Appendix B
Air Quality Assessment

Air Quality Assessment
Miro Way and Ayala Drive
Warehouse Project
City of Rialto, California

Kimley»Horn
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January 2025

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LIST OF ABBREVIATED TERMS

AQMP	air quality management plan
AB	Assembly Bill
ADT	average daily traffic
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CAAQS	California Ambient Air Quality Standards
CCAA	California Clean Air Act
CalEEMod	California Emissions Estimator Model
CEQA	California Environmental Quality Act
CO	carbon monoxide
cy	cubic yards
DPM	diesel particulate matter
EPA	Environmental Protection Agency
FCAA	Federal Clean Air Act
H_2S	hydrogen sulfide
Pb	lead
LST	local significance threshold
µg/m^3	micrograms per cubic meter
mg/m^3	milligrams per cubic meter
NAAQS	National Ambient Air Quality Standards
NO_2	nitrogen dioxide
NO_x	nitrogen oxide
O_3	ozone
PM_{10}	particulate matter less than 10 microns in diameter
$PM_{2.5}$	particulate matter less than 2.5 microns in diameter
ppm	parts per million
ROG	reactive organic gases
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
SB	Senate Bill
SRA	source receptor area
SCAB	South Coast Air Basin
SCAQMD	South Coast Air Quality Management District
SCAG	Southern California Association of Governments
sf	square foot
SO_{4-2}	sulfates
SO_2	sulfur dioxide
TAC	toxic air contaminant
C_2H_3Cl	vinyl chloride
VOC	volatile organic compound

1 INTRODUCTION

This report documents the results of an Air Quality Assessment completed for the Miro Way and Ayala Drive Warehouse Project (Project). The purpose of this analysis is to identify the air quality emissions associated with construction and operations of the Project and determine the level of impact the Project would have on the environment. As the Project site is located within the Renaissance Specific Plan Amendment area, applicable mitigation measures from the certified *Renaissance Specific Plan Amendment Recirculated Draft Subsequent Environmental Impact Report* (September 2016) (2016 RSPA EIR) have been incorporated into this analysis.

1.1 Project Summary

The Project site is located in the City of Rialto, California (City). The City encompasses approximately 22 square miles in San Bernardino County. The Project site is in the western/central area of the City, approximately 0.65 miles south of State Route (SR) 210. Specifically, the Project site is located directly west of Ayala Drive, approximately 450 linear feet north of Baseline Road, and east of Linden Avenue within the Renaissance Specific Plan Amendment (RSPA) area; refer to **Exhibit 1: Regional Vicinity**.

The approximately 35-acre Project site is comprised of Planning Areas 123, 126, and 133. The Project would include the rezone of Planning Area 123 (north of Miro Way) from School to General Commercial with a Residential Overlay. The Project would also include the rezone of Planning Areas 126 and 133 (south of Miro Way) from Park and Employment (with a designated Park Overlay) to Business Center, to allow for the development of two industrial warehouses; refer to **Exhibit 2: Site Vicinity**. The majority of the Project site is vacant and undeveloped with ruderal vegetation. Gravel piles are located on the southern portion of the Project site. Sidewalks and street lights exist at the Project boundary along Ayala Drive and Linden Avenue. Overhead electric utilities are located along the Project boundary at Linden Avenue.

Lewis-Hillwood Rialto Company, LLC (Owner) and the City of Rialto are proposing to develop an existing vacant property that would include the construction of two industrial warehouse buildings ranging from approximately 53,640 square feet (sf) to 375,075 sf, for a total of approximately 399,715 sf of warehouse space and 29,000 sf of ancillary office space on approximately 20.76 acres; refer to **Exhibit 3: Site Plan**. The warehouse development would be located in Planning Areas 126 and 133 and would also include the reconfiguration and construction of Miro Way. Each building would be one level and would not exceed the maximum allowed building height of 75 feet or the maximum allowed Floor to Area ratio (FAR) of 0.50 of the Business Center District. Based on the uses being proposed, the Project would require 277 automobile parking spaces and the Project proposes 283 automobile parking spaces.

Construction and Off-Site Improvements

Access to the Project site would be provided via Miro Way and Ayala Drive. The Project would include the reconfiguration and construction of Miro Way and associated curb, gutter, and streetlight improvements. Sidewalks would be provided on the south side of Miro Way, along the Project frontage. The intersection at Ayala Drive and Miro Way would be signalized, and overhead utility lines along Linden Avenue, south of the existing signalized intersection at Miro Way and Linden Avenue, would be undergrounded.

Off-site utility and roadway improvements would extend slightly north of Miro Way and within the right-of-way of both Linden Avenue and Ayala Drive along the Project frontages. With off-site improvements,

the total construction footprint is approximately 27.19 acres. Construction of the proposed Project is expected to commence in 2025 with a construction duration of approximately 13 months and would be completed in one phase of construction.

Hours of Operation

The tenant(s) of the warehouse facility has not been identified; therefore, the precise nature of facility operations cannot be determined at this time. Any future occupant would be required to adhere to the pertinent City regulations. For the purposes of this analysis, the hours of operation are assumed to be 7 days a week, 24 hours per day.

EXHIBIT 1: Regional Vicinity
Miro Way and Ayala Drive Warehouse Project
City of Rialto

Not to Scale

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EXHIBIT 2: Site Vicinity
Miro Way and Ayala Drive Warehouse Project
City of Rialto

Not to Scale

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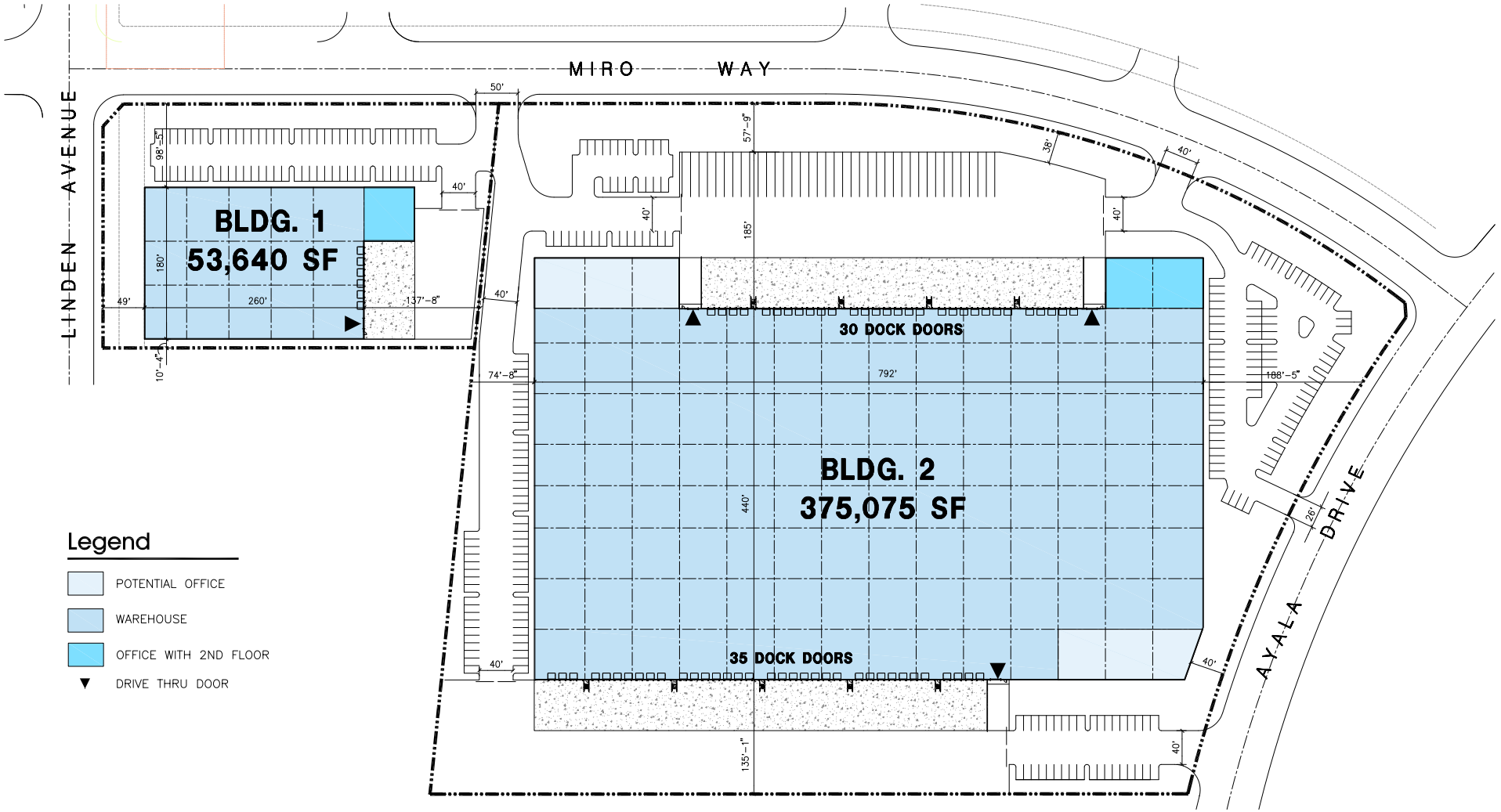

