Northwest Corner
Telegraph Road and Santa Fe Springs Road

Air Quality, Energy, and GHG Impact Analysis

Prepared for City of Santa Fe Springs, Planning Division

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1 INTRODUCTION

This *Air Quality, Energy, and Greenhouse Gas (GHG) Impact Analysis* has been prepared by EPD Solutions, Inc. (EPD) to analyze the potential impacts of the proposed Northwest Corner Telegraph Road and Santa Fe Springs Road Industrial Project (Project). The proposed Project is located at the northwest corner (NWC) of Telegraph Road & Santa Fe Springs Road in the City of Santa Fe Springs within the jurisdiction of the South Coast Air Quality Management District (SCAQMD).

The Project site encompasses a single parcel (Assessor's Parcel Number [APN] 8005-015-051) totaling approximately 26.77 acres. There are over 100 active, plugged, idle, and/or cancelled oil wells on the Project site. There is one, single-story office building on the western edge of the Project site; the remainder of the site consists of vacant land utilized for oil production. The office building on the site is utilized by a construction company. The Project site is surrounded by industrial uses to the west, north, and east, and residential uses to the south. The Project site is bound by vacant parcels to the east and south which are proposed to have industrial buildings developed by the Project opening year.

The proposed Project includes development of two buildings totaling 584,678 square feet (SF), named Building North and Building South. Building North would be 298,373 SF with a FAR of 0.51 and Building South would be 286,305 SF with a FAR of 0.49. Both buildings would be designated for 10% for manufacturing and 90% warehousing, which would potentially include cold storage uses, thus, the Project was analyzed as 10% cold storage. Additional improvements include parking lots, loading docks, decorative landscaping, associated on-site infrastructure, and construction of a cul-de-sac. The regional location and site plan are provided in Figure 1, *Project Location*, and Figure 2, *Project Site Plan*.

Figure 1: Project Location

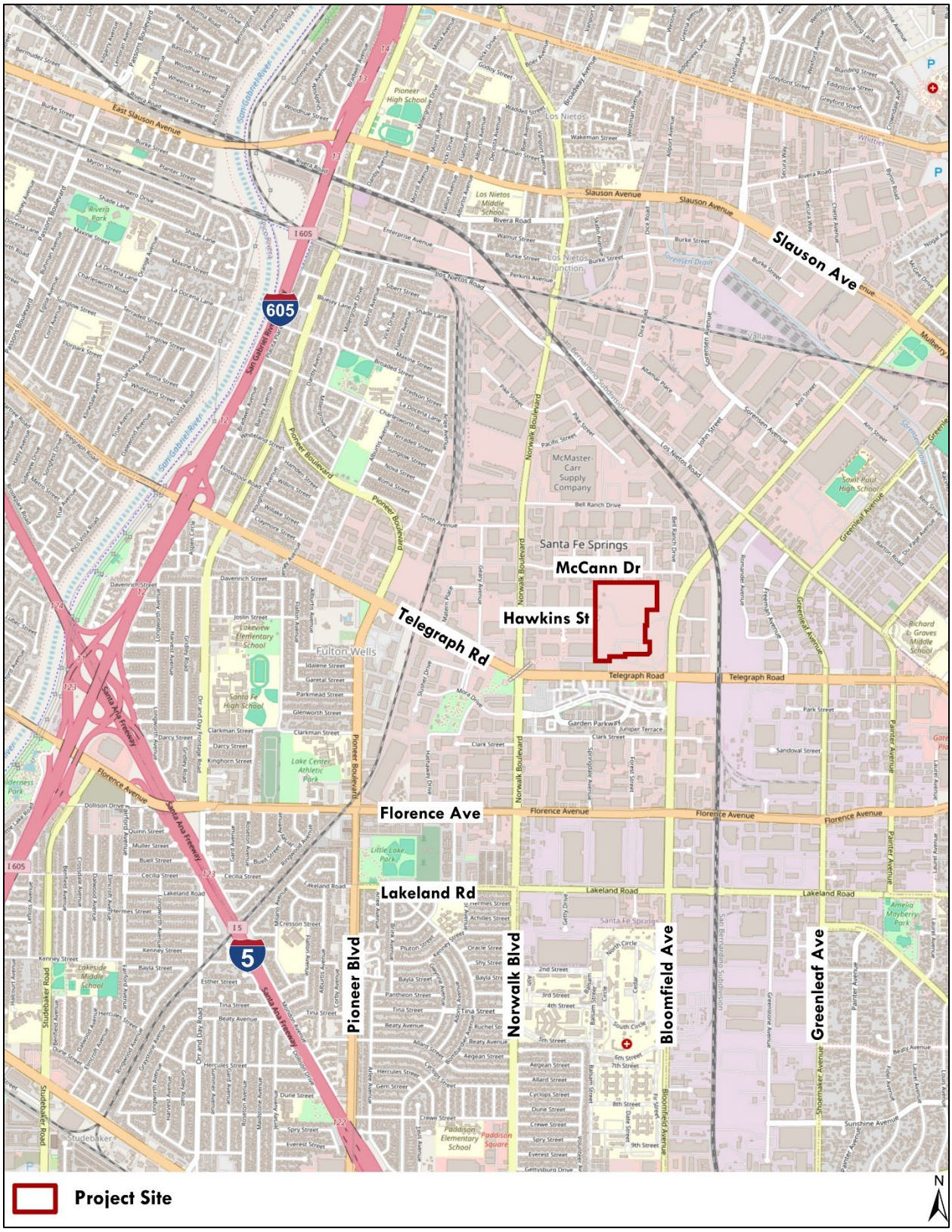
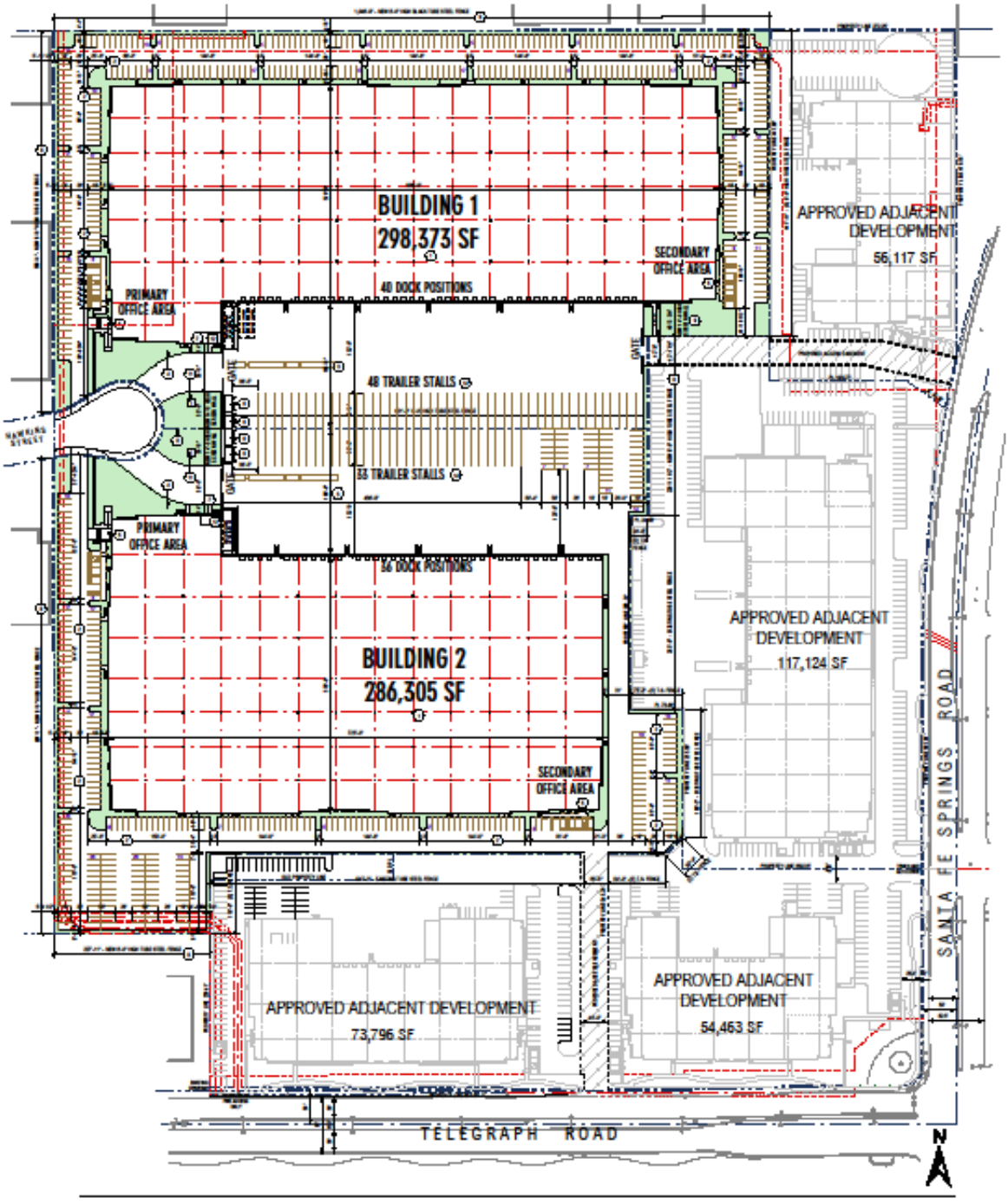


Figure 2: Project Site Plan



1.1 Purpose of the Report

To support the CEQA document for the proposed Project, this report analyzes the proposed Project's construction and operational impacts to air quality (emissions of criteria pollutants), energy usage, and greenhouse gas (GHG) emissions using the California Emissions Estimator Model (CalEEMod) Version 2022.1. The purpose of this model is to calculate construction-source and operational-source criteria pollutants (VOCs, NOx, SO_2, CO, PM_{10}, and $PM_{2.5}$), GHG emissions from direct and indirect sources, and quantify applicable air quality and GHG reductions achieved from mitigation. The thresholds of significance used are the adopted thresholds by the SCAQMD, California Air Resources Board (CARB), and the City of Santa Fe Springs.

1.2 Summary of Conclusions

The conclusions of this analysis are as follows:

Air Quality: The Project's maximum daily localized construction emissions would not exceed SCAQMD thresholds. The localized operational emissions during the Project would also comply with the SCAQMD operational significance thresholds, and impacts would be less than significant.

The Project's maximum daily regional construction emissions would exceed SCAQMD's regional thresholds, without mitigation implemented. The unmitigated architectural coating phase exceeds SCAQMD threshold for reactive organic gases (ROG/VOC). For all other phases, the construction emissions would be less than significant. To reduce potentially significant impacts from ROG emissions during the Project's architectural coating phase during construction, the SCAQMD recommends the implementation of Mitigation Measure AQ-1: Low VOC Paint by subjecting the Project to a stricter 50 g/L maximum VOC content compliant paint during architectural coating.

> **Mitigation Measure AQ-1: Low VOC Paint (Construction).** Construction plans, specifications, and permitting shall require that during construction, the Project shall use "super-compliant" low VOC paints which have been reformulated to exceed the regulatory VOC limits (i.e., have a lower VOC content than what is required) put forth by SCAQMD's Rule 1113 for all architectural coatings. Super-compliant low VOC paints shall contain no more than 50g/L of VOC. Prior to issuance of building permits, the City of Santa Fe Springs shall confirm that plans include the following specifications:
>
> - All architectural coatings will be super-compliant low VOC paints, reduced from the industrial standard of 100 g/L VOC content paint, to a compliant VOC, not exceeding 50 g/L.
> - Recycle leftover paint. Take any leftover paint to a household hazardous waste center; do not mix leftover water-based and oil-based paints.
> - Keep lids closed on all paint containers when not in use to prevent VOC emissions and excessive odors.
> - For water-based paints, clean up with water only. Whenever possible, do not rinse the cleanup water down the drain or pour it directly into the ground or the storm drain. Set aside the can of cleanup water and take it to the hazardous waste center (Public Works Los Angeles County, 2018).

- Use compliant low-VOC cleaning solvents to clean paint application equipment.

During the proposed Project's construction, compliant VOC architectural coatings shall be used during the application of paints and other architectural coatings to reduce VOC and ozone precursors. With Mitigation Measure AQ-1 implemented, the Project's ROG emissions reduce from 139.3 pounds per day to 69.8 pounds per day, less than the 75 pounds per day threshold.

Additionally, construction of the Project would comply with SCAQMD rules and regulations, including Rule 402 which governs emissions of air contaminants or other material that may cause injury or nuisance to any considerable number of persons or to the public (South Coast Air Quality Management District); Rule 403 to minimize fugitive PM dust emissions (South Coast Air Quality Management District); Rule 445 restricting wood burning devices from being installed into any new development (South Coast Air Quality Management District); Rule 1113 which allows only low-volatile organic compounds (VOC) paints (South Coast Air Quality Management District); Rule 1166 which sets requirements to control the emissions of VOC deposition from excavating, grading, handling, and treating VOC-contaminated soil (South Coast Air Quality Management District) and Rule 1470 which requires new stationary emergency diesel engines to not operate more than 50 hours a year for maintenance and testing. Projects that do not exceed the regional thresholds are assumed to not have a significant impact on a project level and cumulative level.

The proposed Project aligns with the SCAQMD'S 2022 Air Quality Management Plan (AQMP), reflecting adherence to regional air quality management goals and standards. The toxic air contaminant (TAC) emissions generated by the Project would have a lower increased cancer risk than the SCAQMD health risk threshold of 10 in one million. Finally, odors produced by the construction would be minimal and temporary, and operation of the site would be minimal and similar to the surrounding land uses. Therefore, the proposed Project would have a less-than-significant air quality impact, with mitigation implemented.

Energy: The proposed Project has no unusual characteristics that would make the construction fuel and energy consumption associated with construction of the Project less efficient than other similar construction projects throughout the state. The energy consumption for construction would also be temporary and localized. The operation of the proposed Project would comply with all energy efficiency requirements under Title 24 and all applicable City energy codes. Therefore, the construction and operation of the Project would result in a less-than-significant impact related to inefficient, wasteful, or unnecessary energy use, and no mitigation would be required.

Greenhouse Gas: The proposed Project's GHG emissions of 9,006 $MTCO_2e$ per year are below the SCAQMD significance threshold of 10,000 $MTCO_2e$ per year for industrial projects. Additionally, the Project is consistent with the actions and measures of the 2022 Scoping Plan and would not interfere with the policies and goals set within those plans as well as the City's GHG reduction plans and policies. Therefore, the Project would have a less-than-significant impact on GHG emissions.

2 AIR QUALITY

2.1 Environmental Setting

2.1.1 Local Climate and Meteorology

Climate

The proposed Project is located within the South Coast Air Basin (SCAB), which incorporates all of Orange County, and parts of Los Angeles, Riverside, and San Bernardino Counties. The City of Santa Fe Springs and the SCAB are under the jurisdiction of the SCAQMD.

As described in the Santa Fe Springs General Plan and Targeted Zoning Code Update:

> *The climate of the Los Angeles region is classified as Mediterranean, but weather conditions within the Basin are also dependent on local topography and proximity to the Pacific Ocean. The climate is dominated by the Pacific high-pressure system that results in generally mild, dry summers and mild, wet winters. This temperate climate is occasionally interrupted by extremely hot temperatures during the summer, hot dry westerly "Santa Ana" winds during the fall, and storms from the Pacific northwest during the winter.*
>
> *The Pacific high-pressure system drives the prevailing winds in the Basin. The winds tend to blow onshore in the daytime and offshore at night. In the summer, an inversion layer is often created over the coastal areas and increases ozone levels. A temperature inversion is created when a layer of cool air is overlain by a layer of warmer air; this can occur over coastal areas when cool, dense air that originates over the ocean is blown onto land and flows underneath the warmer, drier air that is present over land. In the winter, areas throughout the basin often experience a shallow inversion layer that prevents the dispersion of surface level air pollutants, resulting in higher concentrations of criteria air pollutants such as carbon monoxide (CO) and oxides of nitrogen (NO_x). In the fall months, the Basin's weather is often impacted by Santa Ana winds. These winds are the result of a high-pressure system over the Nevada-Utah region that overcomes a westerly wind pattern and forces hot, dry winds from the east to the Pacific Ocean* (City of Santa Fe Springs, 2022).

Meteorology

Meteorological data used for the Project baseline was obtained from the City of Santa Fe Springs' closest meteorological station, Long Beach Airport, for the period of 2012-2016. The average temperatures range from a high of 89 degrees Fahrenheit (°F) in August to a low of 47 °F in December. Annual precipitation is approximately 14 inches, falling mostly from January through April (National Oceanic and Atmospheric Administration (NOAA), 2022).

2.1.2 Criteria Pollutants

Criteria pollutants are air pollutants with State and national air quality standards that define allowable concentrations of these substances in ambient air. These criteria pollutants include:

- **Reactive Organic Gases (ROGs).** ROGs are hydrocarbon compounds that contribute to the formation of smog through atmospheric photochemical reactions and/or may be toxic. Compounds of carbon (also known as organic compounds) are a precursor to ozone (O_3). ROGs often have an odor, and some examples include gasoline, alcohol, and the solvents used in paints. Not all ROGs have health effects; however, breathing some ROGs can irritate the eyes, nose and throat, can cause difficulty breathing and nausea, and can damage the central nervous system or cause cancer. The United States Environmental Protection Agency (USEPA) and SCAQMD both use the terms VOC (volatile organic compounds) and ROG interchangeably in their regulatory frameworks (United States Environmental Protection Agency, 2024). While there are nuanced differences in application, both agencies recognize VOC and ROG as equivalent terms within the scope of air quality management. Thus, the remainder of this report will reference the pollutant as VOC or ROG interchangeably.
- **Oxides of nitrogen (NO_x).** NO_x consists of nitric oxide (NO) and nitrogen dioxide (NO_2) and five other compounds, which are formed when nitrogen combines with oxygen. NO_x is typically created during combustion processes and are major contributors to smog formation and acid deposition. Increase in resistance to air flow and airway contraction occurs after short-term exposure to NO_X in healthy subjects and an increase in acute respiratory illness, including infections and respiratory symptoms in children, is associated with long-term exposure to NO_x.
- **Carbon monoxide (CO).** CO is a colorless, odorless gas produced by sources that burn fuel such as vehicles, construction equipment, and building heating. CO concentrations tend to be the highest during the winter morning, when little to no wind and surface-based inversions trap the pollutant at ground levels. Motor vehicles are the primary source of CO in the SCAB and the highest ambient CO concentrations are generally found near congested transportation corridors and intersections. Inhaled CO has no direct toxic effect on the lungs but exerts its effect on tissues by interfering with oxygen (O_2) transport and competing with O_2 to combine with hemoglobin present in the blood to form carboxyhemoglobin (COHb). Conditions with an increased demand for O_2 supply can be adversely affected by exposure to CO. Individuals most at risk include fetuses, patients with diseases involving heart and blood vessels, and patients with chronic hypoxemia (O_2 deficiency).
- **Sulfur dioxide (SO_2).** SO_2 is a respiratory irritant generated by burning high sulfur-content fuel oils and coal and from chemical processes occurring at chemical plants and refineries. Exposure to SO_2 can result in a reduction in breathing capacity leading to breathing difficulties.
- **Particulate matter PM_{10} (PM_{10}).** PM_{10} is a major air pollutant consisting of tiny solid or liquid particles of soot, dust, smoke, fumes, and aerosols. PM pollution is a major cause of reduced visibility (haze) which is caused by the scattering of light and consequently the significant reduction in air clarity. The size of the particles (10 microns or smaller, about 0.0004 inches or less) allows them to easily enter the lungs where they may be deposited, resulting in adverse health effects that include respiratory infections, asthma, lung cancer.
- **Particulate matter $PM_{2.5}$ ($PM_{2.5}$).** $PM_{2.5}$ consists of tiny solid or liquid particles which are 2.5 microns or smaller (which is often referred to as fine particles). These particles are formed in the atmosphere

from primary gaseous emissions that include SO_4 formed from SO_2 release from power plants and industrial facilities and nitrates that are formed from NO_X release from power plants, automobiles, and other types of combustion sources. $PM_{2.5}$ results in the same type of health effects as $PM_{2.5}$.

