Justification
Operations: Vehicle Data	Trip characteristics based on information provided in the Traffic Analysis
Operations: Fleet Mix	Passenger Car Mix estimated based on CalEEMod default fleet mix and the ratio of the vehicle classes (LDA, LDT1, LDT2, MDV, MCY). Truck Fleet Mix based on 2, 3 and 4 axle trucks
Operations: Architectural Coatings	SCAQMD Rule 1113
Operations: Energy Use	Per client data, natural gas will not be utilized for the Project.

Operations: Refrigerants	As of 1 January 2022, new commercial refrigeration equipment may not use refrigerants with a GWP of 150 or greater. Further, R-404A (the CalEEMod default) is unacceptable for new supermarket and cold storage systems as of 1 January 2019 and 2023, respectively. Beginning 1 January 2025, all new air conditioning equipment may not use refrigerants with a GWP of 750 or greater.
Construction: Construction Phases	Schedule provided by client data
Construction: Off-Road Equipment	Equipment provided by client data T/L/B replaced with Crawler Tractor to accurately calculate disturbance for Site Preparation and Grading phases Standard 8 hours work days
Construction: Trips and VMT	Vendor Trips adjusted based on CalEEMod defaults for Building Construction and number of days for Demolition, Site Preparation, Grading, and Building Construction Per client data, a maximum of 200 hauling truck trips per day
Construction: Architectural Coatings	SCAQMD Rule 1113
Land Use	Site acreage taken from site plan

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**APPENDIX 3.3:**  
**CAP UPDATE CHECKLIST**

**Table 2: Screening Table for GHG Implementation Measures for Commercial Development and Public Facilities**

Feature	Description	Assigned Point Values	Project Points
<b>Reduction Measure R2-EE10: Exceed Energy Efficiency Standards in New Commercial Units</b>			
<b>EE10.A Building Envelope</b>			
EE10.A.1 Insulation	<ul style="list-style-type: none"> <li>2017 Title 24 Requirements (walls R-13; roof/attic R-30)</li> <li>Modestly Enhanced Insulation (walls R-13, roof/attic R-38)</li> <li>Enhanced Insulation (rigid wall insulation R-13, roof/attic R-38)</li> <li>Greatly Enhanced Insulation (spray foam insulated walls R-15 or higher, roof/attic R-38 or higher)</li> </ul>	0 points 9 points 11 points 12 points	
EE10.A.2 Windows	<ul style="list-style-type: none"> <li>2016 Title 24 Windows (0.57 U-factor, 0.4 SHGC)</li> <li>Modestly Enhanced Window Insulation (0.4 U-factor, 0.32 SHGC)</li> <li>Enhanced Window Insulation (0.32 U-factor, 0.25 SHGC)</li> <li>Greatly Enhanced Window Insulation (0.28 or less U-factor, 0.22 or less SHGC)</li> </ul>	0 points 4 points 5 points 7 points	7 points
EE10.A.3 Cool Roofs	<ul style="list-style-type: none"> <li>Modest Cool Roof (CRRC Rated 0.15 aged solar reflectance, 0.75 thermal emittance)</li> <li>Enhanced Cool Roof (CRRC Rated 0.2 aged solar reflectance, 0.75 thermal emittance)</li> <li>Greatly Enhanced Cool Roof (CRRC Rated 0.35 aged solar reflectance, 0.75 thermal emittance)</li> </ul>	7 points 8 points 10 points	
EE10.A.4 Air Infiltration	Minimizing leaks in the building envelope is as important as the insulation properties of the building. Insulation does not work effectively if there is excess air leakage. <ul style="list-style-type: none"> <li>Air barrier applied to exterior walls, caulking, and visual inspection such as the HERS Verified Quality Insulation Installation (QII or equivalent)</li> <li>Blower Door HERS Verified Envelope Leakage or equivalent</li> </ul>	7 points 6 points	
EE10.A.5 Thermal Storage of Building	Thermal storage is a design characteristic that helps keep a constant temperature in the building. Common thermal storage devices include strategically placed water filled columns, water storage tanks, and thick masonry walls. <ul style="list-style-type: none"> <li>Modest Thermal Mass (10% of floor or 10% of walls 12" or more thick exposed concrete or masonry with no permanently installed floor covering such as carpet, linoleum, wood, or other insulating materials)</li> <li>Enhanced Thermal Mass (20% of floor or 20% of walls 12" or more thick exposed concrete or masonry with no permanently installed floor covering such as carpet, linoleum, wood, or other insulating materials)</li> <li>Enhanced Thermal Mass (80% of floor or 80% of walls 12" or more thick exposed concrete or masonry with no permanently installed floor covering such as carpet, linoleum, wood, or other insulating materials)</li> </ul>	2 points 4 points 14 points	