EXHIBIT 3: Site Plan

Miro Way and Ayala Drive Warehouse Project

City of Rialto

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2 ENVIRONMENTAL SETTING

2.1 Climate and Meteorology

The California Air Resources Board (CARB) divides the State into 15 air basins that share similar meteorological and topographical features. The Project is located within the South Coast Air Basin (SCAB), which includes the non-desert portions of Los Angeles, Riverside, and San Bernardino counties, as well as all of Orange County. The SCAB is on a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean on the southwest and high mountains forming the remainder of the perimeter[1]. Air quality in this area is determined by natural factors such as topography, meteorology, and climate, in addition to the presence of existing air pollution sources and ambient conditions. These factors along with applicable regulations are discussed below.

The SCAB is part of a semi-permanent high-pressure zone in the eastern Pacific. As a result, the climate is mild and tempered by cool sea breezes. This usually mild weather pattern is occasionally interrupted by periods of extreme heat, winter storms, and Santa Ana winds. The annual average temperature throughout the 6,645-square-mile SCAB ranges from low 60 to high 80 degrees Fahrenheit with little variance. With more oceanic influence, coastal areas show less variability in annual minimum and maximum temperatures than inland areas.

Contrasting the steady pattern of temperature, rainfall is seasonally and annually highly variable. Almost all annual rainfall occurs between the months of November and April. Summer rainfall is reduced to widely scattered thundershowers near the coast, with slightly heavier activity in the east and over the mountains.

Although the SCAB has a semiarid climate, the air closer to the Earth's surface is typically moist because of the presence of a shallow marine layer. Except for occasional periods when dry, continental air is brought into the SCAB by offshore winds, the "ocean effect" is dominant. Periods of heavy fog are frequent and low clouds known as high fog are characteristic climatic features, especially along the coast. Annual average humidity is 70 percent at the coast and 57 percent in the eastern portions of the SCAB.

Wind patterns across the SCAB are characterized by westerly or southwesterly on-shore winds during the day and easterly or northeasterly breezes at night. Wind speed is typically higher during the dry summer months than during the rainy winter. Between periods of wind, air stagnation may occur in both the morning and evening hours. Air stagnation is one of the critical determinants of air quality conditions on any given day. During winter and fall, surface high-pressure systems over the SCAB, combined with other meteorological conditions, result in very strong, downslope Santa Ana winds. These winds normally continue for a few days before predominant meteorological conditions are reestablished.

The mountain ranges to the east affect the diffusion of pollutants by inhibiting the eastward transport of pollutants. Air quality in the SCAB generally ranges from fair to poor and is similar to air quality in most of coastal Southern California. The entire region experiences heavy concentrations of air pollutants during prolonged periods of stable atmospheric conditions.

In addition to the characteristic wind patterns that affect the rate and orientation of horizontal pollutant transport, two distinct types of temperature inversions control the vertical depth through which air pollutants are mixed. These inversions are the marine inversion and the radiation inversion. The height of

[1] South Coast Air Quality Management District, *CEQA Air Quality Handbook*, 1993.

the base of the inversion at any given time is called the "mixing height." The combination of winds and inversions is a critical determinant leading to highly degraded air quality for the SCAB in the summer and generally good air quality in the winter.

2.2 Air Pollutants of Concern

The air pollutants emitted into the ambient air by stationary and mobile sources are regulated by State and federal laws. These regulated air pollutants are known as "criteria air pollutants" and are categorized into primary and secondary pollutants.

Primary air pollutants are emitted directly from sources. Carbon monoxide (CO), reactive organic gases (ROG), nitrogen oxide (NO_X), sulfur dioxide (SO_2), coarse particulate matter (PM_{10}), fine particulate matter ($PM_{2.5}$), and lead are primary air pollutants. Of these, CO, NO_X, SO_2, PM_{10}, and $PM_{2.5}$ are primary criteria pollutants. ROG and NO_X are criteria pollutant precursors and form secondary criteria pollutants through chemical and photochemical reactions in the atmosphere. For example, the criteria pollutant ozone (O_3) is formed by a chemical reaction between ROG and NO_X in the presence of sunlight. O_3 and nitrogen dioxide (NO_2) are the principal secondary pollutants. Sources and health effects commonly associated with criteria pollutants are summarized in **Table 1: Air Contaminants and Associated Public Health Concerns**.

Table 1: Air Contaminants and Associated Public Health Concerns

Pollutant	Major Man-Made Sources	Human Health Effects
Particulate Matter (PM_{10} and $PM_{2.5}$)	Power plants, steel mills, chemical plants, unpaved roads and parking lots, wood-burning stoves and fireplaces, automobiles and others.	Increased respiratory symptoms, such as irritation of the airways, coughing, or difficulty breathing; asthma; chronic bronchitis; irregular heartbeat; nonfatal heart attacks; and premature death in people with heart or lung disease. Impairs visibility.
Ozone (O_3)	Formed by a chemical reaction between reactive organic gases/volatile organic compounds (ROG or VOC)[1] and nitrogen oxides (NO_X) in the presence of sunlight. Motor vehicle exhaust industrial emissions, gasoline storage and transport, solvents, paints and landfills.	Irritates and causes inflammation of the mucous membranes and lung airways; causes wheezing, coughing, and pain when inhaling deeply; decreases lung capacity; aggravates lung and heart problems. Damages plants; reduces crop yield.
Sulfur Dioxide (SO_2)	A colorless gas formed when fuel containing sulfur is burned and when gasoline is extracted from oil. Examples are petroleum refineries, cement manufacturing, metal processing facilities, locomotives, and ships.	Respiratory irritant. Aggravates lung and heart problems. In the presence of moisture and oxygen, sulfur dioxide converts to sulfuric acid which can damage marble, iron and steel. Damages crops and natural vegetation. Impairs visibility. Precursor to acid rain.
Carbon Monoxide (CO)	An odorless, colorless gas formed when carbon in fuel is not burned completely; a component of motor vehicle exhaust.	Reduces the ability of blood to deliver oxygen to vital tissues, affecting the cardiovascular and nervous system. Impairs vision, causes dizziness, and can lead to unconsciousness or death.
Nitrogen Dioxide (NO_2)	A reddish-brown gas formed during fuel combustion for motor vehicles and industrial sources. Sources include motor vehicles, electric utilities, and other sources that burn fuel.	Respiratory irritant; aggravates lung and heart problems. Precursor to O_3. Contributes to global warming and nutrient overloading which deteriorates water quality. Causes brown discoloration of the atmosphere.
Lead (Pb)	Lead is a metal found naturally in the environment as well as in manufactured products. The major sources of lead emissions have historically been motor vehicles (such as cars and trucks) and industrial sources. Due to	Exposure to lead occurs mainly through inhalation of air and ingestion of lead in food, water, soil, or dust. It accumulates in the blood, bones, and soft tissues and can adversely affect the kidneys, liver, nervous system, and other organs. Excessive exposure to lead

Table 1: Air Contaminants and Associated Public Health Concerns		
Pollutant	**Major Man-Made Sources**	**Human Health Effects**
	the phase out of leaded gasoline, metals processing is the major source of lead emissions to the air today. The highest levels of lead in air are generally found near lead smelters. Other stationary sources are waste incinerators, utilities, and lead-acid battery manufacturers.	may cause neurological impairments such as seizures, mental retardation, and behavioral disorders. Even at low doses, lead exposure is associated with damage to the nervous systems of fetuses and young children, resulting in learning deficits and lowered IQ.
Notes: [1] Volatile Organic Compounds (VOCs or Reactive Organic Gases [ROG]) are hydrocarbons/organic gases that are formed solely of hydrogen and carbon. There are several subsets of organic gases including ROGs and VOCs. Both ROGs and VOCs are emitted from the incomplete combustion of hydrocarbons or other carbon-based fuels. The major sources of hydrocarbons are combustion engine exhaust, oil refineries, and oil-fueled power plants; other common sources are petroleum fuels, solvents, dry cleaning solutions, and paint (via evaporation).		
Source: California Air Pollution Control Officers Association (CAPCOA), *Health Effects*, 2018.		