The emissions of these criteria pollutants were estimated using CalEEMod (Version 2022.1) to identify the construction and net operational emissions that would be generated by the proposed Project.

2.1.3 Sensitive Receptors

A sensitive receptor is defined as an individual who is most susceptible to negative health affects when exposed to air pollutants including children, the elderly, and adults with chronic health issues. Such receptors include residences, schools, elderly care centers, and hospitals where an individual can remain for 24 hours.

The sensitive receptor located nearest to the Project site is a residential apartment community that is 357 feet (109 meters) south of the Project site boundary.

2.1.4 Existing Air Quality

Regional Air Quality

The USEPA and the State of California have established air quality standards for six criteria pollutants. The air quality in a region is considered to be in attainment if the measured ambient air pollutant levels do not exceed the air quality standards. Conversely, nonattainment means that an area has monitored air quality that does not meet the USEPA or State standards. In order to improve air quality in nonattainment areas, a State Implementation Plan (SIP) is drafted by the CARB. The SIP outlines the measures that the State will take to improve air quality. Once nonattainment areas meet the standards and additional redesignation requirements, the USEPA designates the area as a maintenance area. As shown in Table 1, the Project site is in a federal nonattainment area for 1-hour and 8-hour ozone and $PM_{2.5}$, and a State nonattainment area for 1-hour and 8-hour ozone, PM_{10}, and $PM_{2.5}$.

Table 1: Attainment Status of Criteria Pollutants in the South Coast Air Basin

Pollutant	State	Federal
Ozone (1-hour)	Nonattainment	Nonattainment
Ozone (8-hour)	Nonattainment	Nonattainment
PM_{10}	Nonattainment	Attainment
$PM_{2.5}$	Nonattainment	Nonattainment
CO	Attainment	Unclassified/Attainment
NO_2	Attainment	Unclassified/Attainment
SO_2	Attainment	Unclassified/Attainment
Lead	Attainment	Unclassified/Nonattainment[1]
All others	Unclassified/Nonattainment	No Standards

[1] NAAQS Area Designation for Lead (particulate) Los Angeles County (portion) Nonattainment status, the remainder of Air Basin status is Unclassified/Attainment.
Source: California Air Resources Board. (2023). *Maps and Tables of Area Designations for State and National Ambient Air Quality Standards*. https://ww2.arb.ca.gov/sites/default/files/barcu/regact/2024/areades/appc.pdf

Local Air Quality

The Project site is located within the Source Receptor Area (SRA) 5, Southeast Los Angeles County. The closest monitoring station for O_3, CO, NO_2, and $PM_{2.5}$ is the SCAQMD Pico Rivera Monitoring Station #2 (within SRA 11, South San Grabriel Valley) approximately 4.55 miles north of the Project site. The Anaheim Monitoring Station (within SRA 17, Central Orange County) was used for PM_{10}, approximately 10.6 miles southeast of the Project site. These were selected as they were the closest monitoring stations that would be most applicable to the Santa Fe Springs air quality conditions.

The most recent three years of data available is shown in Table 2, *Project Area Air Quality Monitoring Summary 2021-2023* and identifies the number of days ambient air quality standards were exceeded for the study area, which is considered to be representative of the local air quality at the Project site. Data for O_3, CO, NO_2, PM_{10}, and $PM_{2.5}$ for 2021 through 2023 was obtained from the SCAQMD Air Quality Data Tables. Data for SO_2 has been omitted as attainment is regularly met in the SCAB and few monitoring stations measure SO_2 concentrations.

Table 2: Project Area Air Quality Monitoring Summary 2021-2023

Pollutant	Standard	Year		
		2021	2022	2023
O_3[1]				
Maximum Federal 1-Hour Concentration (ppm)		0.104	0.123	0.120
Maximum Federal 8-Hour Concentration (ppm)		0.074	0.091	0.090
Number of Days Exceeding State 1-Hour Standard	> 0.09 ppm	2	3	7
Number of Days Exceeding Federal 8-Hour Standard	> 0.070 ppm	3	2	7
Number of Days Exceeding State 8-Hour Standard	> 0.070 ppm	3	3	9
CO[1]				
Maximum Federal 1-Hour Concentration	> 35 ppm	1.8	1.6	1.8
Maximum Federal 8-Hour Concentration	> 20 ppm	1.5	1.5	1.3
NOx[1]				
Maximum Federal 1-Hour Concentration	> 0.100 ppm	0.072	0.065	58.1
Annual Federal Standard Design Value		17.5	0.017	15.2
PM_{10}[2]				
Maximum Federal 24-Hour Concentration ($\mu g/m^3$)	> 150 $\mu g/m^3$	115	90	146
Number of Days Exceeding Federal 24-Hour Standard	> 150 $\mu g/m^3$	0	0	0
Number of Days Exceeding State 24-Hour Standard	> 50 $\mu g/m^3$	12	7	7
$PM_{2.5}$[1]				
Maximum Federal 24-Hour Concentration ($\mu g/m^3$)	> 35 $\mu g/m^3$	66	53.8	54.6
Number of Days Exceeding Federal 24-Hour Standard	> 35 $\mu g/m^3$	3	1	2

ppm= parts per million
$\mu g/m^3$= micrograms per cubic meter of air
Source: SCAQMD Historical Air Quality Data by Year, Air Quality Data Tables for Pico Rivera #2 and Anaheim Air Quality Monitoring Stations (South Coast Air Quality Management District, 2023).
[1] Data for O_3, CO, NOx, and $PM_{2.5}$ obtained from SRA 11 South San Gabriel Valley Pico Rivera Monitoring Station.
[2] Data for PM_{10} obtained from SRA 17 Central Orange County Anaheim Monitoring Station.

2.2 Regulatory Setting

2.2.1 Federal

The USEPA is responsible for setting and enforcing the National Ambient Air Quality Standards (NAAQS) for criteria pollutants. The USEPA standards, along with the California standards, are shown in Table 3, *California and National Ambient Air Quality Standards*. The USEPA draws primarily from the Clean Air Act (CAA) to create their air quality mandates. The USEPA requires each state with federal nonattainment areas to prepare and submit a SIP as a part of its enforcement responsibilities. The SIP demonstrates the means to attain and maintain the federal standards set by the USEPA, and must integrate federal, State, and local plan components and regulations to reduce pollution within the SIP identified timeframe. The sections of the CAA most directly applicable to the development of the Project site include Title I (Non-Attainment Provisions) and Title II (Mobile Source Provisions). Title I provisions were established with the goal of attaining the NAAQS and Title II provisions are related to mobile source emissions and require use of cleaner burning gasoline and fuels.

2.2.2 State

The CARB is a department of the California Environmental Protection Agency and oversees air quality planning and control throughout California. CARB is responsible for coordination and oversight of State and local air pollution control programs in California and for implementation of the California Clean Air Act (CCAA), which requires CARB to establish the California Ambient Air Quality Standards (CAAQS) (California Air Resources Board, n.d.). CARB has established CAAQS for sulfates, hydrogen sulfide, vinyl chloride, visibility-reducing particulate matter, and the criteria air pollutants described previously in Section 2.1.2, *Criteria Pollutants*. Applicable CAAQS are shown in Table 3, *Ambient Air Quality Standards*.

The CCAA requires all local air districts in the state to endeavor to achieve and maintain the CAAQS by the earliest practical date. The act specifies that local air districts should focus particular attention on reducing the emissions from transportation and area-wide emission sources and provides districts with the authority to regulate indirect sources.

Among CARB's other responsibilities are overseeing compliance of local air districts with California and federal laws, approving local air quality plans, submitting SIPs to the USEPA, monitoring air quality, determining and updating area designations and maps, and setting emissions standards for new mobile sources, consumer products, small utility engines, off-road vehicles, and fuels.

Table 3: Ambient Air Quality Standards

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

See footnotes on next page ...

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

2.2.3 Title 24, Energy Efficiency and Green Building Standards.

California Code of Regulations (CCR) Title 24 Part 6, *California's Energy Efficiency Standards*, are updated every three years to incorporate new energy efficient technologies and construction methods. The most recent approved update consisting of the 2022 California Green Building Code Standards (2022 Energy Code) was approved by the California Energy Commission on August 11, 2021. Buildings whose permit applications are applied for on or after January 1, 2023, such as what would occur with the proposed Project, must comply with the 2022 Energy Code.

The 2022 Title 24 standards result in less energy use, thereby reducing air pollutant emissions associated with energy consumption. Title 24 standards require solar ready photovoltaic system roofs and encourage demand responsive technologies for new residential and industrial structures.

2.2.4 Regional

The SCAQMD is the air pollution control agency for the portion of the SCAB where the Project site is located. The role of the local air district is to protect the people and the environment of the SCAB from the effects of air pollution. SCAQMD shares responsibility with CARB for ensuring that air quality standards are achieved and maintained within the SCAB.

SCAQMD has adopted a series of Air Quality Management Plans (AQMPs) to meet the State and federal ambient air quality standards. The 2022 AQMP is the most recent and was adopted on December 2, 2022. The 2022 AQMP includes a comprehensive analysis of emissions, meteorology, atmospheric chemistry, regional growth projections, and the impact of existing control measures, to meet the following NAAQS:

- 1-hour ozone (120 ppb) by 2023
- 8-hour ozone (70 ppb) by 2038
- 8-hour ozone (75 ppb) by 2032
- 8-hour ozone (80 ppb) by 2024
- 24-hour $PM_{2.5}$ (35 µg/m^3) by 2023
- Annual $PM_{2.5}$ (12 µg/m^3) by 2025

The SCAQMD establishes a program of rules and regulations to obtain attainment of the State and federal standards along with the AQMP. The rules and regulations applicable to this Project include, but are not limited to, the following:

- **SCAQMD Rule 402** governs emissions of air contaminants or other material which cause injury, determinant, nuisance, or annoyance to any considerable number of persons or to the public. These apply to any odors that would be deemed objectionable to a substantial number of people. This rule does not apply to agricultural operations necessary for the growing of crops or the raising of fowl or animals.
- **SCAQMD Rule 403** governs emissions of fugitive dust during construction and operation activities. Compliance with this rule is achieved through application of standard Best Management Practices, such as application of water or chemical stabilizers to disturbed soils, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 miles per hour, sweeping loose dirt from paved

site access roadways, cessation of construction activity when winds exceed 25 mph, and establishing a permanent ground cover on finished sites.

- **SCAQMD Rule 445** restricts wood burning devices from being installed into any new development and is intended to reduce the emissions of particulate matter for wood burning devices.
- **SCAQMD Rule 1113** allows the use of only Low-Volatile Organic Compounds "(VOC)" paints (no more than 50 gram/liter (g/L) of VOC).
- **SCAQMD Rule 1166** sets requirements to control the emission of VOCs from excavating, grading, handling, and treating VOC-contaminated soil as a result of leakage from storage or transfer operations, accidental spillage, or other deposition. Pursuant to SCAQMD Rule 1166, excavating or grading soil containing VOC materials shall:

  Apply for, obtain, and operate pursuant to a mitigation plan pursuant to the requirements of SCAQMD Rule 1166. Monitor for VOC contamination at least once every 15 minutes commencing at the beginning of excavation or grading and record all VOC concentration readings. Handling VOC-contaminated soil at or from an excavation or grading site shall segregate VOC-contaminated stockpiles from non-VOC contaminated stockpiles such that mixing of the stockpiles does not take place. VOC-contaminated soil stockpiles shall be sprayed with water and/or approved vapor suppressant and adequately cover them with plastic sheeting for all periods of inactivity lasting more than one hour. A daily visual inspection shall be conducted of all covered VOC contaminated soil stockpiles to ensure the integrity of the plastic covered surfaces. Contaminated soil shall be treated or removed from an excavation or grading site within 30 days from the time of excavation.
- **SCAQMD Rule 1470** sets operational hour requires. Stating that new stationary emergency diesel engines shall not operate more than 50 hours a year for maintenance and testing.

2.2.5 Toxic Air Contaminants

The SCAQMD also requires projects to analyze toxic air contaminants (TACs) and the health risks resulting from them. In the SCAB, SCAQMD has prepared a series on in-depth analysis called the Multiple Air Toxics Exposure Studies (MATES)these include MATES I-V. In these reports, diesel particulate matter (DPM) and other air toxics' relation to cancer risk incidence were analyzed (South Coast Air Quality Management District, 2021)). Reductions of cancer risk incidence of 54% between MATES IV and MATES V can be seen due to the increasingly stringent DPM emission regulations and improved DPM emission control technologies. The MATES V data shows that exposure to TACs in the SCAB increased the chances of developing cancer by 455 chances in one million, with DPM comprising 67.3% of the TACs analyzed in the report.

2.3 Significance Thresholds

2.3.1 Regional Emissions Thresholds

The SCAQMD has adopted regional significance thresholds that identify the maximum daily emissions (pounds/day) for the criteria during construction and operation of a (South Coast Air Quality Management District, 2023). The regional thresholds are listed in Table 4, *SCAQMD Regional Emission Significance Thresholds*. These thresholds include the Project emissions generated both from onsite sources (such as off-

road construction equipment and fugitive dust) and offsite sources (such as vehicle travel to and from the site).

Table 4: SCAQMD Regional Emissions Significance Thresholds

Air Pollutant	Maximum Daily Emissions (pounds/day)	
	Construction	Operational
ROGs	75	55
NOx	100	55
CO	550	550
SO_2	150	150
PM_{10}	150	150
$PM_{2.5}$	55	55

Source: SCAQMD, 2023

2.3.2 Localized Significance Thresholds

Localized significance thresholds (LSTs) were also adopted by SCAQMD due to the potential of project-related construction or operational air emissions to exceed the State and national air quality standards in the Project vicinity, while not exceeding the regional emission significance thresholds adopted by the SCAQMD. These thresholds set the maximum rates of daily construction or operational emissions from a project site that would not exceed a national or State ambient air quality standard (South Coast Air Quality Management District, 2023). The differences between regional thresholds and LSTs are as follows:

- Regional thresholds include all sources of project construction and operational emissions generated from onsite and offsite emission sources whereas the LSTs only consider the emissions generated from onsite emission sources.
- LSTs only apply to CO, NO_x, PM_{10}, and $PM_{2.5}$, while regional thresholds include both ROG and SO_2.
- Regional thresholds apply to emission sources located anywhere within the SCAQMD whereas the LSTs are location dependent and also depend on the size of the project, and emission location relative to the nearest sensitive receptor.

SCAQMD provides screening look up tables in Appendix C of the SCAQMD *Final Localized Significance Threshold Methodology* (South Coast Air Quality Management District, 2008)) for projects that disturb less than or equal to 5 acres in size in a day. These tables were created to easily determine if the daily emissions of NO_x, CO, PM_{10}, and $PM_{2.5}$ from a project could result in a significant impact to the local air quality. To calculate the area to be disturbed, *The SCAQMD Fact Sheet for Applying CalEEMod to Localized Significance Threshold* (South Coast Air Quality Management District, 2011) was used to calculate the appropriate disturbed area. The thresholds are determined by:

- Source receptor area (SRA), the geographic area within the SCAQMD that can act as both a source of emissions and a receptor of emission impacts (the Project site is located within SRA 5, Southeast Los Angeles County);

- Size of the project; and
- Distance to the nearest sensitive receptor.

Table 5, *Daily Acres Disturbed* shows that, based on the size of the Project site and the default acres of grading derived from CalEEMod, the Project construction would grade a maximum of 4.0 acres per day, with the most acres graded resulting from the Site Preparation and Grading phases. Therefore, the SCAQMD thresholds for 2 acres and 5 acres were interpolated for a 4-acre site.

Also, because the closest residence is approximately 109 meters (356 feet) south from the Project boundary, pursuant to SCAQMD methodology, a threshold for 100 meters was utilized to allow for a conservative threshold. Table 6, *Construction Localized Significance Thresholds*, shows the LST thresholds in SRA 5, for a maximum of 4 acres of grading per day at a distance of 100 meters from the nearest sensitive receptor.

Table 5: Daily Acres Disturbed

Activity	Equipment Type	Equipment Quantity	Operating Hours per Day	Acres Disturbed per piece of Equipment per Day	Acres Disturbed per Day
Demolition	Rubber Tired Dozers	2	8	0.5	1
				Total Acres Disturbed Per Day	**1**
Site Preparation	Rub Tired Dozers	3	8	0.5	1.5
	Crawler Tractors	4	8	0.5	2
				Total Acres Disturbed Per Day	**3.5**
Grading	Crawler Tractors	2	8	0.5	1
	Rub Tired Dozers	1	8	0.5	0.5
	Scrapers	2	8	1	2
	Graders	1	8	0.5	0.5
				Total Acres Disturbed Per Day	**4**
				Max Acres Graded Per Day	4

Source: CalEEMod Output Sheets, See Data Attachment A.

Table 6: Construction Localized Significance Thresholds

Air Pollutant	**Maximum Daily Emissions (pounds/day)**
NOx	157.7
CO	2,123.3
PM_{10}	53.0
$PM_{2.5}$	13.3

Source: Localized Significance Threshold Methodology, Appendix C, *LST Lookup Tables* (South Coast Air Quality Management District, 2008)

According to the SCAQMD LST methodology, LSTs apply to Project stationary and onsite mobile sources. Projects that involve mobile sources spending long periods queuing and idling at a site, such as transfer facilities or warehousing and distribution buildings, have the potential to exceed the operational localized significance thresholds. As the Project's site is 26.77-acres, the threshold for 5-acres was utilized to yield a conservative analysis, and again utilizing the 100-meter distance from the nearest sensitive receptor, which is 109 meters south of the Project site boundary. These thresholds were calculated and are listed below, using the same LST methodology suggested by SCAQMD mentioned above utilizing the 5-acre threshold and 100-meter distance from nearest receptor.

Table 7: Operational Localized Significance Thresholds

Air Pollutant	Maximum Daily Emissions (pounds/day)
NOx	176.0
CO	2,437.0
PM_{10}	15.0
$PM_{2.5}$	4.0

Source: Localized Significance Threshold Methodology, Appendix C: LST Lookup Tables (South Coast Air Quality Management District, 2008)

2.4 Emissions Modeling Methodology

2.4.1 California Emissions Estimator Model

As previously described, CalEEMod Version 2022.1 was used to calculate emissions that would be generated by the proposed Project. The purpose of this model is to calculate construction-source and operational-source criteria pollutant emissions and GHG emissions from direct and indirect sources and quantify applicable air quality and GHG reductions achieved from mitigation. The model runs for both construction and operational activity are attached (Appendix A).

The following non-default model assumptions were incorporated into the analysis:

- Land Use: Adjusted acreage to adhere to architectural plans and included speculative cold storage of 10%. Parking is inclusive of standard stalls, trailer stalls, and bicycle stalls.
- Construction: Adjusted auto-scheduler to align with existing land use requirements. Grading was extended from 20 days to 100 days to adhere to the hazardous soil export and quantity of import. The architectural coating phase was extended from 20 days to 40 days due to the extensive amount of coating required for the two buildings and parking.
- Construction: Assumed all construction equipment will be utilized 8 hours per workday.
- Construction: Bore rig was added for demolition to cap the existing oil well, replaced tractors/loaders/backhoes with crawler tractors in the site preparation phase, and added crawler tractors to the grading phases.