## CEQA THRESHOLDS AND SCREENING TABLES

Feature	Description	Assigned Point Values	Project Points
<b>EE10.B Indoor Space Efficiencies</b>			
EE10.B.1 Heating/Cooling Distribution System	<ul style="list-style-type: none"> <li>Minimum Duct Insulation (R-4.2 required)</li> <li>Modest Duct insulation (R-6)</li> <li>Enhanced Duct Insulation (R-8)</li> <li>Distribution loss reduction with inspection (HERS Verified Duct Leakage or equivalent)</li> </ul>	0 points 5 points 6 points 8 points	
EE10.B.2 Space Heating/Cooling Equipment	<ul style="list-style-type: none"> <li>2016 Title 24 Minimum HVAC Efficiency (EER 13/75% AFUE or 7.7 HSPF)</li> <li>Improved Efficiency HVAC (EER 14/78% AFUE or 8 HSPF)</li> <li>High Efficiency HVAC (EER 15/80% AFUE or 8.5 HSPF)</li> <li>Very High Efficiency HVAC (EER 16/82% AFUE or 9 HSPF)</li> </ul>	0 points 4 points 5 points 7 points	4 points
EE10.B.3 Commercial Heat Recovery Systems	Heat recovery strategies employed with commercial laundry, cooking equipment, and other commercial heat sources for reuse in HVAC air intake or other appropriate heat recovery technology. Point values for these types of systems will be determined based upon design and engineering data documenting the energy savings.	TBD	
EE10.B.4 Water Heaters	<ul style="list-style-type: none"> <li>2016 Title 24 Minimum Efficiency (0.57 Energy Factor)</li> <li>Improved Efficiency Water Heater (0.675 Energy Factor)</li> <li>High Efficiency Water Heater (0.72 Energy Factor)</li> <li>Very High Efficiency Water Heater (0.92 Energy Factor)</li> <li>Solar Pre-heat System (0.2 Net Solar Fraction)</li> <li>Enhanced Solar Pre-heat System (0.35 Net Solar Fraction)</li> </ul>	0 points 8 points 10 points 11 points 2 points 5 points	11 points
EE10.B.5 Daylighting	Daylighting is the ability of each room within the building to provide outside light during the day reducing the need for artificial lighting during daylight hours. <ul style="list-style-type: none"> <li>All peripheral rooms within building have at least one window or skylight</li> <li>All rooms within building have daylight (through use of windows, solar tubes, skylights, etc.)</li> <li>All rooms daylighted</li> </ul>	0 points 1 point 1 point	
EE10.B.6 Artificial Lighting	<ul style="list-style-type: none"> <li>Efficient Lights (25% of in-unit fixtures considered high efficiency. High efficiency is defined as 40 lumens/watt for 15 watt or less fixtures; 50 lumens/watt for 15-40 watt fixtures, 60 lumens/watt for fixtures &gt;40watt)</li> <li>High Efficiency Lights (50% of in-unit fixtures are high efficiency)</li> <li>Very High Efficiency Lights (100% of in-unit fixtures are high efficiency)</li> </ul>	5 points 7 points 8 points	7 points
EE10.B.7 Appliances	<ul style="list-style-type: none"> <li>Energy Star Commercial Refrigerator (new)</li> <li>Energy Star Commercial Dishwasher (new)</li> <li>Energy Star Commercial Clothes Washer</li> </ul>	2 points 2 points 2 points	2 points
<b>EE10.C Miscellaneous Commercial Building Efficiencies</b>			
EE10.C.1 Building Placement	North/south alignment of building or other building placement such that the orientation of the buildings optimizes conditions for natural heating, cooling, and lighting.	4 points	
EE10.C.2 Shading	At least 90% of south-facing glazing will be shaded by vegetation or overhangs at noon on Jun 21st.	6 points	
EE10.C.3 Other	This allows innovation by the applicant to provide design features that increase the energy efficiency of the project not provided in the table. Note that engineering data will be required documenting the energy efficiency of innovative designs and point values given based upon the proven efficiency beyond Title 24 Energy Efficiency Standards.	TBD	

## CEQA THRESHOLDS AND SCREENING TABLES

Feature	Description	Assigned Point Values	Project Points
EE10.C.4 Existing Commercial Buildings Retrofits	<p>The applicant may wish to provide energy efficiency retrofit projects to existing commercial buildings to further the point value of their project. Retrofitting existing commercial buildings within the unincorporated County is a key reduction measure that is needed to reach the reduction goal. The potential for an applicant to take advantage of this program will be decided on a case-by-case basis and shall have the approval of the Riverside County Planning Department. The decision to allow applicants to participate in this program will be evaluated based upon, but not limited to, the following:</p> <ul style="list-style-type: none"> <li>• Will the energy efficiency retrofit project benefit low income or disadvantaged communities?</li> <li>• Does the energy efficiency retrofit project provide co-benefits important to the County?</li> <li>• Point value will be determined based upon engineering and design criteria of the energy efficiency retrofit project.</li> </ul>	TBD	
<b>Reduction Measure R2-CE1: Clean Energy</b>			
<b>CE1.B Commercial/Industrial Renewable Energy Generation</b>			
CE1.B.1 Photovoltaic	<p>Solar Photovoltaic panels installed on commercial buildings or in collective arrangements within a commercial development such that the total power provided augments:</p> <ul style="list-style-type: none"> <li>• 30 percent of the power needs of the project</li> <li>• 40 percent of the power needs of the project</li> <li>• 50 percent of the power needs of the project</li> <li>• 60 percent of the power needs of the project</li> <li>• 70 percent of the power needs of the project</li> <li>• 80 percent of the power needs of the project</li> <li>• 90 percent of the power needs of the project</li> <li>• 100 percent of the power needs of the project</li> </ul>	<p>8 points 12 points 16 points 19 points 23 points 26 points 30 points 34 points</p>	
CE1.B.2 Wind Turbines	<p>Some areas of the County lend themselves to wind turbine applications. Analysis of the areas capability to support wind turbines should be evaluated prior to choosing this feature.</p> <p>Wind turbines as part of the commercial development such that the total power provided augments:</p> <ul style="list-style-type: none"> <li>• 30 percent of the power needs of the project</li> <li>• 40 percent of the power needs of the project</li> <li>• 50 percent of the power needs of the project</li> <li>• 60 percent of the power needs of the project</li> <li>• 70 percent of the power needs of the project</li> <li>• 80 percent of the power needs of the project</li> <li>• 90 percent of the power needs of the project</li> <li>• 100 percent of the power needs of the project</li> </ul>	<p>8 points 12 points 16 points 19 points 23 points 26 points 30 points 34 points</p>	
CE1.B.3 Off-site Renewable Energy Project	<p>The applicant may submit a proposal to supply an off-site renewable energy project such as renewable energy retrofits of existing residential or existing commercial/industrial. These off-site renewable energy retrofit project proposals will be determined on a case-by-case basis accompanied by a detailed plan documenting the quantity of renewable energy the proposal will generate. Point values will be based upon the energy generated by the proposal.</p>	TBD	