Toxic Air Contaminants

Toxic air contaminants (TACs) are airborne substances that can cause short-term (acute) or long-term (i.e. chronic, carcinogenic or cancer causing) adverse human health effects (i.e. injury or illness). TACs include both organic and inorganic chemical substances. They may be emitted from a variety of common sources including gasoline stations, automobiles, dry cleaners, industrial operations, and painting operations. The current California list of TACs includes more than 200 compounds, including particulate emissions from diesel-fueled engines.

CARB identified diesel particulate matter (DPM) as a toxic air contaminant. DPM differs from other TACs in that it is not a single substance but rather a complex mixture of hundreds of substances. Diesel exhaust is a complex mixture of particles and gases produced when an engine burns diesel fuel. DPM is a concern because it causes lung cancer; many compounds found in diesel exhaust are carcinogenic. DPM includes the particle-phase constituents in diesel exhaust. The chemical composition and particle sizes of DPM vary between different engine types (heavy-duty, light-duty), engine operating conditions (idle, accelerate, decelerate), fuel formulations (high/low sulfur fuel), and the year of the engine. Some short-term (acute) effects of diesel exhaust include eye, nose, throat, and lung irritation, and diesel exhaust can cause coughs, headaches, light-headedness, and nausea. DPM poses the greatest health risk among the TACs. Almost all diesel exhaust particle mass is 10 microns or less in diameter. Due to their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lung.

Ambient Air Quality

CARB monitors ambient air quality at approximately 250 air monitoring stations across the State. These stations usually measure pollutant concentrations ten feet above ground level; therefore, air quality is often referred to in terms of ground-level concentrations. Existing ambient air quality levels, historical trends, and projections near the Project are documented by measurements made by the South Coast Air Quality Management District (SCAQMD), the air pollution regulatory agency in the SCAB that maintains air quality monitoring stations which process ambient air quality measurements.

Pollutants of concern in the SCAB include O_3, PM_{10}, and $PM_{2.5}$. The closest air monitoring station to the Project that monitors ambient concentrations of these pollutants is the Fontana – Arrow Highway Monitoring Station (located approximately 5.6 miles to the southwest). Local air quality data from 2020 to 2022 are provided in **Table 2: Ambient Air Quality Data**, which lists the monitored maximum concentrations and number of exceedances of state or federal air quality standards for each year.

Table 2: Ambient Air Quality Data			
Criteria Pollutant[1]	**2020**	**2021**	**2022**
Ozone (O_3)			
1-hour Maximum Concentration (ppm)	0.151	0.125	0.144
8-hour Maximum Concentration (ppm)	0.112	0.104	0.108
Number of Days Standard Exceeded			
CAAQS 1-hour (>0.09 ppm)	56	44	44
NAAQS 8-hour (>0.070 ppm)	89	81	68
Carbon Monoxide (CO)			
1-hour Maximum Concentration (ppm)	1.665	1.931	1.565
Number of Days Standard Exceeded			
NAAQS 1-hour (>35 ppm)	0	0	0
CAAQS 1-hour (>20 ppm)	0	0	0
Nitrogen Dioxide (NO_2)			
1-hour Maximum Concentration (ppm)	66.4	67.2	68.7
Number of Days Standard Exceeded			
NAAQS 1-hour (>100 ppm)	0	0	0
CAAQS 1-hour (>0.18 ppm)	0	0	0
Particulate Matter Less Than 10 Microns (PM_{10})			
National 24-hour Maximum Concentration	76.8	73.8	62.4
State 24-hour Maximum Concentration	73.6	70.7	59.8
Number of Days Standard Exceeded			
NAAQS 24-hour (>150 µg/m^3)	0	0	0
CAAQS 24-hour (>50 µg/m^3)	6	3	6
Particulate Matter Less Than 2.5 Microns ($PM_{2.5}$)			
National 24-hour Maximum Concentration	57.6	55.1	38.1
State 24-hour Maximum Concentration	57.6	55.1	38.1
Number of Days Standard Exceeded			
NAAQS 24-hour (>35 µg/m^3)	4	2	1

NAAQS = National Ambient Air Quality Standards; CAAQS = California Ambient Air Quality Standards; ppm = parts per million; µg/m^3 = micrograms per cubic meter; – = not measured

[1] Measurements taken at the Fontana – Arrow Highway Monitoring Station at 14360 Arrow Boulevard, Fontana, California, 92335 (CARB# 36197)

Source: All pollutant measurements are from the CARB Aerometric Data Analysis and Management system database (https://www.arb.ca.gov/adam) except for CO, which were retrieved from the CARB Air Quality and Meteorological Information System (https://www.arb.ca.gov/aqmis2/aqdselect.php).

2.3 Sensitive Receptors

Sensitive populations are more susceptible to the effects of air pollution than is the general population. Sensitive receptors that are in proximity to localized sources of toxics are of particular concern. Land uses considered sensitive receptors include residences, schools, playgrounds, childcare centers, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. The nearest sensitive receptors to the proposed warehouse development are the single-family residences located approximately 520 feet to the south and the Jerry Eaves Park located approximately 800 feet to the northeast. Future residential uses would be located approximately 1,400 feet to the north of the proposed warehouse development.

3 REGULATORY SETTING

3.1 Federal

Federal Clean Air Act

Air quality is federally protected by the Federal Clean Air Act (FCAA) and its amendments. Under the FCAA, the United States Environmental Protection Agency (EPA) developed the primary and secondary National Ambient Air Quality Standards (NAAQS) for the criteria air pollutants including O_3, NO_2, CO, SO_2, PM_{10}, $PM_{2.5}$, and lead. Proposed projects in or near nonattainment areas could be subject to more stringent air-permitting requirements. The FCAA requires each state to prepare a State Implementation Plan (SIP) to demonstrate how it will attain the NAAQS within the federally imposed deadlines.

The EPA can withhold certain transportation funds from states that fail to comply with the planning requirements of the FCAA. If a state fails to correct these planning deficiencies within two years of Federal notification, the EPA is required to develop a Federal implementation plan for the identified nonattainment area or areas. The provisions of 40 Code of Federal Regulations Parts 51 and 93 apply in all nonattainment and maintenance areas for transportation-related criteria pollutants for which the area is designated nonattainment or has a maintenance plan. Applicable NAAQS are summarized in **Table 3: State and Federal Ambient Air Quality Standards**.

3.2 State of California

California Air Resources Board

CARB administers the air quality policy in California. The California Ambient Air Quality Standards (CAAQS) were established in 1969 pursuant to the Mulford-Carrell Act. These standards, included with the NAAQS in **Table 3,** are generally more stringent and apply to more pollutants than the NAAQS. In addition to the criteria pollutants, CAAQS have been established for visibility reducing particulates, hydrogen sulfide, and sulfates.