- Construction: Assumed 25,000 cubic yards (CY) of soil to be exported due to soil contamination from existing and previous oil well operations. A volume of 126,929 CY of import thus assumed to be required to fill for the grading phase, as 101,929 CY is identified in the conceptual grading plans and the 25,000 CY of exported contaminated soils would need to be replaced.
- Construction: The hauling trip length during grading was adjusted from the default 20.0 miles to 31.1 miles to account for the extended mileage for export hauling trips. The average of the assumed import trip length of 20 miles and the export trip length of 80 miles (trip distance to City of Adelanto, which is where the contaminated soil would be disposed of, is approximately 80 miles away) over the total import and export truck trips, 15,866 and 3,125 trips, respectively, resulted in a trip length of 29.9 miles, but a previous estimate of 31.1 miles was used and provides a conservative estimate of the hauling trip length.
- Operation: The trip rate was adjusted to match the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition* auto trip rates for manufacturing and warehouse trips. Truck trip lengths were obtained from the WAIRE Menu Technical Report Appendix B, *Truck Trip Lengths* (South Coast Air Quality Management District, 2021). To determine emissions from trucks for the proposed industrial uses, the analysis incorporated the SCAQMD recommended truck trip length, applied to the User Defined Industrial land use in CalEEMod, where 2-axle trucks were assumed to have a 15.3 mile trip length were applied to non-residential H-W (home to work trips); 3-axle trucks with a 14.2 mile trip length were applied to non-residential W-O (work to other); and 4+ axle trucks with a 40 mile trip length were applied to non-residential O-O (other to other trips). The vehicle splits for 2-axle trucks (33.5%), 3-axle trucks (11.7%), and 4-axle trucks (54.8%) were based on the operational trip generation provided by the *VMT Screening Analysis* (EPD Solutions, 2024) that was prepared for the Project.
- Operation: Two emergency generators and two fire pumps were assumed to operate 1 hour a day for a total of 50 hours per year in accordance SCAQMD Rule 1470, that requires stationary diesel-fueled internal combustion shall not operate more than 50 hours per year (South Coast Air Quality Management District, 2021).
- Operation: Assumed one CNG fueled forklift per 10,000 SF would be used for operational purposes 58 forklifts were assumed, with 29 (Compressed Natural Gas) CNG and 29 electric forklifts (South Coast Air Quality Management District, 2014). This assumed forklifts would be operating 4 hours a day, 365 days a year, for a conservative analysis (California Air Resources Board, 2015).

2.4.2 Emission Factors Model

The 2021 version of the Emissions Factor model (EMFAC) web database for use in SIP and transportation conformity analyses was released in January 2021. EMFAC2021 is a mathematical model that was developed to calculate emission rates, fuel consumption, and VMT from motor vehicles that operate on highways, freeways, and local roads in California and is used by the CARB. EMFAC2021 is incorporated into CalEEMod Version 2022.1, and thus, included in the modeling that is provided in the attached.

2.5 Project Impacts

2.5.1 Construction Emissions

Table 8, *Construction Schedule*, lists the Project's proposed estimated construction schedule from the CalEEMod output. Construction of the Project would occur over an approximately 18-month period. The proposed construction equipment list in Table 9, *Construction Equipment Inventory*, was generated from CalEEMod defaults. During the grading phase, 126,929 CY of soil would be imported, and 25,000 CY of contaminated soil would be exported during the construction of the Project. Total days for grading, grading equipment inventory, and the worker vendor and hauling trips in Table 9 incorporate these anticipated soil import and export trips and equipment during the grading phase. Table 10, *Construction Vehicle Trips,* is a summary of the worker, vendor, and hauling vehicles used throughout the Project's construction phases.

Table 8: Construction Schedule

Activity	Start Date	End Date	Total Days
Demolition	8/1/2025	8/7/2025	5
Site Preparation	8/8/2025	8/21/2025	10
Grading	8/22/2025	1/8/2026	100
Building Construction	1/9/2026	11/12/2026	220
Paving	11/13/2026	12/10/2026	20
Architectural Coating	12/11/2026	2/4/2027	40

Source: CalEEMod Output Sheets, See Data Attachment A.

Table 9: Construction Equipment Inventory

Activity	Equipment	Number per day	Hours per day	Horse-power	Load Factor
Demolition	Concrete/Industrial Saws	1	8	33	0.73
	Excavators	3	8	36	0.38
	Rubber Tired Dozers	2	8	367	0.4
	Bore/Drill Rigs	1	8	83	0.5
Site Preparation	Rubber Tired Dozers	3	8	367	0.4
	Crawler Tractors	4	8	87	0.37
Grading	Excavators	2	8	36	0.38
	Graders	1	8	148	0.41
	Rubber Tired Dozers	1	8	367	0.4
	Scrapers	2	8	87	0.48
	Crawler Tractors	2	8	84	0.37
	Tractors/Loaders/Backhoes	2	8	84	0.37
Building Construction	Cranes	1	8	367	0.29
	Forklifts	3	8	82	0.2
	Generator Sets	1	8	14	0.74
	Tractors/Loaders/Backhoes	3	8	84	0.37
	Welders	1	8	46	0.45
Paving	Pavers	2	8	81	0.42
	Paving Equipment	2	8	89	0.36
	Rollers	2	8	36	0.38
Architectural Coating	Air Compressors	1	8	37	0.48

Source: CalEEMod Output Sheets, See Data Attachment A.

Table 10: Construction Vehicle Trips

Activity	Daily Worker Trips	Daily Vendor Trips	Total Haul Trips
Demolition	18	0	50
Site Preparation	18	0	0
Grading	25	0	159
Building Construction	246	96	0
Paving	15	0	0
Architectural Coating	49	0	0

Source: CalEEMod Output Sheets, See Data Attachment A.

The Project's estimated maximum daily regional and localized construction emissions are shown in Table 11, *Unmitigated Regional Construction Emission Estimates*, and Table 12, *Localized Construction Emission Estimates*. As seen in Table 11, maximum ROG daily emissions for 2026 and 2027 during the architectural coating phase are 139.3 pounds/day, exceeding the SCAQMD regional threshold of 75 pounds/day. As shown in Table 12, *Localized Construction Emission Estimates,* the construction of the Project would not exceed the SCAQMD localized emission significance thresholds. Measures implemented to mitigate these impacts are discussed in Section 2.6, *Mitigation Measures*, of this report. All CalEEMod output sheets can be found in Appendix A.

Table 11: Unmitigated Regional Construction Emission Estimates

Construction Activity	Maximum Daily Regional Emissions (pounds/day)					
	ROG	**NOx**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
2025						
Demolition	2.6	35.8	32.0	0.0	7.7	4.4
Site Preparation	3.9	35.8	32.0	0.0	7.7	4.4
Grading	4.0	53.8	41.4	0.2	9.3	3.9
Maximum Daily Emissions	4.0	53.8	41.4	0.2	9.3	4.4
2026						
Grading	3.8	51.0	40.1	0.2	9.2	3.8
Building	2.1	16.9	31.5	0.1	4.5	1.4
Paving	2.3	7.2	10.8	0.0	0.5	0.3
Architectural Coating	139.3	1.4	4.2	0.0	0.7	0.2
Maximum Daily Emissions	139.3	51.0	40.1	0.2	9.2	3.8
2027						
Architectural Coating	139.3	1.3	4.0	0.0	0.7	0.2
Maximum Daily Emissions	139.3	1.3	4.0	0.0	0.7	0.2
Maximum Daily Emission 2025-2027	**139.3**	**53.8**	**41.4**	**0.2**	**9.3**	**4.4**
SCAQMD Significance Thresholds	*75*	100	*550*	150	150	*55*
Threshold Exceeded?	**Yes**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod Output Sheets, See Data Attachment A.

Table 12: Localized Construction Emission Estimates

Construction Activity	Maximum Daily Localized Emissions (pounds/day)			
	NO_x	CO	PM_{10}	$PM_{2.5}$
2025				
Demolition	23.5	22.3	1.0	0.9
Site Prep	35.7	30.8	7.5	4.3
Grading	33.9	32.4	4.2	2.4
Maximum Daily Emissions	35.7	32.4	7.5	4.3
2026				
Grading	31.2	31.7	4.1	2.3
Building	21.3	30.8	7.5	4.3
Paving	7.1	9.9	0.3	0.3
Architectural Coating	1.1	1.5	0.0	0.0
Maximum Daily Emissions	31.2	31.7	7.5	4.3
2027				
Architectural Coating	1.1	1.5	0.0	0.0
Maximum Daily Emissions	1.1	1.5	0.0	0.0
Maximum Daily Emission 2025-2027	33.9	32.4	4.2	2.4
SCAQMD Significance Thresholds	157.7	2,123.3	53.0	13.3
Threshold Exceeded?	**No**	**No**	**No**	**No**

Source: CalEEMod Output Sheets, See Data Attachment A.

2.5.2 Operational Emissions

Long-term operational emissions would be generated resulting from the day-to-day operations, which include:

- Mobile-source emissions: automobiles traveling to and from the Project site.
- Area-source emissions: landscaping maintenance activities and periodic architectural coatings.
- Energy-source emissions: natural gas and electricity consumption.
- Off-Road-source emissions: equipment used during operational activities and maneuvering.
- Stationary-source emissions: stationary combustion sources located on the Project site.

Based on the Project trip generation, the Project is expected to generate 1,394 daily weekday trips (EPD Solutions, 2024). The mix of vehicles includes passenger vehicles, light-duty trucks, medium-duty trucks, and heavy-duty trucks, all types of vehicles that would be associated with an industrial project. For the regional

analysis of operational emissions, the default vehicle trip distances provided in the CalEEMod model were applied to the Project passenger trips. Heavy Truck trips utilized the SCAQMD recommended truck trips lengths discussed in Section 2.4. Emission Modeling Methodology. Heavy trucks are broken down by truck type (or axle type) and are categorized as either Light-Heavy-Duty Trucks (LHDT1 & LHDT2)/2-axle, Medium-Heavy-Duty Trucks (MHDT)/3-axle, and Heavy-Heavy-Duty Trucks (HHDT)/4+-axle.

The Project's estimated maximum daily regional operational emissions are shown in Table 13, *Regional Operational Emission Estimates*. As noted in Tables 13 and 14, *Regional Operational Emissions Estimates* and *Localized Operational Emissions Estimates,* respectively, the operation of the Project would not exceed the SCAQMD regional or localized emission significance thresholds. All CalEEMod output sheets can be found in Appendix A.

Table 13: Regional Operational Emission Estimates

Operational Activity	Maximum Daily Regional Emissions (pounds/day)					
	ROG	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
Mobile	3.9	33.1	45.8	0.3	17.9	5.0
Area	18.3	0.2	25.4	0.0	0.0	0.0
Energy	0.2	3.5	2.9	0.0	0.3	0.3
Off-Road	0.0	12.8	127.7	0.0	0.0	0.0
Stationary	1.6	4.4	4.0	0.0	0.2	0.2
Total Project Operational Emissions	24.0	54.0	205.9	0.4	18.5	5.6
SCAQMD Significance Thresholds	55	55	550	150	150	55
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod Output Sheets, See Data Attachment A.

Table 14: Localized Operational Emission Estimates

Operational Activity	Maximum Daily Localized Emissions (pounds/day)			
	NO_x	CO	PM_{10}	$PM_{2.5}$
Mobile	5.0	11.5	0.8	0.2
Area	0.2	25.4	0.0	0.0
Energy	3.5	2.9	0.3	0.3
Off-Road	12.8	127.7	0.0	0.0
Stationary	4.4	4.0	0.2	0.2
Total Project Operational Emissions	**25.9**	**171.6**	**1.4**	**0.8**
SCAQMD Significance Thresholds	176.0	2,437.0	15.0	4.0
Threshold Exceeded?	**No**	**No**	**No**	**No**

Source: CalEEMod Output Sheets, See Data Attachment A.

2.5.3 Toxic Air Contaminants

The construction of the Project would result in short-term diesel particulate matter (DPM) emissions from the use of off-road heavy-duty equipment and medium heavy-duty vendor truck vehicles. DPM is a listed carcinogen and TAC in the State of California. To determine the health risk associated with a project, the two important factors to consider are the dose of the substance and the duration of the exposure. According to the Office of Environmental Health Hazard Assessment (OEHHA), Heath Risk Assessments (HRAs) are used to determine the impact of exposure of TAC emissions on sensitive receptors. The period/duration of the assessment is based on a 30-year exposure.

The DPM emissions from construction equipment and mobile emissions would be the most significant TAC emissions on sensitive receptors during the construction and long-term operation of the Project. The HRA prepared for the Project concluded that the maximum cancer risk for construction was 0.85 per million for a 1.51-year exposure, and a maximum cancer risk for operation was 2.49 per million, a combined construction and operational cancer risk of 2.68 per million, and a cumulative operational cancer risk of 3.00 per million – less than the 10 per million threshold (EPD Solutions, 2024). Therefore, the construction, operation and cumulative results of the Project would be presumed to have a less-than-significant impact.

2.5.4 Air Quality Management Plan Consistency

SCAQMD's CEQA Handbook provides the following two criteria to determine whether a project would be consistent or in conflict with the AQMP:

> The Project would not generate population and employment growth that would be inconsistent with Southern California Association of Governments (SCAG)'s growth forecasts. The Project would not result in an increase in the frequency or severity of existing air quality

violations or cause or contribute to new violations or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

Consistency Criterion No. 1 refers to the SCAG's growth forecasts, and associated assumptions included in the AQMP. The future air quality levels projected in the AQMP are based on SCAG's growth projections, which are based, in part, on the general plans of cities located within the SCAG region. Therefore, if the level of housing and employment growth related to a project is consistent with the applicable assumptions used in the development of the AQMP, the Project would not jeopardize attainment of the air quality levels identified in the AQMP.

The Project site has a General Plan land use designation of Industrial (City of Santa Fe Springs, 2020). It is anticipated that the employment base for both the construction and operational phases of the proposed Project would come from the existing population in the region. Thus, the proposed Project would not induce population growth or growth in the area. Additionally, since the Project would develop the 26.77-acre site with two industrial buildings, the implementation of the Project would not exceed the employment growth assumptions for the Project's site. As a result, the proposed Project would be consistent with Consistency Criterion No. 1.

Consistency Criterion No. 2 refers to the CAAQS. An impact would occur if the long-term emissions associated with the proposed Project would exceed SCAQMD's regional significance thresholds for operation-phase emissions. As presented in Table 13, operation of the proposed Project would result in emissions that do not exceed any SCAQMD thresholds. Therefore, the proposed Project would be consistent with Criterion No. 2.

Therefore, the proposed Project would be consistent with Criterion No. 2. As the Project would be consistent with both Criterion No. 1 and 2, impacts related to consistency with the AQMP would be less than significant.

2.5.5 Odors

Odors would be produced during the construction of the Project due to the operation of heavy-duty off-road equipment. The primary odor emitted would be DPM from the vendor trucks and heavy-duty off-road equipment. This odor may be noticeable by nearby residents; however, these odors would be expected and not necessarily objectionable. These odors would also dissipate quickly and would be temporary. Therefore, due to the temporary and non-objectionable to a substantial number of people nature of the odor produced during construction, the odor impact would be less than significant.

For operational odor emissions, the SCAQMD *CEQA Air Quality Handbook* associates the following land uses with odor complaints:

- Agricultural Uses
- Chemical Plants
- Composting Activities
- Dairies
- Fiberglass Molding
- Food Processing Plants
- Landfills
- Refineries

- Wastewater Treatment Plants

The Project does not propose any of the above land uses and is required to comply with SCAQMD Rule 402, Nuisance, which states:

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

Thus, impacts associated with odor sources produced by the Project would be less than significant.

2.6 Mitigation Measures

To reduce potentially significant impacts from ROG emissions during construction, the SCAQMD recommends the implementation of Mitigation Measure AQ-1: Low VOC Paint by subjecting the Project to a stricter 50 g/L maximum VOC content compliant paint during the architectural coating phase.

Mitigation Measure AQ-1: Low VOC Paint (Construction). Construction plans, specifications, and permitting shall require that during construction, the Project shall use "super-compliant" low VOC paints which have been reformulated to exceed the regulatory VOC limits (i.e., have a lower VOC content than what is required) put forth by SCAQMD's Rule 1113 for all architectural coatings. Super-compliant low VOC paints shall contain no more than 50g/L of VOC. Prior to issuance of building permits, the City of Santa Fe Springs shall confirm that plans include the following specifications:

- All architectural coatings will be super-compliant low VOC paints, reduced from the industrial standard of 100 g/L VOC content paint, to a compliant VOC, not exceeding 50 g/L.
- Recycle leftover paint. Take any leftover paint to a household hazardous waste center; do not mix leftover water-based and oil-based paints.
- Keep lids closed on all paint containers when not in use to prevent VOC emissions and excessive odors.
- For water-based paints, clean up with water only. Whenever possible, do not rinse the cleanup water down the drain or pour it directly into the ground or the storm drain. Set aside the can of cleanup water and take it to the hazardous waste center (Public Works Los Angeles County, 2018).
- Use compliant low-VOC cleaning solvents to clean paint application equipment.

During the proposed Project's construction, compliant VOC architectural coatings shall be used during the application of paints and other architectural coatings to reduce VOC and ozone precursors. Presented below in Table 15 are the results of the mitigated maximum daily regional emissions during the architectural coating phase of the Project for 2026 and 2027. As noted in the table, with the implementation of Mitigation Measure AQ-1, ROG emissions during the architectural coating phase would not exceed SCAQMD significance thresholds. In reference to Table 11 and Table 15, the unmitigated ROG emissions resulted in 139.3 pounds/day, and the new mitigated emission estimate would be 69.8 pounds/day, respectively, and

therefore compliant with the SCAQMD significance threshold of 75 pounds/day. Thus, there would be a less-than-significant impact from ROG emissions with mitigation implemented.

Table 15: Mitigated Architectural Coating Regional Construction Emission Estimates

Activity	Maximum Daily Regional Emissions (pounds/day)					
	ROG	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
2026						
Architectural Coating	69.8	1.4	4.2	0.0	0.7	0.2
2027						
Architectural Coating	69.8	1.3	4.0	0.0	0.7	0.2
Maximum Daily Emission 2026-2027	69.8	1.3	4.2	0.0	0.7	0.2
SCAQMD Significance Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod Output Sheets, See Data Attachment A.

2.7 Conclusion

As shown in Table 11, *Unmitigated Regional Construction Emission Estimates*, the Project's ROG emissions during construction exceed the SCAQMD's daily maximum ROG threshold of 75 pounds/day. However, as discussed in Section 2.6, *Mitigation Measures*, with the implementation of Mitigation Measure AQ-1: Low VOC Paint During Construction, the Project's ROG impacts would be less than significant. All construction activities would comply with applicable SCAQMD rules and regulations, ensuring minimal and temporary odor exposure during construction. Operational impacts are anticipated to be minimal and consistent with surrounding land uses, resulting in a less-than-significant air quality impact without requiring mitigation.

In addition, the proposed Project is consistent with SCAQMD'S 2022 AQMP, reflecting adherence to regional air quality management goals and standards. During construction, any odors produced will be temporary and not significantly objectionable. The proposed Project involves land uses that typically do not generate significant odor complaints and complies with SCAQMD Rule 402, which addresses potential odor impacts.