## CEQA THRESHOLDS AND SCREENING TABLES

Feature	Description	Assigned Point Values	Project Points
CE1.A.4 Other Renewable Energy Generation	The applicant may have innovative designs or unique site circumstances (such as geothermal) that allow the project to generate electricity from renewable energy not provided in the table. The ability to supply other renewable energy and the point values allowed will be decided based upon engineering data documenting the ability to generate electricity.	TBD	
<b>Reduction Measure R2-W2: Exceed Water Efficiency Standards</b>			
<b>W2.D Irrigation and Landscaping</b>			
W2.D.1 Water Efficient Landscaping	<ul style="list-style-type: none"> <li>Eliminate conventional turf from landscaping</li> <li>Only moderate water using plants</li> <li>Only low water using plants</li> <li>Only California Native landscape that requires no or only supplemental irrigation</li> </ul>	0 points 2 points 3 points 5 points	5 points
W2.D.2 Water Efficient Irrigation Systems	<ul style="list-style-type: none"> <li>Low precipitation spray heads &lt; .75"/hr or drip irrigation</li> <li>Weather based irrigation control systems combined with drip irrigation (demonstrate 20% reduced water use)</li> </ul>	1 point 3 points	3 points
W2.D.3 Stormwater Reuse Systems	Innovative on-site stormwater collection, filtration, and reuse systems are being developed that provide supplemental irrigation water and provide vector control. These systems can greatly reduce the irrigation needs of a project. Point values for these types of systems will be determined based upon design and engineering data documenting the water savings.	TBD	
<b>W2.E Potable Water</b>			
W2.E.1 Showers	Water Efficient Showerheads (2.0 gpm)	2 points	
W2.E.2 Toilets	<ul style="list-style-type: none"> <li>Water Efficient Toilets/Urinals (1.5 gpm)</li> <li>Waterless Urinals (note that commercial buildings having both waterless urinals and high efficiency toilets will have a combined point value of 6 points)</li> </ul>	3 points 3 points	3 points
W2.E.3 Faucets	Water Efficient faucets (1.28 gpm)	2 points	2 points
W2.E.4 Commercial Dishwashers	Water Efficient dishwashers (20% water savings)	2 points	
W2.E.5 Commercial Laundry Washers	<ul style="list-style-type: none"> <li>Water Efficient laundry (15% water savings)</li> <li>High Efficiency laundry Equipment that captures and reuses rinse water (30% water savings)</li> </ul>	2 points 4 points	
W2.E.6 Commercial Water Operations Program	Establish an operational program to reduce water loss from pools, water features, etc., by covering pools, adjusting fountain operational hours, and using water treatment to reduce draw down and replacement of water. Point values for these types of plans will be determined based upon design and engineering data documenting the water savings.	TBD	
<b>W2.F Increase Commercial/Industrial Reclaimed Water Use</b>			
W2.F.1 Recycled Water	Graywater (purple pipe) irrigation system on site	5 points	