The California Clean Air Act (CCAA) requires that each local air district prepare and maintain an Air Quality Management Plan (AQMP) to achieve compliance with CAAQS. These AQMPs also serve as the basis for the preparation of the SIP for meeting federal clean air standards for the State of California. Like the EPA, CARB also designates areas within California as either attainment or nonattainment for each criteria pollutant based on whether the CAAQS have been achieved. Under the CCAA, areas are designated as nonattainment for a pollutant if air quality data shows that a State standard for the pollutant was violated at least once during the previous three calendar years. Exceedances that are affected by highly irregular or infrequent events such as wildfires, volcanoes, etc. are not considered violations of a State standard, and are not used as a basis for designating areas as nonattainment. The applicable State standards are summarized in **Table 3**.

Table 3: State and Federal Ambient Air Quality Standards

Pollutant	Averaging Time	State Standards[1]	Federal Standards[2]
Ozone (O_3) [2, 5, 7]	8 Hour	0.070 ppm (137 µg/m³)	0.070 ppm
	1 Hour	0.09 ppm (180 µg/m³)	NA
Carbon Monoxide (CO)	8 Hour	9.0 ppm (10 mg/m³)	9 ppm (10 mg/m³)
	1 Hour	20 ppm (23 mg/m³)	35 ppm (40 mg/m³)
Nitrogen Dioxide (NO_2)	1 Hour	0.18 ppm (339 µg/m³)	0.10 ppm[11]
	Annual Arithmetic Mean	0.030 ppm (57 µg/m³)	0.053 ppm (100 µg/m³)
Sulfur Dioxide (SO_2) [8]	24 Hour	0.04 ppm (105 µg/m³)	0.14 ppm (365 µg/m³)
	1 Hour	0.25 ppm (655 µg/m³)	0.075 ppm (196 µg/m³)
	Annual Arithmetic Mean	NA	0.03 ppm (80 µg/m³)
Particulate Matter (PM_{10}) [1, 3, 6]	24-Hour	50 µg/m³	150 µg/m³
	Annual Arithmetic Mean	20 µg/m³	NA
Fine Particulate Matter ($PM_{2.5}$) [3, 6, 9]	24-Hour	NA	35 µg/m³
	Annual Arithmetic Mean	12 µg/m³	9 µg/m³
Sulfates (SO_{4-2})	24 Hour	25 µg/m³	NA
Lead (Pb) [10, 11]	30-Day Average	1.5 µg/m³	NA
	Calendar Quarter	NA	1.5 µg/m³
	Rolling 3-Month Average	NA	0.15 µg/m³
Hydrogen Sulfide (H_2S)	1 Hour	0.03 ppm (0.15 µg/m³)	NA
Vinyl Chloride (C_2H_3Cl) [10]	24 Hour	0.01 ppm (26 µg/m³)	NA

Notes:
ppm = parts per million; µg/m³ = micrograms per cubic meter; mg/m³ = milligrams per cubic meter; – = no information available.

1 California standards for O_3, carbon monoxide (except Lake Tahoe), sulfur dioxide (1-hour and 24-hour), nitrogen dioxide, suspended particulate matter - PM_{10}, and visibility reducing particles are values that are not to be exceeded. The standards for sulfates, Lake Tahoe carbon monoxide, lead, hydrogen sulfide, and vinyl chloride are not to be equaled or exceeded. If the standard is for a 1-hour, 8-hour or 24-hour average (i.e. all standards except for lead and the PM_{10} annual standard), then some measurements may be excluded. Measurements are excluded that CARB determines would occur less than once per year on the average. The Lake Tahoe carbon monoxide standard is 6.0 ppm, a level one-half the national standard and two-thirds the State standard.

2 National standards shown are the "primary standards" designed to protect public health. National standards other than for O_3, particulates and those based on annual averages are not to be exceeded more than once a year. The 1-hour O_3 standard is attained if, during the most recent three-year period, the average number of days per year with maximum hourly concentrations above the standard is equal to or less than one. The 8-hour O_3 standard is attained when the 3-year average of the 4th highest daily concentrations is 0.070 ppm or less. The 24-hour PM_{10} standard is attained when the 3-year average of the 99th percentile of monitored concentrations is less than 150 µg/m_3. The 24-hour $PM_{2.5}$ standard is attained when the 3-year average of 98th percentiles is less than 35 µg/m³.

3 Except for the national particulate standards, annual standards are met if the annual average falls below the standard at every site. The national annual particulate standard for PM_{10} is met if the 3-year average falls below the standard at every site. The annual $PM_{2.5}$ standard is met if the 3-year average of annual averages spatially-averaged across officially designed clusters of sites falls below the standard. NAAQS are set by the EPA at levels determined to be protective of public health with an adequate margin of safety.

4 On October 1, 2015, the national 8-hour O_3 primary and secondary standards were lowered from 0.075 to 0.070 ppm. An area will meet the standard if the fourth-highest maximum daily 8-hour O_3 concentration per year, averaged over three years, is equal to or less than 0.070 ppm. EPA will make recommendations on attainment designations by October 1, 2016, and issue final designations October 1, 2017. Nonattainment areas will have until 2020 to late 2037 to meet the health standard, with attainment dates varying based on the O_3 level in the area.

5 The national 1-hour O_3 standard was revoked by the EPA on June 15, 2005.

6 In June 2002, CARB established new annual standards for $PM_{2.5}$ and PM_{10}.

7 The 8-hour California O_3 standard was approved by the CARB on April 28, 2005 and became effective on May 17, 2006.

8 On June 2, 2010, the EPA established a new 1-hour SO_2 standard, effective August 23, 2010, which is based on the 3-year average of the annual 99th percentile of 1-hour daily maximum concentrations. The existing 0.030 ppm annual and 0.14 ppm 24-hour SO_2 NAAQS however must continue to be used until one year following EPA initial designations of the new 1-hour SO_2 NAAQS.

9 In February 2024, EPA strengthened the annual $PM_{2.5}$ NAAQS from 12.0 to 9.0 µg/m³.

10 CARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure below which there are no adverse health effects determined.

11 National lead standard, rolling 3-month average: final rule signed October 15, 2008. Final designations effective December 31, 2011.

Source: South Coast Air Quality Management District, *Air Quality Management Plan*, 2022; California Air Resources Board, *Ambient Air Quality Standards*, May 6, 2016.

3.3 Regional

South Coast Air Quality Management District

The SCAQMD is the air pollution control agency for Orange County and the urban portions of Los Angeles, Riverside, and San Bernardino Counties. The agency's primary responsibility is ensuring that state and federal ambient air quality standards are attained and maintained in the SCAB. The SCAQMD is also responsible for adopting and enforcing rules and regulations concerning air pollutant sources, issuing permits for stationary sources of air pollutants, inspecting stationary sources of air pollutants, responding to citizen complaints, monitoring ambient air quality and meteorological conditions, awarding grants to reduce motor vehicle emissions, conducting public education campaigns, and many other activities. All projects are subject to SCAQMD rules and regulations in effect at the time of construction.

The SCAQMD is also the lead agency in charge of developing the AQMP, with input from the Southern California Association of Governments (SCAG) and CARB. The AQMP is a comprehensive plan that includes control strategies for stationary and area sources, as well as for on-road and off-road mobile sources. SCAG has the primary responsibility for providing future growth projections and the development and implementation of transportation control measures. CARB, in coordination with federal agencies, provides the control element for mobile sources.

The 2016 AQMP was adopted by the SCAQMD Governing Board on March 3, 2017. The purpose of the AQMP is to set forth a comprehensive and integrated program that would lead the SCAB into compliance with the federal 24-hour $PM_{2.5}$ air quality standard, and to provide an update to the SCAQMD's commitments towards meeting the federal 8-hour O_3 standards. Specifically, the 2016 AQMP covers the following federal standards: 1979 1-hour O_3 NAAQS, 1997 8-hour O_3 NAAQS, 2006 24-hour $PM_{2.5}$ NAAQS, 2008 8-hour O_3 NAAQS, and the 2012 annual $PM_{2.5}$ NAAQS.