Therefore, the proposed Project would have a less-than-significant air quality impacts with implementation of Mitigation Measure AQ-1.

3 ENERGY

3.1 Environmental Setting

The operation of the proposed NWC Telegraph and Santa Fe Springs Road Project would consume three main sources of energy in the form of electricity, natural gas, and transportation energy resources.

3.1.1 Electricity

Electricity in the Project area is provided by Southern California Edison (SCE). SCE provides electric power to more than 15 million customers within its 50,000 square-mile service area (Southern California Edison , 2019). SCE purchases a mix of renewable sources (solar, wind, hydro, etc.) as well as non-renewable sources (coal, natural gas, nuclear, etc.) The Power Content Label Mix (California Energy Commission, 2022) states that the power mix for SCE as of 2022 is as follows:

- Fossil fuels (66.6%)
- Eligible renewable (33.4%, solar)

The California Independent Service Operator (ISO) is a nonprofit public benefit corporation that is tasked with the operation of California's power grid and is responsible for maintaining grid reliability. They are also responsible for approving improvements and additions to the power grid required to accommodate the State's electrical needs. The ISO works with other western US states to ensure grid reliability in cases of over and under production within the state. The California Energy Commission (CEC) *Total System Electric Generation* table (California Energy Commission, 2022) shows that the California in-state annual generation was 203,257 GWh and the total import amount is 83,962 GWh, for a total 287,220 GWh of energy for California in 2022.

3.1.2 Natural Gas

The California Public Utilities Commission (CPUP) serves as the regulator of natural gas for SoCalGas, Pacific Gas & Electric, San Diego Gas & Electric (SDG&E), and several smaller and independent utilities and storage operators. The Project area is served by Southern California Gas Company (SoCalGas), which serves 21 million customers (Southern California Gas Company, 2022).

Natural gas is provided by both in-state and out-of-state sources, allocated by market supply and demand. The CPUC is tasked with overseeing the purchase and transmission of natural gas, by working with in-state sources and the Federal Energy Regulatory Commission to acquire out-of-state sources through multiple interstate and international pipelines.

According to the *2022 California Gas Report* (California Gas and Electric Utilities , 2022), the 2021 Gas Supply Taken for SoCalGas in billion cubic feet (Bcf) is as follows:

- Core Residential Customers – demand was 224 Bcf
- Core Commercial Customers – demand was 77 Bcf

- Core Industrial Customers – demand was 20.4 Bcf
- Noncore Commercial Customers – demand was 17.4 Bcf
- Noncore Industrial Customers – demand was 48.6 Bcf
- Refinery Industrial Customers – demand was 91.7 Bcf
- Industrial/Commercial/Cogeneration <20 megawatts (MW) – demand was 25.4 Bcf
- Refinery-Related Cogeneration – demand was 23 Bcf
- Enhanced Oil Recovery-Related Cogeneration – demand was 4.1 Bcf
- Electric Generation, Including Large Cogeneration <20 MW – demand was 191 Bcf
- Wholesale/International – demand was 132.6 Bcf

3.1.3 Transportation Energy Resources

In addition to consuming electricity and natural gas, the construction and operation of the Project would consume fuel for transportation, predominately petroleum (gasoline and diesel fuel). As of January 2024, the Department of Motor Vehicles stated that there were 35.7 million registered vehicles in California (California Department of Motor Vehicles, 2024), which would consume an estimated that 17.7 billion gallons of fuel a year (calculated using the EMFAC 2021 projection estimates). Of the 17.7 billion gallons consumed, 14.5 billion gallons were gasoline, and 3.2 billion gallons were diesel fuel.

3.2 Regulatory Setting

Energy use and consumption are regulated by federal and State agencies. The federal agencies that impact energy policies and programs include the US Department of Transportation, US Department of Energy, and US Environmental Protection Agency. The State agencies that impact energy policies include the CPUC and California Energy Commission (CEC). The following are energy-related regulations applicable to the proposed Project.

Title 24, Energy Efficiency and Green Building Standards. As described above in Section 2.2, [*Air Quality] Regulatory Setting*, the Energy Efficiency and Green Building Standards are updated every three years to incorporate new energy efficiency methods.

AB 1493 Pavley Fuel Efficiency Regulations. California AB 1493 required CARB to develop and adopt regulations that reduce GHGs emitted by passenger vehicles and light duty trucks. The Pavley standards implement improvements in fuel efficiency intended to result in less fuel consumption, thus reducing GHG emissions.

California Renewable Portfolio Standard. These standards require retail sellers of electric services to provide 33% of total retail sales of electricity from renewable resources by 2020.

Clean Energy and Pollution Reduction Act of 2015. The standards implemented by this Act (SB 350) requires the State to:

- 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.

- Reorganize the Independent System Operator (ISO) to develop more regional electrify transmission markets and to improve accessibility in these markets, which will facilitate the growth of renewable energy markets in the western United States.

3.3 Assumptions and Thresholds

The State CEQA Guidelines do not have specific thresholds for energy consumption. Rather, the question in Appendix G, VI Energy (a) asks, "[Would the project] Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?." and (b) "[Would the project] Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?" (California Energy Commission, 2023). Therefore, for the purpose of this analysis, a significant impact would occur if:

(a) The project design and/or location encourages wasteful, inefficient, and unnecessary consumption of energy, especially fossil fuels such as coal, natural gas, and petroleum, as well as the use of fuel by vehicles anticipated to travel to and from the project.

(b) The project design impedes the growth of future renewable energy developments.

The following assumptions were used to calculate the energy consumption of the proposed Project:

- The Project's construction and operational energy consumption would be provided by SCE.
- Construction equipment fuel consumption derived from ARB Offroad2021 emission model.
- Fuel Consumption from vehicle travel derived from ARB EMFAC2021 emission model.
- Electrical, natural gas, and fuel usage was derived from the CalEEMod model Version 2022.1.

3.4 Construction Consumption

3.4.1 Electricity and Natural Gas Usage

Due to the Project size and the fact that construction is temporary, the electricity used would be substantially less than that required for Project operation and would have a negligible contribution to the Project's overall energy consumption. The electric power used would be for as-necessary construction tools, lighting, and electronic equipment such as computers used inside temporary construction trailers. Natural Gas is not anticipated to be needed for construction activities. Any consumption of natural gas would be minor and negligible in comparison to the operation of the proposed Project.

3.4.2 Petroleum Fuel Usage

The construction equipment associated with construction activities (off-road/heavy duty vehicles) would rely on diesel fuel as would vendor and haul trucks involved in delivering building materials and removing the demolition debris from the Project site. Construction workers would travel to and from the Project site throughout the duration of construction, and for a conservative analysis it is assumed that construction workers would travel in gasoline-powered passenger vehicles.

Table 16, *Construction Equipment Fuel Usage*, used the total fuel consumption and horsepower-hour data contained within the ARB OffRoad2021 emission model for specific types of diesel construction equipment. It should be noted that the total fuel consumption is a conservative analysis and would likely overstate the amount of fuel usage, as specific construction equipment is not expected to operate during the duration of the construction activity (i.e., crane). Table 17, *Estimated Project Construction Vehicle Fuel Usage*, summarizes the Project's construction vehicle fuel usage based on vehicle miles traveled and fuel usage factors contained in the ARB EMFAC2021. The trips included are those from worker vehicles, vendor vehicles, and haul vehicles. Table 18, *Total Construction Fuel Usage*, shows the overall fuel consumption for construction of the proposed Project. Fuel calculations can be found in Appendix B.

Table 16: Construction Equipment Fuel Usage

Activity	Days of Construction	Equipment	Number Per Day	Hours per day	Horse-power	Load Factor	Total Horsepower-hours	Fuel Rate (gal/hp-hr)	Fuel Use (gallons)
Demolition	5	Concrete/Industrial Saws	1	8	33	0.73	964	0.04200992	40
		Excavators	3	8	36	0.38	1,642	0.05121509	84
		Rubber Tired Dozers	2	8	367	0.4	11,744	0.04739936	557
		Bore/Drill Rigs	1	8	83	0.5	1,660	0.05121509	85
Site Preparation	10	Rubber Tired Dozers	3	8	367	0.4	35,232	0.047399357	1,670
		Crawler Tractors	4	8	84	0.37	9,946	0.05048826	501
Grading	100	Excavators	2	8	36	0.38	21,888	0.05121509	1,119
		Graders	1	8	148	0.41	48,544	0.05153929	2,523
		Rubber Tired Dozers	1	8	367	0.4	117,440	0.04739936	5,567
		Scrapers	2	8	423	0.48	324,864	0.05325396	17,361
		Crawler Tractors	2	8	84	0.37	49,728	0.07797542	3,898
		Tractors/Loaders/Backhoes	2	8	84	0.37	49,728	0.053447116	2,658
Building	220	Cranes	1	8	367	0.29	187,317	0.05344712	10,012
		Forklifts	3	8	82	0.2	86,592	0.03171682	2,751
		Generator Sets	1	8	14	0.74	18,234	0.09335131	934
		Tractors/Loaders/Backhoes	3	8	84	0.37	164,102	0.05151654	8,473
		Welders	1	8	46	0.45	36,432	0.05116533	1,868
Paving	20	Pavers	2	8	81	0.42	10,886	0.05259167	582
		Paving Equipment	2	8	89	0.36	10,253	0.05344712	548
		Rollers	2	8	36	0.38	4,378	0.030007254	131
Architectural Coating	30	Air Compressors	1	8	37	0.48	4262	0.030007254	128
								Total	61,490

Source: CalEEMod Output Sheets, Fuel Calculation Sheet.

Table 17: Estimated Project Construction Vehicle Fuel Usage

Construction Source	Total Trips	VMT	Fuel Rate	Gallons of Diesel Fuel	Gallons of Gasoline Fuel
Haul Trucks	9,540	592,410	6.30	94,073	0
Vendor Trucks	21,120	430,848	9.02	47,791	0
Worker Vehicles	59,150	2,188,550	30.68	0	71,335
Total				**141,864**	**71,335**

Source: CalEEMod Output Sheets, Fuel Calculation Sheet

Table 18: Total Construction Fuel Usage

Construction Source	Gallons of Diesel Fuel	Gallons of Gasoline Fuel
Construction Vehicles	141,864	71,335
Off-Road Construction Equipment	61,490	0
Total	**203,354**	**71,335**

Source: CalEEMod Output Sheets, Fuel Calculation Sheet

3.4.3 Construction Energy Efficiency

CARB regulates emissions from construction equipment and the equipment used for Project construction would comply with CARB regulations and California fuel economy/emissions standards, which would be verified through the City's construction permitting process. The Project does not include any unusual construction processes that would require a substantial increased need for energy resources. The construction equipment and methods used by the Project would not be more energy intensive than typical construction activities. The Project requires 126,929 CY of import and 25,000 CY of export that would occur over 100 days during the grading phase. That import and export of materials is typical construction use of energy and is not more intensive than typical excavation activities and truck trips that would comply with CARB and SCAQMD Rules. The import of this material is not wasteful or unnecessary because it involves constructing the buildings and loading docks for operational efficiency of energy resources; and it would not be inefficient as it would occur during a certain period of construction and pursuant to regulations.

Construction contractors would be required to comply with applicable CARB regulation regarding retrofitting, repowering, or replacement of diesel off-road construction equipment. Additionally, CCR Title 13, *Motor Vehicles*, Section 2449(d)(3), *Idling*, limits idling times of construction vehicles to no more than five minutes, thereby precluding unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. Section 2449(d)(3) requires that "grading plans shall reference the requirement that a sign shall be posted on-site stating that construction workers need to shut off engines at or before five minutes of idling." In this manner, construction equipment operators are required to be informed that engines are to be turned off at or prior to five minutes of idling. Idling restrictions and the use of newer engines and equipment would result in less fuel consumption and wasteful or unnecessary consumption of energy would not occur. Overall, Project construction would not result in inefficient, wasteful, or unnecessary consumption of energy.

3.5 Operational Consumption

The operation of the proposed Project would consume electricity, natural gas, and petroleum. The energy consumption is provided in Table 19, *Project Annual Operational Energy Requirements*. Electricity and natural gas consumption were determined by the annual CalEEMod output sheets in Appendix A and the EMFAC fuel rates in Appendix B for all on-road vehicles. The gasoline consumption rates utilize the same assumptions that were used for the worker vehicles, and can be found in Appendix B. The utilization and operation of CNG and electric forklifts, as well as diesel fire pumps and emergency generators were incorporated into the Project's annual operational energy usage seen in Table 19, these fuel rates were also retrieved from EMFAC and can be found in Appendix B.

Table 19: Project Annual Operational Energy Requirements

Operational Source	Energy Usage	
Electricity (Kilowatt-Hours)		
Project Consumption	4,588,249	
Natural Gas (Thousands British Thermal Units)		
Project Consumption	12,973,337	
Petroleum (Gasoline) Consumption		
	Annual VMT	Gallons of Gasoline Fuel
Project Consumption	3,602,244	117,414
Petroleum (Diesel) Consumption		
	Annual VMT	Gallons of Diesel Fuel
Project Consumption	4,349,039	579,305

Source: CalEEMod Output Sheets, Fuel Calculation Sheet

3.6 Future Renewable Energy Developments

The proposed Project would be required to meet the CCR Title 24 energy efficiency standards in effect during permitting of proposed Project and comply with all applicable City energy codes. The City's administration of the CCR Title 24 requirements includes review of design components and energy conservation measures that occurs during the permitting process, which ensures that all requirements are met. In addition, Project design and operation would comply with State Building Energy Efficiency Standards, appliance efficiency regulations, and green building standards. The Project buildings would be solar ready in compliance with current Title 24 requirements, which would allow for the future installation of rooftop solar. As such, the Project would not inhibit the use of and would allow for future flexibility relating to renewable energy.

3.7 Conclusion

The Project would comply with the State CEQA Guidelines for energy consumption thresholds (a), concerning wasteful, inefficient and overconsumption of energy in projects, and (b), project design impeding renewable energy development growth, respectively:

(a) Construction activities related to the proposed Project and the associated infrastructure are not expected to result in demand for fuel greater on a per-unit-of-development basis than any other development projects in Southern California. Also, CCR Title 13, Motor Vehicles, section 2449(d)(3) Idling, limits idling times of construction vehicles to no more than 5 minutes, thereby precluding unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. The Project requires 126,929 CY of import and 25,000 CY of export that would occur over 100 days during the grading phase. That import and export of materials is typical construction use of energy and is not more intensive than typical excavation activities and truck trips that would comply with CARB and SCAQMD Rules. The import of this material is not wasteful or unnecessary because it involves constructing the buildings and loading docks for operational efficiency of energy resources; and it would not be inefficient as it would occur during a certain period of construction and pursuant to regulations.

(b) The proposed Project would be required to meet the CCR Title 24 energy efficiency standards, comply with all applicable City energy codes and the Project buildings would be solar ready in compliance with current Title 24 requirements. Therefore, the Project would not inhibit the use of and would allow for future flexibility relating to renewable energy.

Overall, the Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency and impacts would be less than significant. Therefore, the construction and operation of the Project would result in a less-than-significant impact related to inefficient, wasteful, or unnecessary energy use, and no mitigation would be required.

4 GREENHOUSE GAS EMISSIONS

4.1 Environmental Setting

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. The primary GHGs from development projects are CO_2, methane (CH_4), and N_2O.

- CO_2 is an odorless and colorless GHG that 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 burning of coal, oil, natural gas, and wood.
- CH_4 is reactive with oxidizers, halogens, and other halogen-containing compounds and is released as part of the biological processes such as growing rice, raising cattle, fossil-fuel combustion and biomass burning have added to the atmospheric concentration of CH_4.
- N_2O is produced by microbial processes in soil and water, fossil fuel-fired power plants, nylon production, nitric acid production, and vehicle emissions. It is used as an aerosol spray propellant in whipped cream cans, used in potato chip bags to keep chips fresh, and used in rocket engines and in race cars.

The CARB compiles GHG inventories for the State of California. Based upon the 2023 GHG inventory data for the 2000-2021 GHG emissions period, California emitted an average 381.3 million metric tons of CO_2e ($MMTCO_2e$), CO_2 and other GHG emissions converted into CO_2 by impact on global warming, per year (California Air Resorces Board, 2023). This accounts for 6.94% of the total United States net emissions (5,489 $MMTCO_2e$) (United States Environmental Protection Agency, 2024).

SCAG prepared a report to analyze and project GHG emissions through 2035 (Southern California Association of Governments, 2012). The last year of historical emissions data available in this report was 2008, where California Emissions were 480.9 $MMTCO_2e$ and SCAG GHG emissions were 230.2 $MMTCO_2e$, which equates to 48% of California's GHG emissions. The report projected that by 2020, SCAG would emit 215.8 $MMTCO_2e$, a reduction of 6.26%, and using the CARB 2021 GHG inventory data, would comprise 56.6% of California's total GHG emissions (California Air Resources Board, 2023).

The cumulative effect of GHGs is global climate change that has the potential to cause adverse effects to human health. Increases in the Earth's ambient temperatures are anticipated to result in shifts in weather patterns such as more intense heat waves, greater droughts and wildfires in areas, and flooding in others. Higher ambient temperatures can cause more heat-related deaths, increase disease survival rates, and result in food shortages from agricultural losses.

4.2 Regulatory Setting

4.2.1 State

California Assembly Bill 1493 - Pavley

The California Legislature adopted AB 1493 requiring the adoption of regulations to reduce GHG emissions in the transportation sector. CARB, EPA, and the U.S. Department of Transportation's National Highway Traffic and Safety Administration (NHTSA) have coordinated efforts to develop fuel economy and GHG standards for model 2017-2025 vehicles. The GHG standards are incorporated into the "Low Emission Vehicle" (LEV) Regulations.

The regulation reduces GHGs from new cars by 34% from 2016 levels by 2025. The regulation improves emissions and fuel economy of gasoline and diesel-powered cars, and provides for zero-emission technologies, such as full battery electric cars, plug-in hybrid electric vehicles (EV), and hydrogen fuel cell cars.

California Executive Order S-3-05 – Statewide Emission Reduction Targets

Executive Order S-3-05 was signed by Governor Schwarzenegger in June 2005. Executive Order S-3-05 establishes statewide emission reduction targets through the year 2050:

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

California Assembly Bill 32 (AB 32), Global Warming Solutions Act of 2006 (Chapter 488, Statutes of 2006)

In 2006, the Legislature passed the California Global Warming Solutions Act of 2006 [Assembly Bill 32 (AB 32)], which created a comprehensive, multi-year program to reduce GHG emissions in California. AB 32 required CARB to develop a Scoping Plan that describes the approach California will take to reduce GHGs. The 2017 Scoping Plan identifies how the State will reach the 2030 climate target to reduce GHG emissions by 40% from 1990 levels, and substantially advance toward the 2050 climate goal to reduce GHG emissions by 80% below 1990 levels.

The AB 32 Scoping Plan also anticipates that local government actions will result in reduced GHG emissions because local governments have the primary authority to plan, zone, approve, and permit development to accommodate population growth and the changing needs of their jurisdictions. The Scoping Plan also relies on the requirements of Senate Bill 375 (discussed below) to align local land use and transportation planning for achieving GHG reductions.

The Scoping Plan must be updated every five years to evaluate AB 32 policies and ensure that California is on track to achieve the current GHG reduction goal. In 2017, CARB released the proposed Second Update to the Scoping Plan, which identifies the State's post-2020 reduction strategy. The Second Update reflected

the 2030 target of a 40% reduction below 1990 levels, set by Executive Order B-30-15 and codified by SB 32.

On December 15, 2022, CARB adopted the 2022 Scoping Plan. 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, the 2022 Scoping Plan advocates for compliance with a local GHG reduction strategy consistent with CEQA Guidelines Section 15183.5.