## CEQA THRESHOLDS AND SCREENING TABLES

Feature	Description	Assigned Point Values	Project Points
<b>Reduction Measure R2-T3: Ride-Sharing and Bike-to-Work Programs within Businesses</b>			
T3.A.1 Alternative Scheduling	Encouraging telecommuting and alternative work schedules reduces the number of commute trips and therefore VMT traveled by employees. Alternative work schedules could take the form of staggered starting times, flexible schedules, or compressed work weeks. <ul style="list-style-type: none"> <li>Provide flexibility in scheduling such that at least 30% of employees participate in 9/80 work week, 4-day/40-hour work week, or telecommuting 1.5 days/week.</li> </ul>	5 points	
T3.A.2 Car/Vanpools	<ul style="list-style-type: none"> <li>Car/vanpool program</li> <li>Car/vanpool program with preferred parking</li> <li>Car/vanpool with guaranteed ride home program</li> <li>Subsidized employee incentive car/vanpool program</li> </ul> <i>Note: combine all applicable points for total value</i>	1 point 2 points 3 points 5 points	2 points
T3.A.3 Employee Bicycle/ Pedestrian Programs	<ul style="list-style-type: none"> <li>Complete sidewalk to residential within ½ mile</li> <li>Complete bike path to residential within 3 miles</li> <li>Bike lockers and secure racks</li> <li>Showers and changing facilities</li> <li>Subsidized employee walk/bike program</li> </ul> <i>Note: combine all applicable points for total value</i>	1 point 1 point 1 point 2 points 3 points	1 point
T3.A.4 Shuttle/Transit Programs	<ul style="list-style-type: none"> <li>Local transit within ¼ mile</li> <li>Light rail transit within ½ mile</li> <li>Shuttle service to light rail transit station</li> <li>Guaranteed ride home program</li> <li>Subsidized Transit passes</li> </ul> <i>Note: combine all applicable points for total value</i>	1 point 3 points 5 points 1 points 2 points	
T3.A.5 Commute Trip Reduction	Employer based Commute Trip Reduction (CTR). CTRs apply to commercial, offices, or industrial projects that include a reduction of vehicle trip or VMT goal using a variety of employee commutes trip reduction methods. The point value will be determined based upon a TIA that demonstrates the trip/VMT reductions. Suggested point ranges: <ul style="list-style-type: none"> <li>Incentive based CTR Programs (1–8 points)</li> <li>Mandatory CTR programs (5–20 points)</li> </ul>	TBD	
T3.A.6 Other Trip Reduction Measures	Point values for other trip or VMT reduction measures not listed above may be calculated based on a TIA and/or other traffic data supporting the trip and/or VMT reductions.	TBD	
<b>Reduction Measure R2-T1: Alternative Transportation Options</b>			
<b>T1.E Mixed-Use Development</b>			
T1.E.1 Mixed-Use	Mixes of land uses that complement one another in a way that reduces the need for vehicle trips can greatly reduce GHG emissions. The point value of mixed-use projects will be determined based upon traffic studies that demonstrate trip reductions and/or reductions in vehicle miles traveled.	TBD	
T1.E.2 Local Retail Near Residential (Commercial only Projects)	Having residential developments within walking and biking distance of local retail helps to reduce vehicle trips and/or vehicle miles traveled. The point value of residential projects in close proximity to local retail will be determined based upon traffic studies that demonstrate trip reductions and/or reductions in vehicle miles traveled.	TBD	

## CEQA THRESHOLDS AND SCREENING TABLES

Feature	Description	Assigned Point Values	Project Points
<b>T1.F Preferential Parking</b>			
T1.F.1 Parking	<ul style="list-style-type: none"> <li>Provide reserved preferential parking spaces for car-share, carpool, and ultra-low or zero emission vehicles.</li> <li>Provide larger parking spaces that can accommodate vans used for ride-sharing programs and reserve them for vanpools and include adequate passenger waiting/loading areas.</li> </ul>	1 point  1 point	1 point
<b>T1.G Signal Synchronization and Intelligent Traffic Systems</b>			
T1.G.1 Signal Improvements	Techniques for improving traffic flow include: traffic signal coordination to reduce delay, incident management to increase response time to breakdowns and collisions, Intelligent Transportation Systems (ITS) to provide real-time information regarding road conditions and directions, and speed management to reduce high free-flow speeds. <ul style="list-style-type: none"> <li>Synchronize signals along arterials used by project.</li> <li>Connect signals along arterials to existing ITS.</li> </ul>	1 point/signal 3 points/signal	
<b>T1.H Increase Public Transit</b>			
T1.H.1 Public Transit	The point value of a projects ability to increase public transit use will be determined based upon a Transportation Impact Analysis (TIA) demonstrating decreased use of private vehicles and increased use of public transportation. <ul style="list-style-type: none"> <li>Increased transit accessibility (1-15 points)</li> </ul>	TBD	
<b>Reduction Measure R2-T2: Adopt and Implement a Bicycle Master Plan to Expand Bike Routes around the County</b>			
T2.B.1 Sidewalks	<ul style="list-style-type: none"> <li>Provide sidewalks on one side of the street (required)</li> <li>Provide sidewalks on both sides of the street</li> <li>Provide pedestrian linkage between commercial and residential land uses within 1 mile</li> </ul>	0 points 1 point 3 points	
T2.B.2 Bicycle Paths	<ul style="list-style-type: none"> <li>Provide bicycle paths within project boundaries</li> <li>Provide bicycle path linkages between commercial and other land uses</li> <li>Provide bicycle path linkages between commercial and transit</li> </ul>	1 point 2 points 5 points	
<b>Reduction Measure R2-T4: Electrify the Fleet</b>			
T4.B.1 Electric Vehicle Recharging	<ul style="list-style-type: none"> <li>Provide circuit and capacity in garages/parking areas for installation of electric vehicle charging stations.</li> <li>Install electric vehicle charging stations in garages/parking areas</li> </ul>	2 points/area 8 points/station	2 points 112 points
T4.B.2 Neighborhood Electric Vehicle (NEV) Infrastructure	NEVs are electric vehicles usually built to have a top speed of 25 miles per hour, and a maximum loaded weight of 3,000 pounds. <ul style="list-style-type: none"> <li>Provide NEV safe routes within the project site.</li> <li>Provide NEV safe routes between the project site and other land uses.</li> </ul>	3 points 5 points	
<b>Reduction Measure R2-S1: Reduce Waste to Landfills</b>			
S1.B.1 Recycling	County initiated recycling program diverting 80% of waste requires coordination with commercial development to realize this goal. The following recycling features will help the County fulfill this goal: <ul style="list-style-type: none"> <li>Provide separated recycling bins within each commercial building/floor and provide large external recycling collection bins at central location for collection truck pick-up</li> <li>Provide commercial/industrial recycling programs that fulfills an on-site goal of 80% diversion of solid waste</li> </ul>	2 points  5 points	2 points  5 points