On October 1, 2015, the EPA strengthened the NAAQS for ground-level O_3. The 2022 AQMP, adopted by the SCAQMD Governing Board on December 2, 2022, was developed to address the requirements for meeting the 2015 8-hour O_3 standard. The 2022 AQMP builds upon measures already in place from previous AQMPs. It also includes a variety of additional strategies such as regulation, accelerated deployment of available cleaner technologies (e.g., zero emissions technologies, when cost-effective and feasible, and low NO_X technologies in other applications), best management practices, co-benefits from existing programs (e.g., climate and energy efficiency), incentives, and other FCAA measures to achieve the 2015 8-hour ozone standard. The 2022 AQMP incorporates the latest scientific and technological information and planning assumptions, including SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and updated emission inventory methodologies for various source categories.

The SCAQMD has published the *CEQA Air Quality Handbook* (approved by the SCAQMD Governing Board in 1993 and augmented with guidance for Localized Significance Thresholds [LSTs] in 2008). The SCAQMD guidance helps local government agencies and consultants to develop environmental documents required by California Environmental Quality Act (CEQA) and provides identification of suggested thresholds of significance for criteria pollutants for both construction and operation (see discussion of thresholds below). With the help of the *CEQA Air Quality Handbook* and associated guidance, local land use planners and consultants are able to analyze and document how proposed and existing projects affect air quality in order to meet the requirements of the CEQA review process. The SCAQMD periodically provides supplemental guidance and updates to the handbook on their website.

The SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties and serves as a forum for regional issues relating to transportation, the economy, community development, and the environment. Under federal law, SCAG is designated as a Metropolitan Planning Organization and under State law as a Regional Transportation Planning Agency and a Council of Governments.

The State and federal attainment status designations for the SCAB are summarized in **Table 4: South Coast Air Basin Attainment Status**. The SCAB is currently designated as a nonattainment area for the State O_3, PM_{10}, and $PM_{2.5}$ standards, as well as the national 8-hour O_3 and $PM_{2.5}$ standards. The SCAB is designated as attainment or unclassified for the remaining State and federal standards.

Table 4: South Coast Air Basin Attainment Status

Pollutant	State	Federal
Ozone (O_3) (1 Hour Standard)	Non-Attainment	Non-Attainment (Extreme)
Ozone (O_3) (8 Hour Standard)	Non-Attainment	Non-Attainment (Extreme)
Particulate Matter ($PM_{2.5}$) (24 Hour Standard)	–	Non-Attainment (Serious)
Particulate Matter ($PM_{2.5}$) (Annual Standard)	Non-Attainment	Non-Attainment (Serious)
Particulate Matter (PM_{10}) (24 Hour Standard)	Non-Attainment	Attainment (Maintenance)
Particulate Matter (PM_{10}) (Annual Standard)	Non-Attainment	–
Carbon Monoxide (CO) (1 Hour Standard)	Attainment	Attainment (Maintenance)
Carbon Monoxide (CO) (8 Hour Standard)	Attainment	Attainment (Maintenance)
Nitrogen Dioxide (NO_2) (1 Hour Standard)	Attainment	Unclassifiable/Attainment
Nitrogen Dioxide (NO_2) (Annual Standard)	Attainment	Attainment (Maintenance)
Sulfur Dioxide (SO_2) (1 Hour Standard)	Attainment	Unclassifiable/Attainment
Sulfur Dioxide (SO_2) (24 Hour Standard)	Attainment	–
Lead (Pb) (30 Day Standard)	–	Unclassifiable/Attainment
Lead (Pb) (3 Month Standard)	Attainment	–
Sulfates (SO_{4-2}) (24 Hour Standard)	Attainment	–
Hydrogen Sulfide (H_2S) (1 Hour Standard)	Unclassified	–

Source: South Coast Air Quality Management District, *Air Quality Management Plan*, 2022; United States Environmental Protection Agency, *Nonattainment Areas for Criteria Pollutants (Green Book)*, 2024.

The following is a list of SCAQMD rules that are required of construction activities associated with the Project:

- **Rule 402 (Nuisance)** – This rule prohibits the 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. This rule does not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

- **Rule 403 (Fugitive Dust)** – This rule requires fugitive dust sources to implement best available control measures for all sources, and all forms of visible particulate matter are prohibited from crossing any property line. This rule is intended to reduce PM_{10} emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. PM_{10} suppression techniques are summarized below.

    a) Portions of a construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized.

    b) All on-site roads will be paved as soon as feasible or watered periodically or chemically stabilized.

    c) All material transported off-site will be either sufficiently watered or securely covered to prevent excessive amounts of dust.

    d) The area disturbed by clearing, grading, earthmoving, or excavation operations will be minimized at all times.

    e) Where vehicles leave a construction site and enter adjacent public streets, the streets will be swept daily or washed down at the end of the work day to remove soil tracked onto the paved surface.

- **Rule 1113 (Architectural Coatings)** – This rule requires manufacturers, distributors, and end users of architectural and industrial maintenance coatings to reduce ROG emissions from the use of these coatings, primarily by placing limits on the ROG content of various coating categories.

- **Rule 2305 (Warehouse Indirect Source Rule)** - Rule 2305 was adopted by the SCAQMD Governing Board on May 7, 2021 to reduce NO_X and particulate matter emissions associated with warehouses and mobile sources attracted to warehouses. This rule applies to all existing and proposed warehouses over 100,000 square feet located in the SCAQMD. Rule 2305 requires warehouse operators to track annual vehicle miles traveled associated with truck trips to and from the warehouse. These trip miles are used to calculate the warehouses WAIRE (Warehouse Actions and Investments to Reduce Emissions) Points Compliance Obligation. WAIRE Points are earned based on emission reduction measures and warehouse operators are required to submit an annual WAIRE Report which includes truck trip data and emission reduction measures. Reduction strategies listed in the WAIRE menu include acquire zero emission (ZE) or near zero emission (NZE) trucks; require ZE/NZE truck visits; require ZE yard trucks; install on-site ZE charging/fueling infrastructure; install onsite energy systems; and install filtration systems in residences, schools, and other buildings in the adjacent community. Warehouse operators that

do not earn a sufficient number of WAIRE points to satisfy the WAIRE Points Compliance Obligation would be required to pay a mitigation fee. Funds from the mitigation fee will be used to incentivize the purchase of cleaner trucks and charging/fueling infrastructure in communities nearby.

3.4 Local

City of Rialto General Plan

The *City of Rialto General Plan* (General Plan) identifies goals that will improve air quality within the City in Chapter 2, *Managing Our Land Supply*. Goals and policies that relate to air quality impacts include the following:

Goal 2-35: Reduce air pollution emissions from both mobile and stationary sources in the City.

Policy 2-35.2: Require that new development projects incorporate design features that encourage ridesharing, transit use, park and ride facilities, and bicycle and pedestrian circulation.

Policy 2-35.3: Establish a balanced land use pattern, and facilitate developments that provide jobs for City residents in order to reduce vehicle trips citywide.

Policy 2-35.4: Require new development and significant redevelopment proposals to incorporate sufficient design and operational controls to prevent release of noxious odors beyond the limits of the development site.

Goal 2-36: Reduce the amount of fugitive dust released into the atmosphere.

Policy 2-36.1: Put conditions on discretionary permits to require fugitive dust controls.

Policy 2-36.3: Enforce regulations that do not allow vehicles to transport aggregate or similar material upon a roadway unless the material is stabilized or covered.

4 SIGNIFICANCE CRITERIA AND METHODOLOGY

4.1 Air Quality Thresholds

Based upon the criteria derived from State CEQA Guidelines Appendix G, a project normally would have a significant effect on the environment if it would:

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

SCAQMD Thresholds

The significance criteria established by SCAQMD may be relied upon to make the above determinations. According to the SCAQMD, an air quality impact is considered significant if a Project would violate any ambient air quality standard, contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations. The SCAQMD has established thresholds of significance for air quality during construction and operational activities of land use development projects, as shown in **Table 5: South Coast Air Quality Management District Emissions Thresholds**.

Table 5: South Coast Air Quality Management District Emissions Thresholds

Criteria Air Pollutants and Precursors	Maximum Pounds Per Day	
	Construction-Related	Operational-Related
Reactive Organic Gases (ROG)	75	55
Carbon Monoxide (CO)	550	550
Nitrogen Oxides (NO_X)	100	55
Sulfur Oxides (SO_X)	150	150
Coarse Particulates (PM_{10})	150	150
Fine Particulates ($PM_{2.5}$)	55	55

Source: South Coast Air Quality Management District, *South Coast AQMD Air Quality Significance Thresholds,* April 2019.