SB 375 – Sustainable Communities and Climate Protection Act of 2008.

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 will not be able to achieve the goals of AB 32." SB 375 does the following: (1) requires metropolitan planning organizations 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.

Executive Order B-30-15 – 2030 Statewide Emission Reduction Target

Executive Order B-30-15 established an interim statewide GHG reduction target of 40% below 1990 levels by 2030. Under this Executive Order, all State agencies with jurisdiction over sources of GHG emissions are required to continue to develop and implement emissions reduction programs to reach the State's 2050 target. According to the Governor's Office, this Executive Order is in line with the scientifically established levels needed in the United States to limit global warming below 2°C – the warming threshold at which scientists say there will likely be major climate disruptions such as super droughts and rising sea levels.

Senate Bill 32 (Chapter 249, Statutes of 2016)

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 of 1990 levels by 2020 and provides an intermediate goal to achieving S-3-05, which sets a statewide GHG reduction target of 80% below 1990 levels by 2050. A related bill that was also approved in 2016, AB 197 (Chapter 250, Statutes of 2016) creates a legislative committee to oversee regulators to ensure that CARB is not only responsive to the Governor, but also the Legislature.

Executive Order B-55-18 and SB 100.

SB 100 raises California's Renewable Portfolio Standards requirement to 50% renewable resources by December 31, 2026, and to achieve 60% 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 amount 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.

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.

Title 24, Part 6, California Energy Code

Title 24 Part 6, the California Energy Code, was adopted to reduce California's energy consumption. Measures that the California Energy Code requires development projects to implement include, but are not limited to, the following:

- **Short-term bicycle parking**. 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.
- **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.
- **Designated parking for clean air vehicles**. Provide designated parking for any combination of low-emitting, fuel-efficient and carpool/van pool vehicles as shown in Title 24 Part 6 Table 5.106.5.2.
- **Electric vehicle charging stations**. Facilitate the future installation of electric vehicle supply equipment. The compliance requires empty raceways for future conduit and documentation that the electrical system has adequate capacity for the future load. Additionally, instillation of raceway conduit and panel pawer requirements for medium- and heavy-duty electric vehicle supply equipment would be required 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 Title 24 Part 6 Table 5.106.8.
- **Construction waste management**. Recycle and/or salvage for reuse a minimum of 65% of the nonhazardous construction and demolition waste.
- **Excavated soil and land clearing debris**. 100% of trees, stumps, rocks and associated vegetation and soils resulting primarily from land clearing shall be reused or recycled.
- **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.
- **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.
- **Urinals**. The effective flush volume of wall-mounted urinals shall not exceed 0.125 gallons per flush. The effective flush volume of floor-mounted or other urinals shall not exceed 0.5 gallons per flush.
- **Showerheads**. Single showerheads shall have a minimum flow rate of not more than 1.8 gallons per minute and 80 psi. 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.
- **Faucets and fountains**. Non-residential lavatory faucets shall have a maximum flow rate of not more than 0.5 gallons per minute at 60 psi. Kitchen faucets shall have a maximum flow rate of not more than 1.8 gallons per minute of 60 psi. Wash fountains shall have a maximum flow rate of not

more than 1.8 gallons per minute. Metering faucets shall not deliver more than 0.20 gallons per cycle. Metering faucets for wash fountains shall have a maximum flow rate not more than 0.20 gallons per cycle.

- **Outdoor potable water use in landscaped areas**. Non-residential 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.
- **Water meters.** Separate submeters or metering devices shall be installed for new buildings or where any tenant within a new building or within an addition that is project to consume more than 1,000 gallons per day.
- **Outdoor water use in rehabilitated landscape projects equal to 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.
- **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.

Title 24, Part 11, California Green Building Standards Code (CALGreen) (Department of General Services, 2022)

Title 24, Part 11 (CAL Green) focuses on promoting sustainable building practices in California. It outlines mandatory measures for energy efficiency, water conservation, material conservation, and indoor environmental quality in both residential and non-residential construction projects. CALGreen aims to reduce the environmental impact of buildings, enhance occupant health and comfort, and encourage resource efficiency throughout the state's building industry. CALGreen was developed in response to continued efforts to reduce GHG emissions associated with energy consumption. The current version of CALGreen is the 2022 California Green Building Standards Code, effective January 1, 2023.

4.2.2 Local

City of Santa Fe Springs General Plan Update

The City adopted the *Santa Fe Springs General Plan Targeted Zoning Code Update* (GPTZCU) in November 2021. However, the City of Santa Fe Springs has not adopted a Climate Action Plan (CAP) nor a Climate Action Strategy (CAS). The 2021 General Plan recognized the need for the City to reduce energy use and GHG emissions, and prepare and adopt a Climate Action Plan within two years of adoption of the GPTZCU (City of Santa Fe Springs , 2021).

4.3 Significance Thresholds

The SCAQMD Greenhouse Gas Emissions (GHG) CEQA Significance Threshold Working Group has identified GHG emissions thresholds for land use projects in the SCAQMD Draft Guidance Document – Interim CEQA GHG Significance Threshold that could be used by lead agencies (Southern California Air Qualtiy Management District, 2010). 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 City of Santa Fe Springs utilizes the SCAQMD Air Quality Significance Thresholds document as threshold guidance for TACs, Odor, and GHG emissions.

The 10,000 $MTCO_2e$/year threshold was developed and recommended by SCAQMD based on substantial evidence as provided in the *Draft Guidance Document – Interim CEQA Greenhouse Gas Significance Threshold* (Greenhouse) document and subsequent Working Group meetings (latest of which occurred in 2010). SCAQMD has not withdrawn its support of the interim threshold and all documentation supporting the interim threshold remains on the SCAQMD website on a page that provides guidance to CEQA practitioners for air quality analysis (and where all SCAQMD significance thresholds for regional and local criteria pollutants and TACs are also listed). The City of Santa Fe Springs has utilized the SCAQMD 10,000 $MTCO_2e$ for industrial projects within the city; therefore, this analysis utilizes 10,000 $MTCO_2e$ as the threshold.

4.4 Project GHG Emissions

To analyze the GHG impacts of the proposed Project, CalEEMod Version 2022.1 was used. The Project's construction GHG emissions are shown in Table 20, *Project Construction GHG Emissions*, and the overall construction and net operational emissions are shown in Table 21, *Project GHG Emissions*. The CalEEMod outputs are attached in Appendix A. The construction emissions are amortized over 30 years pursuant to SCAQMD methodology. Table 20 shows that the Project would emit a total of 2,119 Annual $MTCO_2e$ over the duration of construction, with 2025 having the highest emission level (1,125 $MTCO_2e$). Amortized over 30 years, the Project's construction emissions would be approximately 71 $MTCO_2e$ per year.

As shown in Table 21, the amortized construction emissions added to the operational emissions (mobile, area, energy, water, waste, refrigeration, off-road, and stationary) would result in a total of 9,006 $MTCO_2e$, which would not exceed the SCAQMD adopted GHG threshold of 10,000 $MTCO_2e$. The primary source of emissions generated by the proposed Project is mobile emissions, with an annual emission rate of 6,280 $MTCO_2e$.

Table 20: Project Construction GHG Emissions

Activity	Annual GHG Emissions ($MTCO_2e$)
2025	1,125
2026	985
2027	9
Total Emissions	**2,119**
Total Emissions Amortized Over 30 Years	**71**

Source: CalEEMod Output Sheets

Table 21: Project GHG Emissions

Activity	Annual GHG Emissions ($MTCO_2e$)
Project Operational Emissions	
Mobile	6,280
Area	12
Energy	1,414
Water	330
Waste	177
Refrigeration	235
Off-Road	469
Stationary	18
Total Project Gross Operation Emissions	**8,935**
Project Total Emissions	
Amortized Emissions	**71**
Total Project Emissions	**9,006**
Significance Threshold	10,000
Threshold Exceeded?	**No**

Source: CalEEMod Output Sheets

4.5 Project Consistency With 2022 CARB Scoping Plan

As stated previously, the City of Santa Fe Springs has not adopted a Climate Action Plan (CAP), and the City's General Plan Policies related to GHG include: Policy COS-9.3 – Reduce Greenhouse Gas Emissions and Policy COS-9.9 Climate Action Plan (City of Santa Fe Springs, 2022). These two policies set goals to identify GHG emission activities and reduction measures, which the proposed Project would not interfere with. Thus, a consistency summary for a CAP is omitted for this report.

The 2022 CARB Scoping Plan Update sets the GHG emission reduction target for 2045 at 85% below 1990 levels, which was codified by SB 32. Table 21 shows consistency with CARB's 2022 Scoping Plan. As seen in Table 21 the Project would be consistent with the 2022 Scoping Plan.

Table 22: 2022 Scoping Plan Consistency Summary

Action	Consistency
GHG Emissions Reductions Relative to the SB 32 Target	
40% Below 1990 levels by 2030.	**Consistent.** The Project would comply with the 2022 Title 24, Part 6 building energy requirements along with other local and State initiatives that aim to achieve the 40% below 1990 levels by 2030 goal.
Smart Growth/Vehicle Miles Traveled VMT	
VMT per capita reduced 25% below 2019 levels by 2030, and 30% below 2019 levels by 2045.	**Consistent.** The proposed Project would provide bicycle racks and bicycle parking spaces to encourage alternative modes of transportation. Additionally, the Project is consistent with the growth and land use assumptions in the 2022 Connect SoCal (SCAG, 2020), so the Project would not interfere with the analysis completed for the Connect SoCal report outlining VMT reduction targets and measures.
Light-Duty Vehicle (LDV) Zero-Emission Vehicles (ZEVs)	
100% of LDV sales are ZEV by 2035.	**Consistent.** The proposed Project would be designed and constructed in accordance with the 2022 Title 24 Part 6 and Part 11 requirements, which includes constructing infrastructure to allow for electric vehicle charging.
Truck ZEVs	
100% of medium-duty (MDV)/HDC sales are ZEV by 2040 (AB 74 University of California Institute of Transportation Studies [ITS] report).	**Not Applicable.** The proposed Project does not propose the sale of trucks..
Aviation	
20% of aviation fuel demand is met by electricity (batteries) or hydrogen (fuel cells) in 2045. Sustainable aviation fuel meets most or the rest of the aviation fuel demand that has not already transitioned to hydrogen or batteries.	**Not Applicable.** The proposed Project would not utilize aviation fuel.
Ocean-Going Vessels (OGV)	
2020 OGV At-Berth regulation fully implemented, with most OGVs utilizing shore power by 2027. 25% of OGVs utilize hydrogen fuel cell electric technology by 2045.	**Not Applicable.** The proposed Project would not utilize any OGVs.
Port Operations	
100% of cargo handling equipment is zero-emission by 2037. 100% of drayage trucks are zero emission by 2035.	**Not Applicable.** The proposed Project would not impact any operations at any ports.
Freight and Passenger Rail	
100% of passenger and other locomotive sales are ZEV by 2030. 100% of line haul locomotive sales are ZEV by 2035.	**Not Applicable.** The proposed Project would not involve any freight or passenger rail operations.

Action	Consistency
Line haul and passenger rail rely primarily on hydrogen fuel cell technology, and others primarily utilize electricity.	
Oil and Gas Extraction	
Reduce oil and gas extraction operations in line with petroleum demand by 2045.	**Consistent.** The Project site is currently utilized for oil and gas extraction. The site contains over 100 active, plugged, idle, and/or cancelled oils wells, with six pumpjacks along with tanks, pipes, and associated infrastructure. The proposed Project would abandon the existing on-site oil wells. Abandonment of the oil wells would be conducted pursuant to the requirements listed under Sections 117.129 and 117.130 of the Santa Fe Springs Municipal Code.
Petroleum Refining	
CCS on majority of operations by 2030, beginning in 2028. Production reduced in line with petroleum demand.	**Not Applicable.** The proposed Project would not involve any petroleum refining.
Electricity Generation	
Sector GHG target of 38 million metric tons of carbon dioxide equivalent (MMTCO2e) in 2030 and 30 MMTCO2e in 2035. Retail sales load coverage13420 gigawatts (GW) of offshore wind by 2045. Meet increased demand for electrification without new fossil gas-fired resources.	**Not Applicable.** The Project would not generate electricity.
New Residential and Commercial Buildings	
All electric appliances beginning 2026 (residential) and 2029 (commercial), contributing to 6 million heat pumps installed statewide by 2030.	**Consistent.** The Project would comply with the 2022 Title 24, Section 6 Building Codes energy requirements, including installing electrical wiring for all built in appliances.
Existing Residential Buildings	
80% of appliance sales are electric by 2030 and 100% of appliance sales are electric by 2035. Appliances are replaced at end of life such that by 2030 there are 3 million all-electric and electric-ready homes—and by 2035, 7 million homes—as well as contributing to 6 million heat pumps installed statewide by 2030.	**Not Applicable.** The proposed Project would not involve any existing residential buildings.
Existing Commercial Buildings	
80% of appliance sales are electric by 2030, and 100% of appliance sales are electric by 2045. Appliances are replaced at end of life, contributing to 6 million heat pumps installed statewide by 2030.	**Not Applicable.** The existing office building on-site would be demolished for development of two new industrial buildings.
Food Products	
7.5% of energy demand electrified directly and/or indirectly by 2030; 75% by 2045.	**Consistent.** The Project would include cold storage which has the potential to store food products. The proposed Project would comply with the 2022 Title 24 Building Codes

Action	Consistency
	in Section 6 and would be required to meet increasing standards set by the State. Therefore, the Project would be consistent with meeting current and future policies concerning the storage of food products as speculative cold storage warehouses.
Construction Equipment	
25% of energy demand electrified by 2030 and 75% electrified by 2045.	**Consistent.** The proposed Project would be required to use construction equipment that are registered by CARB and meet CARB's standards. CARB sets its standards to be in line with the goal of reducing energy demand by 25% in 2030 and 75% in 2045.
Chemicals and Allied Products; Pulp and Paper	
Electrify 0% of boilers by 2030 and 100% of boilers by 2045. Hydrogen for 25% of process heat by 2035 and 100% by 2045. Electrify 100% of other energy demand by 2045.	**Consistent.** As the Project proposes speculative industrial buildings, there is a potential for the Project to involve the production and/or storage of chemicals and allied products like pulp and paper. The Project would comply with the energy demands of the 2022 Title 24 Section 6 Building Codes and would comply with the electricity and hydrogen requirement by 2045 for the production of chemicals and allied products.
Stone, Clay, Glass, and Cement	
CCS on 40% of operations by 2035 and on all facilities by 2045. Process emissions reduced through alternative materials and CCS.	**Consistent.** As the Project proposes speculative industrial buildings, there is a potential for the Project to involve the production and/or storage of stone, clay, glass and/or cement. The Project would comply with the energy demands of the 2022 Title 24 Section 6 Building Codes and would promote the implementation and use of CCS for operations by 2035 and on all operations and facilities by 2045. .
Other Industrial Manufacturing	
0% energy demand electrified by 2030 and 50% by 2045.	**Consistent.** The proposed Project would comply with Title 24, Part 6 Building energy requirements, including increases in onsite energy generation requirements and improved insulation reducing energy consumption in industrial manufacturing operations.
Combined Heat and Power	
Facilities retire by 2040.	**Not Applicable.** The proposed Project would not involve any existing combined heat and power facilities.
Agriculture Energy Use	
25% energy demand electrified by 2030 and 75% by 2045.	**Not Applicable.** The proposed Project would not involve any agricultural uses.
Low Carbon Fuels for Transportation	
Biomass supply is used to produce conventional and advanced biofuels, as well as hydrogen.	**Not Applicable.** The proposed Project would not involve any production of biofuels.
Low Carbon Fuels for Buildings and Industry	

Action	Consistency
In 2030s, biomethane135 blended in pipeline Renewable hydrogen blended in fossil gas pipeline at 7% energy (~20% by volume), ramping up between 2030 and 2040. In 2030s, dedicated hydrogen pipelines constructed to serve certain industrial clusters	**Not Applicable.** The proposed Project would not involve any production of fuels for buildings and industry.
Non-Combustion Methane Emissions	
Increase landfill and dairy digester methane capture. Some alternative manure management deployed for smaller dairies. Moderate adoption of enteric strategies by 2030. Divert 75% of organic waste from landfills by 2025. Oil and gas fugitive methane emissions reduced 50% by 2030 and further reductions as infrastructure components retire in line with reduced fossil gas demand	**Not Applicable.** The proposed Project would not involve any production of non-combustion methane emissions or organic waste.
High GWP Potential Emissions	
Low GWP refrigerants introduced as building electrification increases, mitigating HFC emissions.	**Consistent.** The proposed Project includes refrigeration and would be consistent with the 2022 Title 24 Section 6 Building Codes for 2022 and would be required to meet increasing standards set by the State. Therefore, the Project would be consistent with meeting current and future policies concerning the use of low GWP refrigerants.

Source: California's 2022 Climate Change Scoping Plan Table 2-1: Actions for the Scoping Plan Scenario: AB 32 GHG Inventory Sectors

4.6 Conclusion

The Project is consistent with the actions and measures of the 2022 Scoping Plan and would not interfere with the policies and goals set within those plans. The proposed Project's GHG emissions of 9,006 $MTCO_2e$ per year are below the SCAQMD significance threshold of 10,000 $MTCO_2e$ per year. Therefore, the Project would have a less-than-significant impact related to GHG emissions.