## CEQA THRESHOLDS AND SCREENING TABLES

Feature	Description	Assigned Point Values	Project Points
<b>Other GHG Reduction Feature Implementation</b>			
O.B.1 Other GHG Emissions Reduction Features	This allows innovation by the applicant to provide commercial design features that the GHG emissions from construction and/or operation of the project not provided in the table. Note that engineering data will be required documenting the GHG reduction amount and point values given based upon emission reductions calculations using approved models, methods, and protocols.	TBD	
<b>Total Points Earned by Commercial/Industrial Project:</b>			<b>169 points</b>

**Table 2: Screening Table for GHG Implementation Measures for Commercial Development and Public Facilities**

Feature	Description	Assigned Point Values	Project Points
<b>Reduction Measure R2-EE10: Exceed Energy Efficiency Standards in New Commercial Units</b>			
<b>EE10.A Building Envelope</b>			
EE10.A.1 Insulation	<ul style="list-style-type: none"> <li>2017 Title 24 Requirements (walls R-13; roof/attic R-30)</li> <li>Modestly Enhanced Insulation (walls R-13, roof/attic R-38)</li> <li>Enhanced Insulation (rigid wall insulation R-13, roof/attic R-38)</li> <li>Greatly Enhanced Insulation (spray foam insulated walls R-15 or higher, roof/attic R-38 or higher)</li> </ul>	0 points 9 points 11 points 12 points	
EE10.A.2 Windows	<ul style="list-style-type: none"> <li>2016 Title 24 Windows (0.57 U-factor, 0.4 SHGC)</li> <li>Modestly Enhanced Window Insulation (0.4 U-factor, 0.32 SHGC)</li> <li>Enhanced Window Insulation (0.32 U-factor, 0.25 SHGC)</li> <li>Greatly Enhanced Window Insulation (0.28 or less U-factor, 0.22 or less SHGC)</li> </ul>	0 points 4 points 5 points 7 points	5
EE10.A.3 Cool Roofs	<ul style="list-style-type: none"> <li>Modest Cool Roof (CRRC Rated 0.15 aged solar reflectance, 0.75 thermal emittance)</li> <li>Enhanced Cool Roof (CRRC Rated 0.2 aged solar reflectance, 0.75 thermal emittance)</li> <li>Greatly Enhanced Cool Roof (CRRC Rated 0.35 aged solar reflectance, 0.75 thermal emittance)</li> </ul>	7 points 8 points 10 points	8
EE10.A.4 Air Infiltration	Minimizing leaks in the building envelope is as important as the insulation properties of the building. Insulation does not work effectively if there is excess air leakage. <ul style="list-style-type: none"> <li>Air barrier applied to exterior walls, caulking, and visual inspection such as the HERS Verified Quality Insulation Installation (QII or equivalent)</li> <li>Blower Door HERS Verified Envelope Leakage or equivalent</li> </ul>	7 points 6 points	
EE10.A.5 Thermal Storage of Building	Thermal storage is a design characteristic that helps keep a constant temperature in the building. Common thermal storage devices include strategically placed water filled columns, water storage tanks, and thick masonry walls. <ul style="list-style-type: none"> <li>Modest Thermal Mass (10% of floor or 10% of walls 12" or more thick exposed concrete or masonry with no permanently installed floor covering such as carpet, linoleum, wood, or other insulating materials)</li> <li>Enhanced Thermal Mass (20% of floor or 20% of walls 12" or more thick exposed concrete or masonry with no permanently installed floor covering such as carpet, linoleum, wood, or other insulating materials)</li> <li>Enhanced Thermal Mass (80% of floor or 80% of walls 12" or more thick exposed concrete or masonry with no permanently installed floor covering such as carpet, linoleum, wood, or other insulating materials)</li> </ul>	2 points 4 points 14 points	