Localized Carbon Monoxide

In addition to the daily thresholds listed above, development associated with the Project would also be subject to the ambient air quality standards. These are addressed though an analysis of localized CO impacts. The significance of localized impacts depends on whether ambient CO levels near the Project are above state and federal CO standards (the more stringent California standards are 20 ppm for 1-hour and 9 ppm for 8-hour). The SCAB has been designated as attainment under the 1-hour and 8-hour standards.

Localized Significance Thresholds

In addition to the CO hotspot analysis, the SCAQMD developed localized significance thresholds (LSTs) for emissions of NO_2, CO, PM_{10}, and $PM_{2.5}$ generated at new development sites (off-site mobile source

emissions are not included in the LST analysis). LSTs represent the maximum emissions that can be generated at a project without expecting to cause or substantially contribute to an exceedance of the most stringent state or federal ambient air quality standards. LSTs are based on the ambient concentrations of that pollutant within the Project source receptor area (SRA), as demarcated by the SCAQMD, and the distance to the nearest sensitive receptor. LST analysis for construction is applicable for all projects that disturb 5 acres or less on a single day. The City of Rialto is located within SCAQMD SRA 34. The nearest sensitive receptors to the proposed warehouse development are the single-family residences located approximately 520 feet (158 meters) to the south. LSTs associated with the 100-meter threshold are provided in **Table 6: Local Significance Thresholds for Construction/Operations** for informational purposes and to demonstrate that the thresholds increase as acreages increase.

Table 6: Local Significance Thresholds for Construction/Operations

Project Size	Maximum Pounds Per Day			
	NO_X	CO	PM_{10}	$PM_{2.5}$
1 Acre	211/211	2,141/2,141	33/8	9/3
2 Acres	263/263	2,738/2,738	42/10	12/3
5 Acres	378/378	4,142/4,142	65/15	17/5

NO_X = Nitrogen Oxides; CO = Carbon Monoxide; PM_{10} = Particulate Matter 10 microns in diameter or less; $PM_{2.5}$ = Particulate Matter 2.5 microns in diameter or less

Note: Based on a receptor distance of 100 meters in SRA 34.
Source: South Coast Air Quality Management District, *Localized Significance Threshold Methodology,* July 2008.

4.2 Methodology

This air quality impact analysis considers construction and operational impacts associated with the Project. Where criteria air pollutant quantification was required, emissions were modeled using the California Emissions Estimator Model (CalEEMod). CalEEMod is a Statewide land use emissions computer model designed to quantify potential criteria pollutant emissions associated with both construction and operations from a variety of land use projects. Air quality impacts were assessed according to methodologies recommended by CARB and the SCAQMD.

Construction equipment, trucks, worker vehicles, and ground-disturbing activities associated with Project construction would generate emissions of criteria air pollutants and precursors. Daily regional construction emissions are estimated by assuming construction occurs at the earliest feasible date (i.e., a conservative estimate of construction activities) and applying off-road, fugitive dust, and on-road emissions factors in CalEEMod.

Project operations would result in emissions of area sources (consumer products), energy sources (natural gas usage and off-site electrify generation), and mobile sources (motor vehicles from Project generated vehicle trips). Project-generated increases in operational emissions would be predominantly associated with motor vehicle use. The Project vehicle trip generation was obtained from the *Traffic Study for the Miro Way and Ayala Drive Warehouse Project in the City of Rialto* (Traffic Study), prepared by Kimley-Horn (May 2024). According to the Traffic Study, the Project would generate 733 total daily vehicle trips, which includes 293 daily truck trips.

As discussed above, the SCAQMD provides significance thresholds for emissions associated with proposed Project construction and operations. The proposed Project's construction and operational emissions are

compared to the daily criteria pollutant emissions significance thresholds in order to determine the significance of a Project's impact on regional air quality.

The localized effects from the Project's on-site emissions were evaluated in accordance with the SCAQMD's LST Methodology, which uses on-site mass emissions rate look-up tables and Project-specific modeling. LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standards and are developed based on the ambient concentrations of that pollutant for each source receptor area and distance to the nearest sensitive receptor.

5 POTENTIAL IMPACTS

5.1 Air Quality Analysis

Threshold 5.1 Would the Project conflict with or obstruct implementation of the applicable air quality plan?

PROPOSED WAREHOUSE DEVELOPMENT

As part of its enforcement responsibilities, the EPA requires each state with nonattainment areas to prepare and submit a SIP that demonstrates the means to attain the federal standards. The SIP must integrate federal, state, and local plan components and regulations to identify specific measures to reduce pollution in nonattainment areas, using a combination of performance standards and market-based programs. Similarly, under State law, the CCAA requires an air quality attainment plan to be prepared for areas designated as nonattainment regarding the state and federal ambient air quality standards. Air quality attainment plans outline emissions limits and control measures to achieve and maintain these standards by the earliest practical date.

The Project is located within the SCAB, which is under the jurisdiction of the SCAQMD. The SCAQMD is required, pursuant to the FCAA, to reduce emissions of criteria pollutants for which the SCAB is in nonattainment. To reduce such emissions, the SCAQMD drafted the 2016 and 2022 AQMPs (AQMPs). The AQMPs establish a program of rules and regulations directed at reducing air pollutant emissions and achieving CAAQS and NAAQS. The AQMPs are a regional and multi-agency effort including the SCAQMD, the CARB, the SCAG, and the EPA. The plan's pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including SCAG's RTP/SCS, updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts. SCAG's latest growth forecasts were defined in consultation with local governments and with reference to local general plans. The Project is subject to the SCAQMD's AQMPs.

Criteria for determining consistency with the AQMPs are defined by the following indicators:

- **Consistency Criterion No. 1**: The Project will 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. 2**: The Project will not exceed the assumptions in the AQMP or increments based on the years of the Project build-out phase.

According to the SCAQMD's *CEQA Air Quality Handbook*, the purpose of the consistency finding is to determine if a project is inconsistent with the assumptions and objectives of the regional air quality plans, and thus if it would interfere with the region's ability to comply with CAAQS and NAAQS.

The violations to which Consistency Criterion No. 1 refers are CAAQS and NAAQS. As shown in **Table 7: Construction-Related Emissions** and **Table 8: Operational Emissions**, the Project-generated mitigated construction and operational emissions would not exceed emission standards. Therefore, the Project would not contribute to an existing air quality violation. Thus, the Project is consistent with the first criterion.

Concerning Consistency Criterion No. 2, the AQMPs contains air pollutant reduction strategies based on SCAG's latest growth forecasts, and SCAG's growth forecasts were defined in consultation with local governments and with reference to local general plans. The Project proposes an industrial warehouse use in accordance with the Specific Plan. The Specific Plan will codify the development standards, design guidelines, and implementation strategies for the Project. The Project would require a Specific Plan Amendment that would allow for a land use category (i.e., zone) change from Public Park and Employment to Business Center on the Project site. Permitted Business Center uses include but are not limited to offices, light industrial, warehousing, and distribution. In addition, the Specific Plan Amendment would allow for a land use category change for Planning Area 123 from School to General Commercial with an Employment overlay, for future development.

The City's population estimate, as of January 2021, is 103,954 persons.[2] While the Project does not involve residential development, the Project is anticipated to generate approximately 359 employees[3] and could indirectly induce population growth if future employees move into the City to work at the proposed warehouses. However, the Project would consist of a source of employment within a City with substantial housing stock. Therefore, the Project would improve the City's jobs-housing balance making it more likely that the Project would employ current residents of the City. In the event that the operator of the proposed facility draws employees that are not from the local community, the Project would not directly result in the development of new housing stock.