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APPENDIX A – UNMITIGATED & MITIGATED CALEEMOD OUTPUT SHEETS

23-090 Telegraph Detailed Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	23-090 Telegraph
Construction Start Date	8/1/2025
Operational Year	2027
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	1.80
Precipitation (days)	8.00
Location	Santa Fe Springs Rd, California, USA
County	Los Angeles-South Coast
City	Santa Fe Springs
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4888
EDFZ	7
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas
App Version	2022.1.1.25

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

Manufacturing	58.5	1000sqft	3.30	58,468	85,141	—	—	—
Parking Lot	802	Space	7.22	0.00	0.00	—	—	—
User Defined Industrial	585	User Defined Unit	0.00	0.00	0.00	—	—	—
Refrigerated Warehouse-No Rail	52.6	1000sqft	1.21	52,621	0.00	—	—	—
Other Asphalt Surfaces	4.17	Acre	4.17	0.00	0.00	—	—	—
Unrefrigerated Warehouse-No Rail	474	1000sqft	10.9	473,589	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Construction	C-13	Use Low-VOC Paints for Construction

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

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

Un/Mit.	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Unmit.	4.00	53.8	41.4	0.18	9.34	4.40	25,350
Mit.	4.00	53.8	41.4	0.18	9.34	4.40	25,350
% Reduced	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Unmit.	139	54.5	41.2	0.18	9.34	3.95	25,297
Mit.	69.8	54.5	41.2	0.18	9.34	3.95	25,297
% Reduced	50%	—	—	—	—	—	—

Average Daily (Max)	—	—	—	—	—	—	—
Unmit.	9.54	15.5	19.4	0.05	2.89	1.16	6,797
Mit.	4.78	15.5	19.4	0.05	2.89	1.16	6,797
% Reduced	50%	—	—	—	—	—	—
Annual (Max)	—	—	—	—	—	—	—
Unmit.	1.74	2.83	3.54	0.01	0.53	0.21	1,125
Mit.	0.87	2.83	3.54	0.01	0.53	0.21	1,125
% Reduced	50%	—	—	—	—	—	—
Exceeds (Daily Max)	—	—	—	—	—	—	—
Threshold	75.0	100	550	150	150	55.0	—
Unmit.	Yes	No	No	No	No	No	Yes
Mit.	No	No	No	No	No	No	Yes
Exceeds (Average Daily)	—	—	—	—	—	—	—
Threshold	75.0	100	550	150	150	55.0	—
Unmit.	No	No	No	No	No	No	Yes
Mit.	No	No	No	No	No	No	Yes

2.2. Construction Emissions by Year, Unmitigated

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

Year	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—
2025	4.00	53.8	41.4	0.18	9.34	4.40	25,350
2026	2.15	14.9	31.5	0.05	4.48	1.38	9,141
Daily - Winter (Max)	—	—	—	—	—	—	—
2025	3.99	54.5	41.2	0.18	9.34	3.95	25,297
2026	139	51.0	40.1	0.18	9.20	3.81	24,982

2027	139	1.32	4.00	< 0.005	0.67	0.17	805
Average Daily	—	—	—	—	—	—	—
2025	1.18	15.5	11.9	0.05	2.69	1.16	6,797
2026	7.20	10.5	19.4	0.03	2.89	0.91	5,947
2027	9.54	0.09	0.28	< 0.005	0.05	0.01	55.8
Annual	—	—	—	—	—	—	—
2025	0.21	2.83	2.16	0.01	0.49	0.21	1,125
2026	1.31	1.91	3.54	0.01	0.53	0.17	985
2027	1.74	0.02	0.05	< 0.005	0.01	< 0.005	9.24

2.3. Construction Emissions by Year, Mitigated

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

Year	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—
2025	4.00	53.8	41.4	0.18	9.34	4.40	25,350
2026	2.15	14.9	31.5	0.05	4.48	1.38	9,141
Daily - Winter (Max)	—	—	—	—	—	—	—
2025	3.99	54.5	41.2	0.18	9.34	3.95	25,297
2026	69.8	51.0	40.1	0.18	9.20	3.81	24,982
2027	69.8	1.32	4.00	< 0.005	0.67	0.17	805
Average Daily	—	—	—	—	—	—	—
2025	1.18	15.5	11.9	0.05	2.69	1.16	6,797
2026	4.34	10.5	19.4	0.03	2.89	0.91	5,947
2027	4.78	0.09	0.28	< 0.005	0.05	0.01	55.8
Annual	—	—	—	—	—	—	—
2025	0.21	2.83	2.16	0.01	0.49	0.21	1,125
2026	0.79	1.91	3.54	0.01	0.53	0.17	985

2027	0.87	0.02	0.05	< 0.005	0.01	< 0.005	9.24

2.4. Operations Emissions Compared Against Thresholds

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

Un/Mit.	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Unmit.	24.0	52.2	206	0.37	18.5	5.56	55,011
Daily, Winter (Max)	—	—	—	—	—	—	—
Unmit.	19.7	53.3	178	0.37	18.4	5.52	54,465
Average Daily (Max)	—	—	—	—	—	—	—
Unmit.	21.2	50.1	192	0.36	18.2	5.32	53,968
Annual (Max)	—	—	—	—	—	—	—
Unmit.	3.87	9.15	35.1	0.07	3.32	0.97	8,935
Exceeds (Daily Max)	—	—	—	—	—	—	—
Threshold	55.0	55.0	550	150	150	55.0	—
Unmit.	No	No	No	No	No	No	Yes
Exceeds (Average Daily)	—	—	—	—	—	—	—
Threshold	55.0	55.0	550	150	150	55.0	—
Unmit.	No	No	No	No	No	No	Yes
Exceeds (Annual)	—	—	—	—	—	—	—
Threshold	—	—	—	—	—	—	10,000
Unmit.	—	—	—	—	—	—	No

2.5. Operations Emissions by Sector, Unmitigated

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

Sector	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—
Mobile	3.95	31.3	45.8	0.34	17.9	5.03	38,250
Area	18.3	0.21	25.4	< 0.005	0.05	0.03	105
Energy	0.19	3.48	2.92	0.02	0.26	0.26	8,539
Water	—	—	—	—	—	—	1,995
Waste	—	—	—	—	—	—	1,069
Refrig.	—	—	—	—	—	—	1,418
Off-Road	0.00	12.8	128	0.00	0.00	0.00	2,832
Stationary	1.56	4.37	3.98	0.01	0.23	0.23	802
Total	24.0	52.2	206	0.37	18.5	5.56	55,011
Daily, Winter (Max)	—	—	—	—	—	—	—
Mobile	3.91	32.7	43.1	0.34	17.9	5.03	37,809
Area	14.1	—	—	—	—	—	—
Energy	0.19	3.48	2.92	0.02	0.26	0.26	8,539
Water	—	—	—	—	—	—	1,995
Waste	—	—	—	—	—	—	1,069
Refrig.	—	—	—	—	—	—	1,418
Off-Road	0.00	12.8	128	0.00	0.00	0.00	2,832
Stationary	1.56	4.37	3.98	0.01	0.23	0.23	802
Total	19.7	53.3	178	0.37	18.4	5.52	54,465
Average Daily	—	—	—	—	—	—	—
Mobile	3.89	33.1	43.8	0.34	17.9	5.00	37,932
Area	16.9	0.15	17.4	< 0.005	0.03	0.02	71.9
Energy	0.19	3.48	2.92	0.02	0.26	0.26	8,539
Water	—	—	—	—	—	—	1,995
Waste	—	—	—	—	—	—	1,069
Refrig.	—	—	—	—	—	—	1,418

Off-Road	0.00	12.8	128	0.00	0.00	0.00	2,832
Stationary	0.21	0.60	0.55	< 0.005	0.03	0.03	110
Total	21.2	50.1	192	0.36	18.2	5.32	53,968
Annual	—	—	—	—	—	—	—
Mobile	0.71	6.04	8.00	0.06	3.26	0.91	6,280
Area	3.09	0.03	3.18	< 0.005	0.01	< 0.005	11.9
Energy	0.03	0.63	0.53	< 0.005	0.05	0.05	1,414
Water	—	—	—	—	—	—	330
Waste	—	—	—	—	—	—	177
Refrig.	—	—	—	—	—	—	235
Off-Road	0.00	2.34	23.3	0.00	0.00	0.00	469
Stationary	0.04	0.11	0.10	< 0.005	0.01	0.01	18.2
Total	3.87	9.15	35.1	0.07	3.32	0.97	8,935

2.6. Operations Emissions by Sector, Mitigated

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

Sector	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Mobile	3.95	31.3	45.8	0.34	17.9	5.03	38,250
Area	18.3	0.21	25.4	< 0.005	0.05	0.03	105
Energy	0.19	3.48	2.92	0.02	0.26	0.26	8,539
Water	—	—	—	—	—	—	1,995
Waste	—	—	—	—	—	—	1,069
Refrig.	—	—	—	—	—	—	1,418
Off-Road	0.00	12.8	128	0.00	0.00	0.00	2,832
Stationary	1.56	4.37	3.98	0.01	0.23	0.23	802
Total	24.0	52.2	206	0.37	18.5	5.56	55,011

Daily, Winter (Max)	—	—	—	—	—	—	—
Mobile	3.91	32.7	43.1	0.34	17.9	5.03	37,809
Area	14.1	—	—	—	—	—	—
Energy	0.19	3.48	2.92	0.02	0.26	0.26	8,539
Water	—	—	—	—	—	—	1,995
Waste	—	—	—	—	—	—	1,069
Refrig.	—	—	—	—	—	—	1,418
Off-Road	0.00	12.8	128	0.00	0.00	0.00	2,832
Stationary	1.56	4.37	3.98	0.01	0.23	0.23	802
Total	19.7	53.3	178	0.37	18.4	5.52	54,465
Average Daily	—	—	—	—	—	—	—
Mobile	3.89	33.1	43.8	0.34	17.9	5.00	37,932
Area	16.9	0.15	17.4	< 0.005	0.03	0.02	71.9
Energy	0.19	3.48	2.92	0.02	0.26	0.26	8,539
Water	—	—	—	—	—	—	1,995
Waste	—	—	—	—	—	—	1,069
Refrig.	—	—	—	—	—	—	1,418
Off-Road	0.00	12.8	128	0.00	0.00	0.00	2,832
Stationary	0.21	0.60	0.55	< 0.005	0.03	0.03	110
Total	21.2	50.1	192	0.36	18.2	5.32	53,968
Annual	—	—	—	—	—	—	—
Mobile	0.71	6.04	8.00	0.06	3.26	0.91	6,280
Area	3.09	0.03	3.18	< 0.005	0.01	< 0.005	11.9
Energy	0.03	0.63	0.53	< 0.005	0.05	0.05	1,414
Water	—	—	—	—	—	—	330
Waste	—	—	—	—	—	—	177
Refrig.	—	—	—	—	—	—	235

Off-Road	0.00	2.34	23.3	0.00	0.00	0.00	469
Stationary	0.04	0.11	0.10	< 0.005	0.01	0.01	18.2
Total	3.87	9.15	35.1	0.07	3.32	0.97	8,935

3. Construction Emissions Details

3.1. Demolition (2025) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Off-Road Equipment	2.50	23.5	22.3	0.04	0.95	0.88	3,821
Demolition	—	—	—	—	2.71	0.41	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.32	0.31	< 0.005	0.01	0.01	52.3
Demolition	—	—	—	—	0.04	0.01	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.06	0.06	< 0.005	< 0.005	< 0.005	8.66
Demolition	—	—	—	—	0.01	< 0.005	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Worker	0.08	0.08	1.22	0.00	0.23	0.05	246
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	0.05	4.25	1.65	0.02	0.97	0.30	3,639
Daily, Winter (Max)	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	< 0.005	< 0.005	3.23
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.06	0.02	< 0.005	0.01	< 0.005	49.8
Annual	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.53
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	8.24

3.2. Demolition (2025) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Off-Road Equipment	2.50	23.5	22.3	0.04	0.95	0.88	3,821
Demolition	—	—	—	—	2.71	0.41	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.32	0.31	< 0.005	0.01	0.01	52.3
Demolition	—	—	—	—	0.04	0.01	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.06	0.06	< 0.005	< 0.005	< 0.005	8.66
Demolition	—	—	—	—	0.01	< 0.005	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Worker	0.08	0.08	1.22	0.00	0.23	0.05	246
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.05	4.25	1.65	0.02	0.97	0.30	3,639
Daily, Winter (Max)	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	< 0.005	< 0.005	3.23
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.06	0.02	< 0.005	0.01	< 0.005	49.8
Annual	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.53
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	8.24

3.3. Site Preparation (2025) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Off-Road Equipment	3.85	35.7	30.8	0.05	1.81	1.66	5,310
Dust From Material Movement	—	—	—	—	5.66	2.69	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—

Off-Road Equipment	0.11	0.98	0.84	< 0.005	0.05	0.05	145
Dust From Material Movement	—	—	—	—	0.16	0.07	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.18	0.15	< 0.005	0.01	0.01	24.1
Dust From Material Movement	—	—	—	—	0.03	0.01	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Worker	0.08	0.08	1.22	0.00	0.23	0.05	246
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.03	0.00	0.01	< 0.005	6.46
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	< 0.005	< 0.005	1.07
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.4. Site Preparation (2025) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—
Off-Road Equipment	3.85	35.7	30.8	0.05	1.81	1.66	5,310
Dust From Material Movement	—	—	—	—	5.66	2.69	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.98	0.84	< 0.005	0.05	0.05	145
Dust From Material Movement	—	—	—	—	0.16	0.07	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.18	0.15	< 0.005	0.01	0.01	24.1
Dust From Material Movement	—	—	—	—	0.03	0.01	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Worker	0.08	0.08	1.22	0.00	0.23	0.05	246
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.03	0.00	0.01	< 0.005	6.46
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	< 0.005	< 0.005	1.07
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.5. Grading (2025) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Off-Road Equipment	3.68	33.9	32.4	0.07	1.54	1.42	7,203
Dust From Material Movement	—	—	—	—	2.68	0.98	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—
Off-Road Equipment	3.68	33.9	32.4	0.07	1.54	1.42	7,203
Dust From Material Movement	—	—	—	—	2.68	0.98	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—
Off-Road Equipment	0.95	8.76	8.37	0.02	0.40	0.37	1,861
Dust From Material Movement	—	—	—	—	0.69	0.25	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—
Off-Road Equipment	0.17	1.60	1.53	< 0.005	0.07	0.07	308
Dust From Material Movement	—	—	—	—	0.13	0.05	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Worker	0.11	0.11	1.74	0.00	0.33	0.08	351

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.21	19.7	7.23	0.11	4.79	1.47	17,796
Daily, Winter (Max)	—	—	—	—	—	—	—
Worker	0.11	0.12	1.47	0.00	0.33	0.08	332
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.20	20.5	7.28	0.11	4.79	1.47	17,762
Average Daily	—	—	—	—	—	—	—
Worker	0.03	0.03	0.40	0.00	0.08	0.02	87.0
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.05	5.36	1.87	0.03	1.23	0.38	4,592
Annual	—	—	—	—	—	—	—
Worker	< 0.005	0.01	0.07	0.00	0.02	< 0.005	14.4
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	0.98	0.34	0.01	0.23	0.07	760

3.6. Grading (2025) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Off-Road Equipment	3.68	33.9	32.4	0.07	1.54	1.42	7,203
Dust From Material Movement	—	—	—	—	2.68	0.98	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—
Off-Road Equipment	3.68	33.9	32.4	0.07	1.54	1.42	7,203
Dust From Material Movement	—	—	—	—	2.68	0.98	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—
Off-Road Equipment	0.95	8.76	8.37	0.02	0.40	0.37	1,861
Dust From Material Movement	—	—	—	—	0.69	0.25	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—
Off-Road Equipment	0.17	1.60	1.53	< 0.005	0.07	0.07	308
Dust From Material Movement	—	—	—	—	0.13	0.05	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Worker	0.11	0.11	1.74	0.00	0.33	0.08	351
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.21	19.7	7.23	0.11	4.79	1.47	17,796
Daily, Winter (Max)	—	—	—	—	—	—	—
Worker	0.11	0.12	1.47	0.00	0.33	0.08	332
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.20	20.5	7.28	0.11	4.79	1.47	17,762
Average Daily	—	—	—	—	—	—	—
Worker	0.03	0.03	0.40	0.00	0.08	0.02	87.0
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.05	5.36	1.87	0.03	1.23	0.38	4,592
Annual	—	—	—	—	—	—	—
Worker	< 0.005	0.01	0.07	0.00	0.02	< 0.005	14.4
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	0.98	0.34	0.01	0.23	0.07	760

3.7. Grading (2026) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Off-Road Equipment	3.50	31.2	31.7	0.07	1.40	1.28	7,203
Dust From Material Movement	—	—	—	—	2.68	0.98	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.49	0.50	< 0.005	0.02	0.02	113
Dust From Material Movement	—	—	—	—	0.04	0.02	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.09	0.09	< 0.005	< 0.005	< 0.005	18.7
Dust From Material Movement	—	—	—	—	0.01	< 0.005	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Worker	0.09	0.11	1.38	0.00	0.33	0.08	325
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.20	19.7	7.07	0.11	4.79	1.47	17,455
Average Daily	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.01	< 0.005	5.17

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.31	0.11	< 0.005	0.07	0.02	273
Annual	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.86
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.06	0.02	< 0.005	0.01	< 0.005	45.3

3.8. Grading (2026) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Off-Road Equipment	3.50	31.2	31.7	0.07	1.40	1.28	7,203
Dust From Material Movement	—	—	—	—	2.68	0.98	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.49	0.50	< 0.005	0.02	0.02	113
Dust From Material Movement	—	—	—	—	0.04	0.02	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.09	0.09	< 0.005	< 0.005	< 0.005	18.7
Dust From Material Movement	—	—	—	—	0.01	< 0.005	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Worker	0.09	0.11	1.38	0.00	0.33	0.08	325
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.20	19.7	7.07	0.11	4.79	1.47	17,455
Average Daily	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.01	< 0.005	5.17
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.31	0.11	< 0.005	0.07	0.02	273
Annual	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.86
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.06	0.02	< 0.005	0.01	< 0.005	45.3

3.9. Building Construction (2026) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Off-Road Equipment	1.16	10.7	14.1	0.03	0.41	0.38	2,639
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—
Off-Road Equipment	1.16	10.7	14.1	0.03	0.41	0.38	2,639
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—
Off-Road Equipment	0.70	6.43	8.48	0.02	0.25	0.23	1,591
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Annual	—	—	—	—	—	—	—
Off-Road Equipment	0.13	1.17	1.55	< 0.005	0.05	0.04	263
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Worker	0.90	0.95	15.9	0.00	3.21	0.75	3,376
Vendor	0.09	3.29	1.59	0.02	0.86	0.25	3,126
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—
Worker	0.90	1.07	13.5	0.00	3.21	0.75	3,193
Vendor	0.09	3.44	1.63	0.02	0.86	0.25	3,120
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—
Worker	0.54	0.70	8.54	0.00	1.92	0.45	1,955
Vendor	0.05	2.09	0.97	0.01	0.52	0.15	1,882
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—
Worker	0.10	0.13	1.56	0.00	0.35	0.08	324
Vendor	0.01	0.38	0.18	< 0.005	0.09	0.03	312
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.10. Building Construction (2026) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Off-Road Equipment	1.16	10.7	14.1	0.03	0.41	0.38	2,639

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—
Off-Road Equipment	1.16	10.7	14.1	0.03	0.41	0.38	2,639
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—
Off-Road Equipment	0.70	6.43	8.48	0.02	0.25	0.23	1,591
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—
Off-Road Equipment	0.13	1.17	1.55	< 0.005	0.05	0.04	263
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Worker	0.90	0.95	15.9	0.00	3.21	0.75	3,376
Vendor	0.09	3.29	1.59	0.02	0.86	0.25	3,126
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—
Worker	0.90	1.07	13.5	0.00	3.21	0.75	3,193
Vendor	0.09	3.44	1.63	0.02	0.86	0.25	3,120
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—
Worker	0.54	0.70	8.54	0.00	1.92	0.45	1,955
Vendor	0.05	2.09	0.97	0.01	0.52	0.15	1,882
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—
Worker	0.10	0.13	1.56	0.00	0.35	0.08	324
Vendor	0.01	0.38	0.18	< 0.005	0.09	0.03	312
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.11. Paving (2026) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Off-Road Equipment	0.76	7.12	9.94	0.01	0.32	0.29	1,516
Paving	1.49	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.39	0.54	< 0.005	0.02	0.02	83.1
Paving	0.08	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.07	0.10	< 0.005	< 0.005	< 0.005	13.8
Paving	0.01	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Worker	0.05	0.07	0.83	0.00	0.20	0.05	195
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.05	0.00	0.01	< 0.005	10.9
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Annual	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	< 0.005	< 0.005	1.80
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.12. Paving (2026) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Off-Road Equipment	0.76	7.12	9.94	0.01	0.32	0.29	1,516
Paving	1.49	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.39	0.54	< 0.005	0.02	0.02	83.1
Paving	0.08	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.07	0.10	< 0.005	< 0.005	< 0.005	13.8
Paving	0.01	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Worker	0.05	0.07	0.83	0.00	0.20	0.05	195
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.05	0.00	0.01	< 0.005	10.9
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	< 0.005	< 0.005	1.80
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.13. Architectural Coating (2026) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Off-Road Equipment	0.16	1.14	1.51	< 0.005	0.03	0.03	179
Architectural Coatings	139	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.05	0.06	< 0.005	< 0.005	< 0.005	7.34
Architectural Coatings	5.71	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	1.22
Architectural Coatings	1.04	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Offsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Worker	0.18	0.21	2.71	0.00	0.64	0.15	639
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—
Worker	0.01	0.01	0.12	0.00	0.03	0.01	26.7
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	< 0.005	< 0.005	4.41
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.14. Architectural Coating (2026) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Off-Road Equipment	0.16	1.14	1.51	< 0.005	0.03	0.03	179
Architectural Coatings	69.5	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.05	0.06	< 0.005	< 0.005	< 0.005	7.34
Architectural Coatings	2.86	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	1.22
Architectural Coatings	0.52	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Worker	0.18	0.21	2.71	0.00	0.64	0.15	639
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—
Worker	0.01	0.01	0.12	0.00	0.03	0.01	26.7
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	< 0.005	< 0.005	4.41
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.15. Architectural Coating (2027) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Off-Road Equipment	0.15	1.11	1.50	< 0.005	0.03	0.02	179