## CEQA THRESHOLDS AND SCREENING TABLES

Feature	Description	Assigned Point Values	Project Points
<b>EE10.B Indoor Space Efficiencies</b>			
EE10.B.1 Heating/Cooling Distribution System	<ul style="list-style-type: none"> <li>Minimum Duct Insulation (R-4.2 required)</li> <li>Modest Duct insulation (R-6)</li> <li>Enhanced Duct Insulation (R-8)</li> <li>Distribution loss reduction with inspection (HERS Verified Duct Leakage or equivalent)</li> </ul>	0 points 5 points 6 points 8 points	6
EE10.B.2 Space Heating/Cooling Equipment	<ul style="list-style-type: none"> <li>2016 Title 24 Minimum HVAC Efficiency (EER 13/75% AFUE or 7.7 HSPF)</li> <li>Improved Efficiency HVAC (EER 14/78% AFUE or 8 HSPF)</li> <li>High Efficiency HVAC (EER 15/80% AFUE or 8.5 HSPF)</li> <li>Very High Efficiency HVAC (EER 16/82% AFUE or 9 HSPF)</li> </ul>	0 points 4 points 5 points 7 points	7
EE10.B.3 Commercial Heat Recovery Systems	Heat recovery strategies employed with commercial laundry, cooking equipment, and other commercial heat sources for reuse in HVAC air intake or other appropriate heat recovery technology. Point values for these types of systems will be determined based upon design and engineering data documenting the energy savings.	TBD	
EE10.B.4 Water Heaters	<ul style="list-style-type: none"> <li>2016 Title 24 Minimum Efficiency (0.57 Energy Factor)</li> <li>Improved Efficiency Water Heater (0.675 Energy Factor)</li> <li>High Efficiency Water Heater (0.72 Energy Factor)</li> <li>Very High Efficiency Water Heater (0.92 Energy Factor)</li> <li>Solar Pre-heat System (0.2 Net Solar Fraction)</li> <li>Enhanced Solar Pre-heat System (0.35 Net Solar Fraction)</li> </ul>	0 points 8 points 10 points 11 points 2 points 5 points	10
EE10.B.5 Daylighting	Daylighting is the ability of each room within the building to provide outside light during the day reducing the need for artificial lighting during daylight hours. <ul style="list-style-type: none"> <li>All peripheral rooms within building have at least one window or skylight</li> <li>All rooms within building have daylight (through use of windows, solar tubes, skylights, etc.)</li> <li>All rooms daylighted</li> </ul>	0 points 1 point 1 point	1
EE10.B.6 Artificial Lighting	<ul style="list-style-type: none"> <li>Efficient Lights (25% of in-unit fixtures considered high efficiency. High efficiency is defined as 40 lumens/watt for 15 watt or less fixtures; 50 lumens/watt for 15-40 watt fixtures, 60 lumens/watt for fixtures &gt;40watt)</li> <li>High Efficiency Lights (50% of in-unit fixtures are high efficiency)</li> <li>Very High Efficiency Lights (100% of in-unit fixtures are high efficiency)</li> </ul>	5 points 7 points 8 points	7
EE10.B.7 Appliances	<ul style="list-style-type: none"> <li>Energy Star Commercial Refrigerator (new)</li> <li>Energy Star Commercial Dishwasher (new)</li> <li>Energy Star Commercial Clothes Washer</li> </ul>	2 points 2 points 2 points	2
<b>EE10.C Miscellaneous Commercial Building Efficiencies</b>			
EE10.C.1 Building Placement	North/south alignment of building or other building placement such that the orientation of the buildings optimizes conditions for natural heating, cooling, and lighting.	4 points	4
EE10.C.2 Shading	At least 90% of south-facing glazing will be shaded by vegetation or overhangs at noon on Jun 21st.	6 points	
EE10.C.3 Other	This allows innovation by the applicant to provide design features that increase the energy efficiency of the project not provided in the table. Note that engineering data will be required documenting the energy efficiency of innovative designs and point values given based upon the proven efficiency beyond Title 24 Energy Efficiency Standards.	TBD	

## CEQA THRESHOLDS AND SCREENING TABLES

Feature	Description	Assigned Point Values	Project Points
EE10.C.4 Existing Commercial Buildings Retrofits	<p>The applicant may wish to provide energy efficiency retrofit projects to existing commercial buildings to further the point value of their project. Retrofitting existing commercial buildings within the unincorporated County is a key reduction measure that is needed to reach the reduction goal. The potential for an applicant to take advantage of this program will be decided on a case-by-case basis and shall have the approval of the Riverside County Planning Department. The decision to allow applicants to participate in this program will be evaluated based upon, but not limited to, the following:</p> <ul style="list-style-type: none"> <li>• Will the energy efficiency retrofit project benefit low income or disadvantaged communities?</li> <li>• Does the energy efficiency retrofit project provide co-benefits important to the County?</li> <li>• Point value will be determined based upon engineering and design criteria of the energy efficiency retrofit project.</li> </ul>	TBD	
<b>Reduction Measure R2-CE1: Clean Energy</b>			
<b>CE1.B Commercial/Industrial Renewable Energy Generation</b>			
CE1.B.1 Photovoltaic	<p>Solar Photovoltaic panels installed on commercial buildings or in collective arrangements within a commercial development such that the total power provided augments:</p> <ul style="list-style-type: none"> <li>• 30 percent of the power needs of the project</li> <li>• 40 percent of the power needs of the project</li> <li>• 50 percent of the power needs of the project</li> <li>• 60 percent of the power needs of the project</li> <li>• 70 percent of the power needs of the project</li> <li>• 80 percent of the power needs of the project</li> <li>• 90 percent of the power needs of the project</li> <li>• 100 percent of the power needs of the project</li> </ul>	<p>8 points 12 points 16 points 19 points 23 points 26 points 30 points 34 points</p>	8
CE1.B.2 Wind Turbines	<p>Some areas of the County lend themselves to wind turbine applications. Analysis of the areas capability to support wind turbines should be evaluated prior to choosing this feature.</p> <p>Wind turbines as part of the commercial development such that the total power provided augments:</p> <ul style="list-style-type: none"> <li>• 30 percent of the power needs of the project</li> <li>• 40 percent of the power needs of the project</li> <li>• 50 percent of the power needs of the project</li> <li>• 60 percent of the power needs of the project</li> <li>• 70 percent of the power needs of the project</li> <li>• 80 percent of the power needs of the project</li> <li>• 90 percent of the power needs of the project</li> <li>• 100 percent of the power needs of the project</li> </ul>	<p>8 points 12 points 16 points 19 points 23 points 26 points 30 points 34 points</p>	
CE1.B.3 Off-site Renewable Energy Project	<p>The applicant may submit a proposal to supply an off-site renewable energy project such as renewable energy retrofits of existing residential or existing commercial/industrial. These off-site renewable energy retrofit project proposals will be determined on a case-by-case basis accompanied by a detailed plan documenting the quantity of renewable energy the proposal will generate. Point values will be based upon the energy generated by the proposal.</p>	TBD	