SCAG growth forecasts in the RTP/SCS estimate the City's employment to reach 39,900 jobs by 2050, representing a total increase of 7,900 jobs between 2019 and 2050. The approximate 359 Project-generated jobs represent 4.5 percent of the City's anticipated jobs increase by 2050, and only 0.9 percent of the City's total projected 2050 employment.[4]

As the Project would not directly result in the development of new housing stock, the Project would not cause the City's General Plan buildout population forecast to be exceeded. The population and employment forecasts, which are adopted by SCAG's Regional Council, are based on the local plans and policies applicable to the City. Additionally, as the SCAQMD has incorporated these same projections into the AQMPs, it can be concluded that the proposed Project would be consistent with the projections. Thus, no impact would occur, as the Project is also consistent with the second criterion.

Based on these criteria, the Project would not conflict with or obstruct implementation of the AQMPs and impacts would be less than significant.

PROPOSED PA 123 REZONE

Development of PA 123 is not proposed as part of the Project. Future development projects related to PA 123 would be evaluated on a project-specific level in compliance with CEQA, as applicable.

Mitigation Measures: 2016 RSPA EIR Mitigation Measures **AQ-5** through **AQ-14** and Project Mitigation Measures **AIR-1 through AIR-7** (refer to Impact Threshold 5.2, below).

[2] California Department of Finance Demographic Research Unit, *Report E-5 Population and Housing Estimates for Cities, Counties, and the State, January 1, 2021-2022, with 2020 Benchmark*, May 2022.

[3] The Natelson Company, Inc., *Employment Density Study Summary Report Table II-B, Derivation of Square Feet Per Employee Based on Average Employees Per Acre and Average FAR*, October 31, 2001.

[4] Southern California Association of Governments, *Connect SoCal 2024: Demographics & Growth Forecast*, adopted April 4,2024.

Level of Significance: Less than significant impact.

Threshold 5.2 Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable state or federal ambient air quality standard?

PROPOSED WAREHOUSE DEVELOPMENT

Construction Emissions

Construction associated with the Project would generate short-term emissions of criteria air pollutants. The criteria pollutants of primary concern within the Project area include O_3-precursor pollutants (i.e. ROG and NO_X) and PM_{10} and $PM_{2.5}$. Construction-generated emissions are short term and of temporary duration, lasting only as long as construction activities occur, but would be considered a significant air quality impact if the volume of pollutants generated exceeds the SCAQMD's thresholds of significance.

Construction results in the temporary generation of emissions resulting from site grading, road paving, motor vehicle exhaust associated with construction equipment and worker trips, and the movement of construction equipment, especially on unpaved surfaces. Emissions of airborne particulate matter are largely dependent on the amount of ground disturbance associated with site preparation activities as well as weather conditions and the appropriate application of water.

Construction activities associated with the Project are estimated to be completed within 13 months. Construction-generated emissions associated the Project were calculated using the CARB-approved CalEEMod computer program, which is designed to model emissions for land use development projects, based on typical construction requirements. See **Appendix A: Air Quality Modeling Data** for more information regarding the construction assumptions used in this analysis. Predicted maximum daily construction-generated emissions for the Project are summarized in in **Table 7: Construction-Related Emissions**.

Table 7: Construction-Related Emissions

Construction Year	Maximum Pounds Per Day					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Unmitigated Emissions[1]						
Year 1 (2025)	3.52	42.77	37.17	0.13	9.26	5.25
Year 2 (2026)	190.46	22.44	34.78	0.05	3.88	1.48
Maximum Emissions	190.46	42.77	37.17	0.13	9.26	5.25
SCAQMD Thresholds	***75***	***100***	***550***	***150***	***150***	***55***
Exceed SCAQMD Threshold?	**Yes**	**No**	**No**	**No**	**No**	**No**
Mitigated Emissions[1,2]						
Year 1 (2025)	1.62	31.99	44.26	0.13	7.99	4.09
Year 2 (2026)	27.31	19.18	37.44	0.05	3.59	0.99
Maximum Emissions	27.31	31.99	44.26	0.13	7.99	4.09
SCAQMD Thresholds	***75***	***100***	***550***	***150***	***150***	***55***
Exceed SCAQMD Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

ROG = Reactive Organic Gases; NO_X = Nitrogen Oxides; CO = Carbon Monoxide; SO_2 = Sulfur Dioxide; PM_{10} = Particulate Matter 10 microns in diameter or less; $PM_{2.5}$ = Particulate Matter 2.5 microns in diameter or less

Table 7: Construction-Related Emissions
1. SCAQMD Rule 403 Fugitive Dust applied. The Rule 403 reduction/credits include the following: properly maintain mobile and other construction equipment; water exposed surfaces three times daily; and limit speeds on unpaved roads to 15 miles per hour. Reductions percentages from the SCAQMD CEQA Handbook (Tables XI-A through XI-E) were applied. 2. Mitigation includes the incorporation of 2016 RSPA EIR Mitigation Measures **AQ-4**, **AQ-5**, and **AQ-8**, as well as **AIR-1**, which require the use of Tier 4 construction equipment and "Super-Compliant" low VOC paints.
Source: CalEEMod version 2022.1.1. Refer to **Appendix A** for model outputs.

Fugitive dust emissions may have a substantial, temporary impact on local air quality. In addition, fugitive dust may be a nuisance to those living and working in the Project vicinity. Uncontrolled dust from construction can become a nuisance and potential health hazard to those living and working nearby. SCAQMD Rules 402 and 403 (prohibition of nuisances, watering of inactive and perimeter areas, track out requirements, etc.), are applicable to the Project and were applied in CalEEMod to minimize fugitive dust emissions. Laws, Ordinances, and Regulations (LOR) AQ-1 requires the implementation of Rule 402 and 403 dust control techniques to minimize PM_{10} and $PM_{2.5}$ concentrations although unmitigated emissions for $PM_{2.5}$ and PM_{10} are not exceeding SCAQMD's thresholds. The Project would be subject to SCAQMD Rules for reducing fugitive dust, described in the Regulatory Framework subsection above and identified in LOR AQ-1.

Table 7 shows the Project's unmitigated construction emissions would exceed SCAQMD's standards for ROG. However, mitigated construction emissions for all criteria air pollutants would remain below the thresholds. The Project would implement 2016 RSPA EIR Mitigation Measures **AQ-4**, **AQ-5**, and **AQ-8**, as well as Mitigation Measure **AIR-1**, which require the use of Tier 4 construction equipment and "Super-Compliant" low VOC paints. With implementation of 2016 RSPA EIR Mitigation Measures **AQ-4**, **AQ-5**, and **AQ-8**, as well as Mitigation Measure **AIR-1**, all criteria pollutant construction emissions would be below their respective thresholds and impacts would be less than significant.

Operational Emissions

The Project's operational emissions would be associated with area sources (e.g. landscape maintenance equipment, architectural coatings, etc.), energy sources, mobile sources (i.e., motor vehicle use), and off-road equipment. Primary sources of operational criteria pollutants are from motor vehicle use and area sources. Long-term operational emissions attributable to the Project are summarized in **Table 8: Operational Emissions**. The operational emissions sources are described below.

- *Area Source Emissions.* Area source emissions would be generated due to on-site equipment, architectural coatings, and landscape maintenance equipment.

- *Energy Source Emissions.* Energy source emissions would be generated due to electricity and natural gas usage associated with the Project. Primary uses of electricity and natural gas by the Project would be for miscellaneous warehouse equipment, space heating and cooling, water heating, ventilation, lighting, appliances, and electronics.

- *Mobile Source Emissions.* Mobile sources are emissions from motor vehicles, including tailpipe and evaporative emissions. Depending upon the pollutant being discussed, the potential air quality impact may be of either regional or local concern. For example, ROG, NO_X, PM_{10}, and $PM_{2.5}$ are all pollutants of regional concern. NO_X and ROG react with sunlight to form O_3, known as photochemical smog. Additionally, wind currents readily transport PM_{10} and $PM_{2.5}$. However, CO tends to be a localized pollutant, dispersing rapidly at the source.

Project-generated vehicle emissions are based on the trip generation within the Traffic Study and have been incorporated into CalEEMod, as recommended by the SCAQMD. Per the Traffic Study, the Project would generate 733 total daily vehicle trips, which includes 293 daily truck trips.