Architectural Coatings	139	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.08	0.10	< 0.005	< 0.005	< 0.005	12.2
Architectural Coatings	9.52	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.02	< 0.005	< 0.005	< 0.005	2.03
Architectural Coatings	1.74	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Worker	0.17	0.21	2.50	0.00	0.64	0.15	626
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—
Worker	0.01	0.01	0.18	0.00	0.04	0.01	43.6
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.03	0.00	0.01	< 0.005	7.21
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.16. Architectural Coating (2027) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Off-Road Equipment	0.15	1.11	1.50	< 0.005	0.03	0.02	179
Architectural Coatings	69.5	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.08	0.10	< 0.005	< 0.005	< 0.005	12.2
Architectural Coatings	4.76	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.02	< 0.005	< 0.005	< 0.005	2.03
Architectural Coatings	0.87	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Worker	0.17	0.21	2.50	0.00	0.64	0.15	626
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—
Worker	0.01	0.01	0.18	0.00	0.04	0.01	43.6
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.03	0.00	0.01	< 0.005	7.21

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

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Manufacturing	0.79	0.41	7.68	0.02	1.77	0.45	1,770
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00
User Defined Industrial	0.85	29.7	15.7	0.28	11.0	3.24	31,302
Refrigerated Warehouse-No Rail	0.23	0.12	2.25	0.01	0.52	0.13	518
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Unrefrigerated Warehouse-No Rail	2.08	1.08	20.2	0.05	4.67	1.20	4,661
Total	3.95	31.3	45.8	0.34	17.9	5.03	38,250
Daily, Winter (Max)	—	—	—	—	—	—	—
Manufacturing	0.78	0.46	6.99	0.02	1.77	0.45	1,680
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00
User Defined Industrial	0.83	30.9	15.7	0.28	11.0	3.24	31,218
Refrigerated Warehouse-No Rail	0.23	0.13	2.03	< 0.005	0.51	0.13	487
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Unrefrigerated Warehouse-No Rail	2.07	1.22	18.4	0.04	4.67	1.20	4,424

Total	3.91	32.7	43.1	0.34	17.9	5.03	37,809
Annual	—	—	—	—	—	—	—
Manufacturing	0.14	0.09	1.31	< 0.005	0.32	0.08	282
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00
User Defined Industrial	0.15	5.71	2.86	0.05	2.00	0.59	5,174
Refrigerated Warehouse-No Rail	0.04	0.02	0.38	< 0.005	0.09	0.02	82.4
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Unrefrigerated Warehouse-No Rail	0.37	0.22	3.45	0.01	0.85	0.22	741
Total	0.71	6.04	8.00	0.06	3.26	0.91	6,280

4.1.2. Mitigated

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

Land Use	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Manufacturing	0.79	0.41	7.68	0.02	1.77	0.45	1,770
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00
User Defined Industrial	0.85	29.7	15.7	0.28	11.0	3.24	31,302
Refrigerated Warehouse-No Rail	0.23	0.12	2.25	0.01	0.52	0.13	518
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Unrefrigerated Warehouse-No Rail	2.08	1.08	20.2	0.05	4.67	1.20	4,661
Total	3.95	31.3	45.8	0.34	17.9	5.03	38,250
Daily, Winter (Max)	—	—	—	—	—	—	—
Manufacturing	0.78	0.46	6.99	0.02	1.77	0.45	1,680
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00
User Defined Industrial	0.83	30.9	15.7	0.28	11.0	3.24	31,218

Refrigerated Warehouse-No Rail	0.23	0.13	2.03	< 0.005	0.51	0.13	487
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Unrefrigerated Warehouse-No Rail	2.07	1.22	18.4	0.04	4.67	1.20	4,424
Total	3.91	32.7	43.1	0.34	17.9	5.03	37,809
Annual	—	—	—	—	—	—	—
Manufacturing	0.14	0.09	1.31	< 0.005	0.32	0.08	282
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00
User Defined Industrial	0.15	5.71	2.86	0.05	2.00	0.59	5,174
Refrigerated Warehouse-No Rail	0.04	0.02	0.38	< 0.005	0.09	0.02	82.4
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Unrefrigerated Warehouse-No Rail	0.37	0.22	3.45	0.01	0.85	0.22	741
Total	0.71	6.04	8.00	0.06	3.26	0.91	6,280

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Manufacturing	—	—	—	—	—	—	535
Parking Lot	—	—	—	—	—	—	263
User Defined Industrial	—	—	—	—	—	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	971
Other Asphalt Surfaces	—	—	—	—	—	—	0.00

Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	2,115
undefined	—	—	—	—	—	—	494
Total	—	—	—	—	—	—	4,377
Daily, Winter (Max)	—	—	—	—	—	—	—
Manufacturing	—	—	—	—	—	—	535
Parking Lot	—	—	—	—	—	—	263
User Defined Industrial	—	—	—	—	—	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	971
Other Asphalt Surfaces	—	—	—	—	—	—	0.00
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	2,115
undefined	—	—	—	—	—	—	494
Total	—	—	—	—	—	—	4,377
Annual	—	—	—	—	—	—	—
Manufacturing	—	—	—	—	—	—	88.6
Parking Lot	—	—	—	—	—	—	43.5
User Defined Industrial	—	—	—	—	—	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	161
Other Asphalt Surfaces	—	—	—	—	—	—	0.00
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	350
undefined	—	—	—	—	—	—	81.8
Total	—	—	—	—	—	—	725

4.2.2. Electricity Emissions By Land Use - Mitigated

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

Land Use	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Manufacturing	—	—	—	—	—	—	535
Parking Lot	—	—	—	—	—	—	263
User Defined Industrial	—	—	—	—	—	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	971
Other Asphalt Surfaces	—	—	—	—	—	—	0.00
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	2,115
undefined	—	—	—	—	—	—	494
Total	—	—	—	—	—	—	4,377
Daily, Winter (Max)	—	—	—	—	—	—	—
Manufacturing	—	—	—	—	—	—	535
Parking Lot	—	—	—	—	—	—	263
User Defined Industrial	—	—	—	—	—	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	971
Other Asphalt Surfaces	—	—	—	—	—	—	0.00
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	2,115
undefined	—	—	—	—	—	—	494
Total	—	—	—	—	—	—	4,377
Annual	—	—	—	—	—	—	—
Manufacturing	—	—	—	—	—	—	88.6
Parking Lot	—	—	—	—	—	—	43.5
User Defined Industrial	—	—	—	—	—	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	161

Other Asphalt Surfaces	—	—	—	—	—	—	0.00
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	350
undefined	—	—	—	—	—	—	81.8
Total	—	—	—	—	—	—	725

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Manufacturing	0.04	0.67	0.56	< 0.005	0.05	0.05	804
Parking Lot	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
Refrigerated Warehouse-No Rail	0.02	0.35	0.30	< 0.005	0.03	0.03	424
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Unrefrigerated Warehouse-No Rail	0.13	2.45	2.06	0.01	0.19	0.19	2,934
Total	0.19	3.48	2.92	0.02	0.26	0.26	4,162
Daily, Winter (Max)	—	—	—	—	—	—	—
Manufacturing	0.04	0.67	0.56	< 0.005	0.05	0.05	804
Parking Lot	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
Refrigerated Warehouse-No Rail	0.02	0.35	0.30	< 0.005	0.03	0.03	424
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Unrefrigerated Warehouse-No Rail	0.13	2.45	2.06	0.01	0.19	0.19	2,934
Total	0.19	3.48	2.92	0.02	0.26	0.26	4,162

Annual	—	—	—	—	—	—	—
Manufacturing	0.01	0.12	0.10	< 0.005	0.01	0.01	133
Parking Lot	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
Refrigerated Warehouse-No Rail	< 0.005	0.06	0.05	< 0.005	< 0.005	< 0.005	70.1
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Unrefrigerated Warehouse-No Rail	0.02	0.45	0.38	< 0.005	0.03	0.03	486
Total	0.03	0.63	0.53	< 0.005	0.05	0.05	689

4.2.4. Natural Gas Emissions By Land Use - Mitigated

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

Land Use	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Manufacturing	0.04	0.67	0.56	< 0.005	0.05	0.05	804
Parking Lot	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
Refrigerated Warehouse-No Rail	0.02	0.35	0.30	< 0.005	0.03	0.03	424
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Unrefrigerated Warehouse-No Rail	0.13	2.45	2.06	0.01	0.19	0.19	2,934
Total	0.19	3.48	2.92	0.02	0.26	0.26	4,162
Daily, Winter (Max)	—	—	—	—	—	—	—
Manufacturing	0.04	0.67	0.56	< 0.005	0.05	0.05	804
Parking Lot	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

Refrigerated Warehouse-No Rail	0.02	0.35	0.30	< 0.005	0.03	0.03	424
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Unrefrigerated Warehouse-No Rail	0.13	2.45	2.06	0.01	0.19	0.19	2,934
Total	0.19	3.48	2.92	0.02	0.26	0.26	4,162
Annual	—	—	—	—	—	—	—
Manufacturing	0.01	0.12	0.10	< 0.005	0.01	0.01	133
Parking Lot	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
Refrigerated Warehouse-No Rail	< 0.005	0.06	0.05	< 0.005	< 0.005	< 0.005	70.1
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Unrefrigerated Warehouse-No Rail	0.02	0.45	0.38	< 0.005	0.03	0.03	486
Total	0.03	0.63	0.53	< 0.005	0.05	0.05	689

4.3. Area Emissions by Source

4.3.1. Unmitigated

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

Source	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Consumer Products	12.6	—	—	—	—	—	—
Architectural Coatings	1.52	—	—	—	—	—	—
Landscape Equipment	4.18	0.21	25.4	< 0.005	0.05	0.03	105
Total	18.3	0.21	25.4	< 0.005	0.05	0.03	105
Daily, Winter (Max)	—	—	—	—	—	—	—
Consumer Products	12.6	—	—	—	—	—	—

Architectural Coatings	1.52	—	—	—	—	—	—
Total	14.1	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—
Consumer Products	2.29	—	—	—	—	—	—
Architectural Coatings	0.28	—	—	—	—	—	—
Landscape Equipment	0.52	0.03	3.18	< 0.005	0.01	< 0.005	11.9
Total	3.09	0.03	3.18	< 0.005	0.01	< 0.005	11.9

4.3.2. Mitigated

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

Source	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Consumer Products	12.6	—	—	—	—	—	—
Architectural Coatings	1.52	—	—	—	—	—	—
Landscape Equipment	4.18	0.21	25.4	< 0.005	0.05	0.03	105
Total	18.3	0.21	25.4	< 0.005	0.05	0.03	105
Daily, Winter (Max)	—	—	—	—	—	—	—
Consumer Products	12.6	—	—	—	—	—	—
Architectural Coatings	1.52	—	—	—	—	—	—
Total	14.1	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—
Consumer Products	2.29	—	—	—	—	—	—
Architectural Coatings	0.28	—	—	—	—	—	—
Landscape Equipment	0.52	0.03	3.18	< 0.005	0.01	< 0.005	11.9
Total	3.09	0.03	3.18	< 0.005	0.01	< 0.005	11.9

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Manufacturing	—	—	—	—	—	—	205
Parking Lot	—	—	—	—	—	—	0.00
User Defined Industrial	—	—	—	—	—	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	179
Other Asphalt Surfaces	—	—	—	—	—	—	0.00
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	1,611
Total	—	—	—	—	—	—	1,995
Daily, Winter (Max)	—	—	—	—	—	—	—
Manufacturing	—	—	—	—	—	—	205
Parking Lot	—	—	—	—	—	—	0.00
User Defined Industrial	—	—	—	—	—	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	179
Other Asphalt Surfaces	—	—	—	—	—	—	0.00
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	1,611
Total	—	—	—	—	—	—	1,995
Annual	—	—	—	—	—	—	—
Manufacturing	—	—	—	—	—	—	33.9
Parking Lot	—	—	—	—	—	—	0.00
User Defined Industrial	—	—	—	—	—	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	29.6

Other Asphalt Surfaces	—	—	—	—	—	—	0.00
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	267
Total	—	—	—	—	—	—	330

4.4.2. Mitigated

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

Land Use	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Manufacturing	—	—	—	—	—	—	205
Parking Lot	—	—	—	—	—	—	0.00
User Defined Industrial	—	—	—	—	—	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	179
Other Asphalt Surfaces	—	—	—	—	—	—	0.00
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	1,611
Total	—	—	—	—	—	—	1,995
Daily, Winter (Max)	—	—	—	—	—	—	—
Manufacturing	—	—	—	—	—	—	205
Parking Lot	—	—	—	—	—	—	0.00
User Defined Industrial	—	—	—	—	—	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	179
Other Asphalt Surfaces	—	—	—	—	—	—	0.00
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	1,611
Total	—	—	—	—	—	—	1,995
Annual	—	—	—	—	—	—	—

Manufacturing	—	—	—	—	—	—	33.9
Parking Lot	—	—	—	—	—	—	0.00
User Defined Industrial	—	—	—	—	—	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	29.6
Other Asphalt Surfaces	—	—	—	—	—	—	0.00
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	267
Total	—	—	—	—	—	—	330

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Manufacturing	—	—	—	—	—	—	137
Parking Lot	—	—	—	—	—	—	0.00
User Defined Industrial	—	—	—	—	—	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	93.3
Other Asphalt Surfaces	—	—	—	—	—	—	0.00
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	839
Total	—	—	—	—	—	—	1,069
Daily, Winter (Max)	—	—	—	—	—	—	—
Manufacturing	—	—	—	—	—	—	137
Parking Lot	—	—	—	—	—	—	0.00
User Defined Industrial	—	—	—	—	—	—	0.00

Refrigerated Warehouse-No Rail	—	—	—	—	—	—	93.3
Other Asphalt Surfaces	—	—	—	—	—	—	0.00
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	839
Total	—	—	—	—	—	—	1,069
Annual	—	—	—	—	—	—	—
Manufacturing	—	—	—	—	—	—	22.6
Parking Lot	—	—	—	—	—	—	0.00
User Defined Industrial	—	—	—	—	—	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	15.4
Other Asphalt Surfaces	—	—	—	—	—	—	0.00
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	139
Total	—	—	—	—	—	—	177

4.5.2. Mitigated

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

Land Use	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Manufacturing	—	—	—	—	—	—	137
Parking Lot	—	—	—	—	—	—	0.00
User Defined Industrial	—	—	—	—	—	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	93.3
Other Asphalt Surfaces	—	—	—	—	—	—	0.00
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	839

Total	—	—	—	—	—	—	1,069
Daily, Winter (Max)	—	—	—	—	—	—	—
Manufacturing	—	—	—	—	—	—	137
Parking Lot	—	—	—	—	—	—	0.00
User Defined Industrial	—	—	—	—	—	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	93.3
Other Asphalt Surfaces	—	—	—	—	—	—	0.00
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	839
Total	—	—	—	—	—	—	1,069
Annual	—	—	—	—	—	—	—
Manufacturing	—	—	—	—	—	—	22.6
Parking Lot	—	—	—	—	—	—	0.00
User Defined Industrial	—	—	—	—	—	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	15.4
Other Asphalt Surfaces	—	—	—	—	—	—	0.00
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	139
Total	—	—	—	—	—	—	177

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Manufacturing	—	—	—	—	—	—	15.2

Refrigerated Warehouse-No Rail	—	—	—	—	—	—	1,402
Total	—	—	—	—	—	—	1,418
Daily, Winter (Max)	—	—	—	—	—	—	—
Manufacturing	—	—	—	—	—	—	15.2
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	1,402
Total	—	—	—	—	—	—	1,418
Annual	—	—	—	—	—	—	—
Manufacturing	—	—	—	—	—	—	2.52
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	232
Total	—	—	—	—	—	—	235

4.6.2. Mitigated

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

Land Use	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Manufacturing	—	—	—	—	—	—	15.2
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	1,402
Total	—	—	—	—	—	—	1,418
Daily, Winter (Max)	—	—	—	—	—	—	—
Manufacturing	—	—	—	—	—	—	15.2
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	1,402
Total	—	—	—	—	—	—	1,418
Annual	—	—	—	—	—	—	—
Manufacturing	—	—	—	—	—	—	2.52

Refrigerated Warehouse-No Rail	—	—	—	—	—	—	232
Total	—	—	—	—	—	—	235

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

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

Equipment Type	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Forklifts	0.00	12.8	128	0.00	0.00	0.00	2,832
Total	0.00	12.8	128	0.00	0.00	0.00	2,832
Daily, Winter (Max)	—	—	—	—	—	—	—
Forklifts	0.00	12.8	128	0.00	0.00	0.00	2,832
Total	0.00	12.8	128	0.00	0.00	0.00	2,832
Annual	—	—	—	—	—	—	—
Forklifts	0.00	2.34	23.3	0.00	0.00	0.00	469
Total	0.00	2.34	23.3	0.00	0.00	0.00	469

4.7.2. Mitigated

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

Equipment Type	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Forklifts	0.00	12.8	128	0.00	0.00	0.00	2,832
Total	0.00	12.8	128	0.00	0.00	0.00	2,832
Daily, Winter (Max)	—	—	—	—	—	—	—
Forklifts	0.00	12.8	128	0.00	0.00	0.00	2,832
Total	0.00	12.8	128	0.00	0.00	0.00	2,832

Annual	—	—	—	—	—	—	—
Forklifts	0.00	2.34	23.3	0.00	0.00	0.00	469
Total	0.00	2.34	23.3	0.00	0.00	0.00	469

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

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

Equipment Type	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Fire Pump	0.78	2.18	1.99	< 0.005	0.11	0.11	401
Emergency Generator	0.78	2.18	1.99	< 0.005	0.11	0.11	401
Total	1.56	4.37	3.98	0.01	0.23	0.23	802
Daily, Winter (Max)	—	—	—	—	—	—	—
Fire Pump	0.78	2.18	1.99	< 0.005	0.11	0.11	401
Emergency Generator	0.78	2.18	1.99	< 0.005	0.11	0.11	401
Total	1.56	4.37	3.98	0.01	0.23	0.23	802
Annual	—	—	—	—	—	—	—
Fire Pump	0.02	0.05	0.05	< 0.005	< 0.005	< 0.005	9.09
Emergency Generator	0.02	0.05	0.05	< 0.005	< 0.005	< 0.005	9.09
Total	0.04	0.11	0.10	< 0.005	0.01	0.01	18.2

4.8.2. Mitigated

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

Equipment Type	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Fire Pump	0.78	2.18	1.99	< 0.005	0.11	0.11	401