## CEQA THRESHOLDS AND SCREENING TABLES

Feature	Description	Assigned Point Values	Project Points
CE1.A.4 Other Renewable Energy Generation	The applicant may have innovative designs or unique site circumstances (such as geothermal) that allow the project to generate electricity from renewable energy not provided in the table. The ability to supply other renewable energy and the point values allowed will be decided based upon engineering data documenting the ability to generate electricity.	TBD	
<b>Reduction Measure R2-W2: Exceed Water Efficiency Standards</b>			
<b>W2.D Irrigation and Landscaping</b>			
W2.D.1 Water Efficient Landscaping	<ul style="list-style-type: none"> <li>Eliminate conventional turf from landscaping</li> <li>Only moderate water using plants</li> <li>Only low water using plants</li> <li>Only California Native landscape that requires no or only supplemental irrigation</li> </ul>	0 points 2 points 3 points 5 points	
W2.D.2 Water Efficient Irrigation Systems	<ul style="list-style-type: none"> <li>Low precipitation spray heads &lt; .75"/hr or drip irrigation</li> <li>Weather based irrigation control systems combined with drip irrigation (demonstrate 20% reduced water use)</li> </ul>	1 point 3 points	
W2.D.3 Stormwater Reuse Systems	Innovative on-site stormwater collection, filtration, and reuse systems are being developed that provide supplemental irrigation water and provide vector control. These systems can greatly reduce the irrigation needs of a project. Point values for these types of systems will be determined based upon design and engineering data documenting the water savings.	TBD	
<b>W2.E Potable Water</b>			
W2.E.1 Showers	Water Efficient Showerheads (2.0 gpm)	2 points	
W2.E.2 Toilets	<ul style="list-style-type: none"> <li>Water Efficient Toilets/Urinals (1.5 gpm)</li> <li>Waterless Urinals (note that commercial buildings having both waterless urinals and high efficiency toilets will have a combined point value of 6 points)</li> </ul>	3 points 3 points	6
W2.E.3 Faucets	Water Efficient faucets (1.28 gpm)	2 points	2
W2.E.4 Commercial Dishwashers	Water Efficient dishwashers (20% water savings)	2 points	
W2.E.5 Commercial Laundry Washers	<ul style="list-style-type: none"> <li>Water Efficient laundry (15% water savings)</li> <li>High Efficiency laundry Equipment that captures and reuses rinse water (30% water savings)</li> </ul>	2 points 4 points	
W2.E.6 Commercial Water Operations Program	Establish an operational program to reduce water loss from pools, water features, etc., by covering pools, adjusting fountain operational hours, and using water treatment to reduce draw down and replacement of water. Point values for these types of plans will be determined based upon design and engineering data documenting the water savings.	TBD	
<b>W2.F Increase Commercial/Industrial Reclaimed Water Use</b>			
W2.F.1 Recycled Water	Graywater (purple pipe) irrigation system on site	5 points	5



## CEQA THRESHOLDS AND SCREENING TABLES

Feature	Description	Assigned Point Values	Project Points
<b>Reduction Measure R2-T3: Ride-Sharing and Bike-to-Work Programs within Businesses</b>			
T3.A.1 Alternative Scheduling	Encouraging telecommuting and alternative work schedules reduces the number of commute trips and therefore VMT traveled by employees. Alternative work schedules could take the form of staggered starting times, flexible schedules, or compressed work weeks. <ul style="list-style-type: none"> <li>Provide flexibility in scheduling such that at least 30% of employees participate in 9/80 work week, 4-day/40-hour work week, or telecommuting 1.5 days/week.</li> </ul>	5 points	
T3.A.2 Car/Vanpools	<ul style="list-style-type: none"> <li>Car/vanpool program</li> <li>Car/vanpool program with preferred parking</li> <li>Car/vanpool with guaranteed ride home program</li> <li>Subsidized employee incentive car/vanpool program</li> </ul> <i>Note: combine all applicable points for total value</i>	1 point 2 points 3 points 5 points	
T3.A.3 Employee Bicycle/ Pedestrian Programs	<ul style="list-style-type: none"> <li>Complete sidewalk to residential within ½ mile</li> <li>Complete bike path to residential within 3 miles</li> <li>Bike lockers and secure racks</li> <li>Showers and changing facilities</li> <li>Subsidized employee walk/bike program</li> </ul> <i>Note: combine all applicable points for total value</i>	1 point 1 point 1 point 2 points 3 points	
T3.A.4 Shuttle/Transit Programs	<ul style="list-style-type: none"> <li>Local transit within ¼ mile</li> <li>Light rail transit within ½ mile</li> <li>Shuttle service to light rail transit station</li> <li>Guaranteed ride home program</li> <li>Subsidized Transit passes</li> </ul> <i>Note: combine all applicable points for total value</i>	1 point 3 points 5 points 1 points 2 points	1
T3.A.5 Commute Trip Reduction	Employer based Commute Trip Reduction (CTR). CTRs apply to commercial, offices, or industrial projects that include a reduction of vehicle trip or VMT goal using a variety of employee commutes trip reduction methods. The point value will be determined based upon a TIA that demonstrates the trip/VMT reductions. Suggested point ranges: <ul style="list-style-type: none"> <li>Incentive based CTR Programs (1–8 points)</li> <li>Mandatory CTR programs (5–20 points)</li> </ul>	TBD	
T3.A.6 Other Trip Reduction Measures	Point values for other trip or VMT reduction measures not listed above may be calculated based on a TIA and/or other traffic data supporting the trip and/or VMT reductions.	TBD	
<b>Reduction Measure R2-T1: Alternative Transportation Options</b>			
<b>T1.E Mixed-Use Development</b>			
T1.E.1 Mixed-Use	Mixes of land uses that complement one another in a way that reduces the need for vehicle trips can greatly reduce GHG emissions. The point value of mixed-use projects will be determined based upon traffic studies that demonstrate trip reductions and/or reductions in vehicle miles traveled.	TBD	
T1.E.2 Local Retail Near Residential (Commercial only Projects)	Having residential developments within walking and biking distance of local retail helps to reduce vehicle trips and/or vehicle miles traveled. The point value of residential projects in close proximity to local retail will be determined based upon traffic studies that demonstrate trip reductions and/or reductions in vehicle miles traveled.	TBD	