Emergency Generator	0.78	2.18	1.99	< 0.005	0.11	0.11	401
Total	1.56	4.37	3.98	0.01	0.23	0.23	802
Daily, Winter (Max)	—	—	—	—	—	—	—
Fire Pump	0.78	2.18	1.99	< 0.005	0.11	0.11	401
Emergency Generator	0.78	2.18	1.99	< 0.005	0.11	0.11	401
Total	1.56	4.37	3.98	0.01	0.23	0.23	802
Annual	—	—	—	—	—	—	—
Fire Pump	0.02	0.05	0.05	< 0.005	< 0.005	< 0.005	9.09
Emergency Generator	0.02	0.05	0.05	< 0.005	< 0.005	< 0.005	9.09
Total	0.04	0.11	0.10	< 0.005	0.01	0.01	18.2

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

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

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

4.9.2. Mitigated

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

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

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

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

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

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

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

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

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

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

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

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

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

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

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

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

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

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

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

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

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

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	8/1/2025	8/7/2025	5.00	5.00	—

Site Preparation	Site Preparation	8/8/2025	8/21/2025	5.00	10.0	—
Grading	Grading	8/22/2025	1/8/2026	5.00	100	—
Building Construction	Building Construction	1/9/2026	11/12/2026	5.00	220	—
Paving	Paving	11/13/2026	12/10/2026	5.00	20.0	—
Architectural Coating	Architectural Coating	12/11/2026	2/4/2027	5.00	40.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Demolition	Excavators	Diesel	Average	3.00	8.00	36.0	0.38
Demolition	Rubber Tired Dozers	Diesel	Average	2.00	8.00	367	0.40
Demolition	Bore/Drill Rigs	Diesel	Average	1.00	8.00	83.0	0.50
Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00	8.00	367	0.40
Site Preparation	Crawler Tractors	Diesel	Average	4.00	8.00	84.0	0.37
Grading	Excavators	Diesel	Average	2.00	8.00	36.0	0.38
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Grading	Scrapers	Diesel	Average	2.00	8.00	423	0.48
Grading	Crawler Tractors	Diesel	Average	2.00	8.00	84.0	0.37
Grading	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	8.00	367	0.29
Building Construction	Forklifts	Diesel	Average	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74

Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	3.00	8.00	84.0	0.37
Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Paving	Pavers	Diesel	Average	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Average	1.00	8.00	37.0	0.48

5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Demolition	Excavators	Diesel	Average	3.00	8.00	36.0	0.38
Demolition	Rubber Tired Dozers	Diesel	Average	2.00	8.00	367	0.40
Demolition	Bore/Drill Rigs	Diesel	Average	1.00	8.00	83.0	0.50
Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00	8.00	367	0.40
Site Preparation	Crawler Tractors	Diesel	Average	4.00	8.00	84.0	0.37
Grading	Excavators	Diesel	Average	2.00	8.00	36.0	0.38
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Grading	Scrapers	Diesel	Average	2.00	8.00	423	0.48
Grading	Crawler Tractors	Diesel	Average	2.00	8.00	84.0	0.37
Grading	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	8.00	367	0.29
Building Construction	Forklifts	Diesel	Average	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	3.00	8.00	84.0	0.37

Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Paving	Pavers	Diesel	Average	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Average	1.00	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	17.5	18.5	LDA,LDT1,LDT2
Demolition	Vendor	—	10.2	HHDT,MHDT
Demolition	Hauling	50.0	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Site Preparation	—	—	—	—
Site Preparation	Worker	17.5	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10.2	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	25.0	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	159	31.1	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	246	18.5	LDA,LDT1,LDT2

Building Construction	Vendor	95.8	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	49.1	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	17.5	18.5	LDA,LDT1,LDT2
Demolition	Vendor	—	10.2	HHDT,MHDT
Demolition	Hauling	50.0	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Site Preparation	—	—	—	—
Site Preparation	Worker	17.5	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10.2	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—

Grading	Worker	25.0	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	159	31.1	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	246	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	95.8	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	49.1	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	877,017	292,339	29,764

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (Ton of Debris)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	1,000	—
Site Preparation	0.00	0.00	15.0	0.00	—
Grading	126,929	25,000	400	0.00	—
Paving	0.00	0.00	0.00	0.00	11.4

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	3	74%	74%
Water Demolished Area	2	36%	36%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Manufacturing	0.00	0%
Parking Lot	7.22	100%
User Defined Industrial	0.00	0%
Refrigerated Warehouse-No Rail	0.00	0%
Other Asphalt Surfaces	4.17	100%
Unrefrigerated Warehouse-No Rail	0.00	0%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2025	0.00	349	0.03	< 0.005
2026	0.00	346	0.03	< 0.005
2027	0.00	346	0.03	< 0.005

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Manufacturing	251	251	251	91,766	2,520	2,520	2,520	919,704
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
User Defined Industrial	415	415	415	151,519	11,915	11,915	11,915	4,349,039
Refrigerated Warehouse-No Rail	73.7	73.7	72.1	26,807	737	737	721	268,254
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Unrefrigerated Warehouse-No Rail	663	663	649	241,263	6,635	6,635	6,493	2,414,285

5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Manufacturing	251	251	251	91,766	2,520	2,520	2,520	919,704
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
User Defined Industrial	415	415	415	151,519	11,915	11,915	11,915	4,349,039

Refrigerated Warehouse-No Rail	73.7	73.7	72.1	26,807	737	737	721	268,254
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Unrefrigerated Warehouse-No Rail	663	663	649	241,263	6,635	6,635	6,493	2,414,285

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	877,017	292,339	29,764

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)
Manufacturing	560,868	346	0.0330	0.0040	2,502,544
Parking Lot	275,428	346	0.0330	0.0040	0.00
User Defined Industrial	0.00	346	0.0330	0.0040	0.00
Refrigerated Warehouse-No Rail	1,017,588	346	0.0330	0.0040	1,318,369
Other Asphalt Surfaces	0.00	346	0.0330	0.0040	0.00
Unrefrigerated Warehouse-No Rail	2,216,568	346	0.0330	0.0040	9,128,971

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)
Manufacturing	560,868	346	0.0330	0.0040	2,502,544
Parking Lot	275,428	346	0.0330	0.0040	0.00
User Defined Industrial	0.00	346	0.0330	0.0040	0.00
Refrigerated Warehouse-No Rail	1,017,588	346	0.0330	0.0040	1,318,369
Other Asphalt Surfaces	0.00	346	0.0330	0.0040	0.00
Unrefrigerated Warehouse-No Rail	2,216,568	346	0.0330	0.0040	9,128,971

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)

Manufacturing	13,520,725	1,194,067
Parking Lot	0.00	0.00
User Defined Industrial	0.00	0.00
Refrigerated Warehouse-No Rail	12,168,606	0.00
Other Asphalt Surfaces	0.00	0.00
Unrefrigerated Warehouse-No Rail	109,517,456	0.00

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Manufacturing	13,520,725	1,194,067
Parking Lot	0.00	0.00
User Defined Industrial	0.00	0.00
Refrigerated Warehouse-No Rail	12,168,606	0.00
Other Asphalt Surfaces	0.00	0.00
Unrefrigerated Warehouse-No Rail	109,517,456	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Manufacturing	72.5	—
Parking Lot	0.00	—
User Defined Industrial	0.00	—
Refrigerated Warehouse-No Rail	49.5	—
Other Asphalt Surfaces	0.00	—
Unrefrigerated Warehouse-No Rail	445	—

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Manufacturing	72.5	—
Parking Lot	0.00	—
User Defined Industrial	0.00	—
Refrigerated Warehouse-No Rail	49.5	—
Other Asphalt Surfaces	0.00	—
Unrefrigerated Warehouse-No Rail	445	—

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
Manufacturing	Other commercial A/C and heat pumps	R-410A	2,088	0.30	4.00	4.00	18.0
Refrigerated Warehouse-No Rail	Cold storage	R-404A	3,922	7.50	7.50	7.50	25.0

5.14.2. Mitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Manufacturing	Other commercial A/C and heat pumps	R-410A	2,088	0.30	4.00	4.00	18.0
Refrigerated Warehouse-No Rail	Cold storage	R-404A	3,922	7.50	7.50	7.50	25.0

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Forklifts	CNG	Average	29.0	4.00	82.0	0.20
Forklifts	Electric	Average	29.0	4.00	82.0	0.20

5.15.2. Mitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Forklifts	CNG	Average	29.0	4.00	82.0	0.20
Forklifts	Electric	Average	29.0	4.00	82.0	0.20

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor
Fire Pump	Diesel	2.00	1.00	50.0	238	0.73
Emergency Generator	Diesel	2.00	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)

5.17. User Defined

Equipment Type	Fuel Type

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

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

5.18.2.2. Mitigated

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

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

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

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	12.9	annual days of extreme heat
Extreme Precipitation	5.05	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	0.43	annual hectares burned

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

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	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	1	1	1	2
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	55.4
AQ-PM	74.4
AQ-DPM	67.0

Drinking Water	74.4
Lead Risk Housing	84.1
Pesticides	0.00
Toxic Releases	85.6
Traffic	47.2
Effect Indicators	—
CleanUp Sites	98.3
Groundwater	94.6
Haz Waste Facilities/Generators	98.0
Impaired Water Bodies	23.9
Solid Waste	97.3
Sensitive Population	—
Asthma	48.8
Cardio-vascular	78.4
Low Birth Weights	42.2
Socioeconomic Factor Indicators	—
Education	81.7
Housing	69.9
Linguistic	67.2
Poverty	82.9
Unemployment	69.1

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	52.16219684

Employed	23.88040549
Median HI	38.2137816
Education	—
Bachelor's or higher	25.15077634
High school enrollment	100
Preschool enrollment	33.63274734
Transportation	—
Auto Access	47.37585012
Active commuting	27.96099063
Social	—
2-parent households	6.185037854
Voting	34.44116515
Neighborhood	—
Alcohol availability	66.76504555
Park access	81.35506224
Retail density	63.33889388
Supermarket access	40.5363788
Tree canopy	58.64237136
Housing	—
Homeownership	67.43231105
Housing habitability	47.85063519
Low-inc homeowner severe housing cost burden	33.51725908
Low-inc renter severe housing cost burden	38.20094957
Uncrowded housing	33.82522777
Health Outcomes	—
Insured adults	32.84999358
Arthritis	0.0

Asthma ER Admissions	37.6
High Blood Pressure	0.0
Cancer (excluding skin)	0.0
Asthma	0.0
Coronary Heart Disease	0.0
Chronic Obstructive Pulmonary Disease	0.0
Diagnosed Diabetes	0.0
Life Expectancy at Birth	29.6
Cognitively Disabled	13.7
Physically Disabled	16.6
Heart Attack ER Admissions	14.3
Mental Health Not Good	0.0
Chronic Kidney Disease	0.0
Obesity	0.0
Pedestrian Injuries	76.3
Physical Health Not Good	0.0
Stroke	0.0
Health Risk Behaviors	—
Binge Drinking	0.0
Current Smoker	0.0
No Leisure Time for Physical Activity	0.0
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	51.6
Elderly	29.3
English Speaking	36.5

Foreign-born	53.3
Outdoor Workers	61.6
Climate Change Adaptive Capacity	—
Impervious Surface Cover	25.4
Traffic Density	82.0
Traffic Access	23.0
Other Indices	—
Hardship	60.0
Other Decision Support	—
2016 Voting	29.8

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	94.0
Healthy Places Index Score for Project Location (b)	31.0
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	Adjusted Auto-scheduler to align with existing land use's requirements, grading was extended to adhere to the hazardous soil export and quantity of import. Architectural coating phase was extended due to the amount of coating required.
Construction: Off-Road Equipment	Assumed all construction will be utilized 8 hours per work day. Replaced Tractors/Loaders/Backhoes with Crawler Tractors in the Site Preparation phase and added Crawler Tractors to the Grading Phases. Bore Rig was added for demolition to cap the existing oil well.
Operations: Vehicle Data	Adjusted trip rate to match ITE 11th edition trip rate for General Light Industrial auto and Warehouse trips. Truck trips were applied to the User Defined Industrial land use, with 2 axle trucks applied to Non Res H-W (length and percentage), 3 axle trucks applied to Non Res W-O, and 4+ axle trucks applied to Non Res O-O.
Operations: Fleet Mix	Updated vehicle splits to match the operational trip generation
Land Use	Adjusted acreage to adhere to architectural plans, and included speculative cold storage of 10%. Parking Inclusive of standard stalls, trailer stalls, and bicycle stalls.
Construction: Dust From Material Movement	Assumed 25,000 CY of soil to be exported due to soil contamination of existing operation. 126,929 CY of import thus assumed to be required to fill for the grading phase, as 101,929 CY is identified in the conceptual grading plans and the 25,000 CY of soil contamination would need to be replaced.
Operations: Off-Road Equipment	Forklifts would be required to be either CNG or electric, assumed Forklifts would be operating 4 hours a day 365 days a year for a conservative analysis (based on estimated hours identified by the CARB's Technology Assessment: Mobile Cargo Handling Equipment document Table II-3).
Construction: Trips and VMT	Changed Hauling trip length to account for export (Adelanto, which is where the contaminated soil would be disposed of, is approximately 80 miles away).

APPENDIX B.1 – FUEL CALCULATIONS

Model Output: OFFROAD2021 (v1.0.5) Emissions Inventory
Region Type: Sub-Area
Region: Los Angeles (SC)
Calendar Year: 2027
Scenario: All Adopted Rules - Exhaust
Vehicle Classification: OFFROAD2021 Equipment Types
Units: tons/day for Emissions, gallons/year for Fuel, hours/year for Activity, Horsepower-hours/year for Horsepower-hours

Region	Calendar Year	VehClass	MdlYr	HP_Bin	Fuel	Fuel Consumption	Horsepower Hours	Fuel Rate
Los Angeles (SC)	*2027*	*Construction and Mining - Rubber Tired Dozers*	*Aggregate*	*Aggregate*	*Diesel*	*203494.9841*	*4293201.32*	0.047399357
Los Angeles (SC)	*2027*	*Construction and Mining - Tractors/Loaders/Backhoes*	*Aggregate*	*Aggregate*	*Diesel*	*5379581.18*	*100652411.9*	0.053447116
Los Angeles (SC)	*2027*	*Construction and Mining - Graders*	*Aggregate*	*Aggregate*	*Diesel*	*810823.9906*	*15598159.29*	0.05198203
Los Angeles (SC)	*2027*	*Construction and Mining - Excavators*	*Aggregate*	*Aggregate*	*Diesel*	*5440851.761*	*106425661.1*	0.051123495
Los Angeles (SC)	*2027*	*Construction and Mining - Scrapers*	*Aggregate*	*Aggregate*	*Diesel*	*2110063.644*	*43863973.98*	0.048104708
Los Angeles (SC)	*2027*	*Industrial - Forklifts*	*Aggregate*	*Aggregate*	*Diesel*	*3108660.544*	*58171051.73*	0.053439992
Los Angeles (SC)	*2027*	*Light Commercial - Misc - Generator Sets*	*Aggregate*	*Aggregate*	*Diesel*	*1153882.59*	*14720074.05*	0.078388369
Los Angeles (SC)	*2027*	*Construction and Mining - Cranes*	*Aggregate*	*Aggregate*	*Diesel*	*626920.4422*	*11635208.01*	0.053881327
Los Angeles (SC)	*2027*	*Light Commercial - Misc - Welders*	*Aggregate*	*Aggregate*	*Diesel*	*1276934.003*	*40195092.1*	0.031768406
Los Angeles (SC)	*2027*	*Construction and Mining - Pavers*	*Aggregate*	*Aggregate*	*Diesel*	*352669.5992*	*6830331.712*	0.051632866
Los Angeles (SC)	*2027*	*Construction and Mining - Paving Equipment*	*Aggregate*	*Aggregate*	*Diesel*	*390262.2775*	*7611537.18*	0.051272466
Los Angeles (SC)	*2027*	*Construction and Mining - Rollers*	*Aggregate*	*Aggregate*	*Diesel*	*947278.1163*	*17718837.53*	0.05346164
Los Angeles (SC)	*2027*	*Light Commercial - Misc - Air Compressors*	*Aggregate*	*Aggregate*	*Diesel*	*246101.2309*	*8199560.75*	0.030013953
Los Angeles (SC)	*2027*	*Construction and Mining - Misc - Concrete/Industrial Saws*	*Aggregate*	*Aggregate*	*Diesel*	*9520.907299*	*227168.7*	0.041911176
Los Angeles (SC)	*2027*	*Construction and Mining - Crawler Tractors*	*Aggregate*	*Aggregate*	*Diesel*	*1721274.232*	*34141574.27*	0.050415784
Los Angeles (SC)	*2027*	*Construction and Mining - Off-Highway Trucks*	*Aggregate*	*Aggregate*	*Diesel*	*2269973.422*	*46643651.22*	0.048666289
Los Angeles (SC)	*2025*	*Construction and Mining - Misc - Cement And Mortar Mixers*	*Aggregate*	*Aggregate*	*Diesel*	*237.7284533*	*4639.689013*	0.051238015
Los Angeles (SC)	2027	Industrial - Misc - Forklifts	Aggregate	Aggregate	Nat Gas	52681997.04	1559757405	0.033775763
Los Angeles (SC)	2027	Light Commercial - Misc - Pumps	Aggregate	Aggregate	Diesel	637590.7342	8615379.7	0.07400611
Los Angeles (SC)	2027	Light Commercial - Misc - Generator Sets	Aggregate	Aggregate	Diesel	1153882.59	14720074.05	0.078388369

Source: EMFAC2021 (v1.0.2) Emissions Inventory
Region Type: Sub-Area
Region: Los Angeles (SC)
Season: Annual
Vehicle Classification: EMFAC2007 Categories
Units: miles/day for CVMT and EVMT, trips/day for Trips, kWh/day for Energy Consumption, tons/day for Emissions, 1000 gallons/day for Fuel Consumption

Region	Calendar Year	Vehicle Category	Model Year	Speed	Fuel	VMT	Fuel Consumption	Fuel Rate
Los Angeles (SC)	*2027*	*MHDT*	*Aggregate*	*Aggregate*	*Diesel*	*2541697.739*	*281.9342075*	9.02
Los Angeles (SC)	*2027*	*HHDT*	*Aggregate*	*Aggregate*	*Diesel*	*6917995.9328*	*1098.556913*	6.30
Los Angeles (SC)	*2027*	*LHDT1*	*Aggregate*	*Aggregate*	*Diesel*	*2596323.511*	*126.2314468*	20.57
Los Angeles (SC)	*2027*	*LHDT2*	*Aggregate*	*Aggregate*	*Diesel*	*1155746.821*	*66.47988792*	17.38
							Average MGP From Vehicle Splits	7.541812033

Source: EMFAC2021 (v1.0.2) Emissions Inventory
Region Type: Sub-Area
Region: Los Angeles (SC)
Calendar Year: 2027
Season: Annual
Vehicle Classification: EMFAC2007 Categories
Units: miles/day for CVMT and EVMT, trips/day for Trips, kWh/day for Energy Consumption, tons/day for Emissions, 1000 gallons/day for Fuel Consumption

Region	Calendar Year	Vehicle Category	Model Year	Speed	Fuel	VMT	Fuel Consumption	
Los Angeles (SC)	*2027*	*LDA*	*Aggregate*	*Aggregate*	*Gasoline*	*123505266.4*	*4009.438092*	30.80
Los Angeles (SC)	*2027*	*LDT1*	*Aggregate*	*Aggregate*	*Gasoline*	*10834971.77*	*422.9642527*	25.62
Los Angeles (SC)	*2027*	*LDT2*	*Aggregate*	*Aggregate*	*Gasoline*	*67880593.69*	*2659.957346*	25.52

Los Angeles (SC)	*2027 MCY*		*Aggregate*	*Aggregate*	*Gasoline*		*1019766.116*	*24.52211084*	41.59