## CEQA THRESHOLDS AND SCREENING TABLES

Feature	Description	Assigned Point Values	Project Points
<b>T1.F Preferential Parking</b>			
T1.F.1 Parking	<ul style="list-style-type: none"> <li>Provide reserved preferential parking spaces for car-share, carpool, and ultra-low or zero emission vehicles.</li> <li>Provide larger parking spaces that can accommodate vans used for ride-sharing programs and reserve them for vanpools and include adequate passenger waiting/loading areas.</li> </ul>	1 point  1 point	1
<b>T1.G Signal Synchronization and Intelligent Traffic Systems</b>			
T1.G.1 Signal Improvements	Techniques for improving traffic flow include: traffic signal coordination to reduce delay, incident management to increase response time to breakdowns and collisions, Intelligent Transportation Systems (ITS) to provide real-time information regarding road conditions and directions, and speed management to reduce high free-flow speeds. <ul style="list-style-type: none"> <li>Synchronize signals along arterials used by project.</li> <li>Connect signals along arterials to existing ITS.</li> </ul>	1 point/signal 3 points/signal	
<b>T1.H Increase Public Transit</b>			
T1.H.1 Public Transit	The point value of a projects ability to increase public transit use will be determined based upon a Transportation Impact Analysis (TIA) demonstrating decreased use of private vehicles and increased use of public transportation. <ul style="list-style-type: none"> <li>Increased transit accessibility (1-15 points)</li> </ul>	TBD	
<b>Reduction Measure R2-T2: Adopt and Implement a Bicycle Master Plan to Expand Bike Routes around the County</b>			
T2.B.1 Sidewalks	<ul style="list-style-type: none"> <li>Provide sidewalks on one side of the street (required)</li> <li>Provide sidewalks on both sides of the street</li> <li>Provide pedestrian linkage between commercial and residential land uses within 1 mile</li> </ul>	0 points 1 point 3 points	1
T2.B.2 Bicycle Paths	<ul style="list-style-type: none"> <li>Provide bicycle paths within project boundaries</li> <li>Provide bicycle path linkages between commercial and other land uses</li> <li>Provide bicycle path linkages between commercial and transit</li> </ul>	1 point 2 points 5 points	
<b>Reduction Measure R2-T4: Electrify the Fleet</b>			
T4.B.1 Electric Vehicle Recharging	<ul style="list-style-type: none"> <li>Provide circuit and capacity in garages/parking areas for installation of electric vehicle charging stations.</li> <li>Install electric vehicle charging stations in garages/parking areas</li> </ul>	2 points/area 8 points/station	2 48
T4.B.2 Neighborhood Electric Vehicle (NEV) Infrastructure	NEVs are electric vehicles usually built to have a top speed of 25 miles per hour, and a maximum loaded weight of 3,000 pounds. <ul style="list-style-type: none"> <li>Provide NEV safe routes within the project site.</li> <li>Provide NEV safe routes between the project site and other land uses.</li> </ul>	3 points 5 points	
<b>Reduction Measure R2-S1: Reduce Waste to Landfills</b>			
S1.B.1 Recycling	County initiated recycling program diverting 80% of waste requires coordination with commercial development to realize this goal. The following recycling features will help the County fulfill this goal: <ul style="list-style-type: none"> <li>Provide separated recycling bins within each commercial building/floor and provide large external recycling collection bins at central location for collection truck pick-up</li> <li>Provide commercial/industrial recycling programs that fulfills an on-site goal of 80% diversion of solid waste</li> </ul>	2 points  5 points	

## CEQA THRESHOLDS AND SCREENING TABLES

Feature	Description	Assigned Point Values	Project Points
<b>Other GHG Reduction Feature Implementation</b>			
O.B.1 Other GHG Emissions Reduction Features	This allows innovation by the applicant to provide commercial design features that the GHG emissions from construction and/or operation of the project not provided in the table. Note that engineering data will be required documenting the GHG reduction amount and point values given based upon emission reductions calculations using approved models, methods, and protocols.	TBD	
<b>Total Points Earned by Commercial/Industrial Project:</b>			<b>133</b>

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