Table 8: Operational Emissions

Source	Maximum Pounds Per Day					
	ROG	**NO_X**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Unmitigated Emissions[1,2]						
Area	13.42	0.16	18.64	0.00	0.03	0.03
Energy	0.12	2.19	1.84	0.01	0.17	0.17
Mobile – Trucks	0.47	30.84	15.40	0.27	9.03	2.71
Mobile – Passenger Cars	1.41	1.14	19.22	0.05	4.85	1.24
Off-Road[2]	8.49	71.96	105.31	0.19	4.55	4.19
Emergency Generators	3.37	9.42	8.60	0.02	0.50	0.50
Total Emissions	*27.28*	*115.71*	*169.00*	*0.54*	*19.13*	*8.83*
SCAQMD Thresholds	***55***	***55***	***550***	***150***	***150***	***55***
Exceed SCAQMD Threshold?	**No**	**Yes**	**No**	**No**	**No**	**No**
Mitigated Emissions[1,2]						
Area	10.36	0.00	0.00	0.00	0.00	0.00
Energy	0.12	2.19	1.84	0.01	0.17	0.17
Mobile – Trucks	0.47	30.84	15.40	0.27	9.03	2.71
Mobile – Passenger Cars	1.41	1.14	19.22	0.05	4.85	1.24
Off-Road[3]	0.00	0.00	0.00	0.00	0.00	0.00
Emergency Generators[3]	3.37	1.65	8.60	0.02	0.07	0.07
Total Emissions	*15.73*	*35.82*	*45.05*	*0.34*	*14.12*	*4.19*
SCAQMD Thresholds	***55***	***55***	***550***	***150***	***150***	***55***
Exceed SCAQMD Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

ROG = Reactive Organic Gases; NO_X = Nitrogen Oxides; CO = Carbon Monoxide; SO_2 = Sulfur Dioxide; PM_{10} = Particulate Matter 10 microns in diameter or less; $PM_{2.5}$ = Particulate Matter 2.5 microns in diameter or less

Note: Total values are from CalEEMod and may not add up 100% due to rounding.
1. The highest values between summer and winter results were used as a worst-case scenario.
2. Off-road emissions include two yard trucks and 9 forklifts. Emissions were calculated with CARB OFFROAD 1.0.5.
3. Mitigated emissions include operation of electric forklifts and yard trucks, as well as Tier 4 certified standard emergency generators, pursuant to **AIR-7** (unmitigated emissions assume diesel off-road equipment [i.e., forklifts and yard trucks]).

Source: CalEEMod version 2022.1.1. Refer to **Appendix A** for model outputs.

- *Off-Road Equipment Emissions.* Operational off-road emissions would be generated by off-road cargo handling equipment used during operational activities. Although the Project is a speculative warehouse development and the final end user is not known, it was

conservatively assumed that the Project would include 9 diesel forklifts and two diesel yard trucks per SCAQMD data[5].

- *Emergency Backup Generators*. As the Project warehouse is speculative, it is unknown whether emergency backup generators would be used. Backup generators would only be used in the event of a power failure and would not be part of the Project's normal daily operations. Nonetheless, emissions associated with two emergency backup generators (one for each building) were included to be conservative. Emissions from emergency backup generators for the warehouse buildings were calculated separately from CalEEMod; refer to **Appendix A**. However, CalEEMod default emissions rates were used. If backup generators are required, the end user would be required to obtain a permit from the SCAQMD prior to installation. Emergency backup generators must meet SCAQMD's Best Available Control Technology (BACT) requirements and comply with SCAQMD Rule 1470 (Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines), which would minimize emissions.

Operational Emissions Summary

As shown in **Table 8**, unmitigated operational (i.e., area, energy, mobile, off-road, and emergency generators) emissions would not exceed SCAQMD thresholds for all criteria pollutants. 2016 RSPA EIR Mitigation Measures **AQ-6**, **AQ-7**, and **AQ-8** through **AQ-14**, as well as Project Mitigation Measures **AIR-2** through **AIR-7**, have been identified to reduce operational emissions. 2016 RSPA EIR Mitigation Measures **AQ-6**, **AQ-7**, and **AQ-8** through **AQ-14** would reduce emissions through efficient building and site design, as well as establishing truck routes away from residential uses. Mitigation Measure **AIR-2** requires the implementation of a Transportation Demand Management (TDM) program to reduce single-occupant vehicle trips and encourage public transit. Mitigation Measure **AIR-3** requires the buildings' electrical room to be sufficiently sized to hold additional panels that may be needed to supply power for the future installation of electric vehicle (EV) truck charging stations on the site. Mitigation Measure **AIR-4** requires that all truck access gates and loading docks within the Project site shall have a sign posted that requires drivers to turn off their engines when not in use. Mitigation Measure **AIR-5** requires that vendor trucks for the industrial buildings include energy efficiency improvement features through the Carl Moyer Program. Mitigation Measure **AIR-6** requires staff to be trained on compliance with CARB regulations. Mitigation Measure **AIR-7** requires all outdoor cargo handling equipment shall be zero emission/powered by electricity and standard emergency generators to be Tier 4 certified. Additionally, LOR AQ-3 through LOR AQ-7 would further reduce operational emissions. **Table 8** shows that operational emissions would not exceed SCAQMD's thresholds with implementation of 2016 RSPA EIR Mitigation Measures **AQ-6**, **AQ-7**, and **AQ-8** through **AQ-14**, as well as Project Mitigation Measures **AIR-2** through **AIR-7**. Therefore, impacts would be less than significant.

Cumulative Construction Emissions

The SCAB is designated nonattainment for O_3, PM_{10}, and $PM_{2.5}$ for State standards and nonattainment for O_3 and $PM_{2.5}$ for Federal standards. The SCAQMD's *White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution* notes that projects that result in emissions that do not exceed the project-specific SCAQMD regional thresholds of significance should result in a less than significant impact

[5] SCAQMD, *High Cube Warehouse Truck Trip Study White Paper Summary of Business Survey Results*, June 2014.

on a cumulative basis unless there is other pertinent information to the contrary.[6] The mass-based regional significance thresholds published by the SCAQMD are designed to ensure compliance with both NAAQS and CAAQS and are based on an inventory of projected emissions in the SCAB. Therefore, if a project is estimated to result in emissions that do not exceed the thresholds, the project's contribution to the cumulative impact on air quality in the SCAB would not be cumulatively considerable. As shown in **Table 7** above, mitigated Project construction-related emissions would not exceed the SCAQMD significance thresholds for criteria pollutants. Therefore, the proposed Project would not generate a cumulatively considerable contribution to air pollutant emissions during construction.

The SCAQMD has developed strategies to reduce criteria pollutant emissions outlined in the AQMP pursuant to the FCAA mandates. The analysis assumed fugitive dust controls would be utilized during construction, including frequent water applications. SCAQMD rules, mandates, and compliance with adopted AQMP emissions control measures would also be imposed on construction projects throughout the SCAB, which would include related projects. Compliance with SCAQMD rules and regulations would further reduce the Project construction-related impacts. Therefore, Project-related construction emissions, combined with those from other projects in the area, would not substantially deteriorate local air quality. Construction emissions associated with the Project would not result in a cumulatively considerable contribution to significant cumulative air quality impacts.

Cumulative Operational Impacts

The SCAQMD has not established separate significance thresholds for cumulative operational emissions. The nature of air emissions is largely a cumulative impact. As a result, no single project is sufficient in size to, by itself, result in nonattainment of ambient air quality standards. Instead, individual project emissions contribute to existing cumulatively significant adverse air quality impacts. The SCAQMD developed the operational thresholds of significance based on the level above which individual project emissions would result in a cumulatively considerable contribution to the SCAB's existing air quality conditions. Therefore, a project that exceeds the SCAQMD operational thresholds would also be a cumulatively considerable contribution to a significant cumulative impact.

Table 8 shows that the Project's mitigated operational emissions would not exceed the SCAQMD thresholds. As a result, operational emissions associated with the Project would not represent a cumulatively considerable contribution to significant cumulative air quality impacts. Therefore, cumulative operational impacts would be less than significant with implementation of 2016 RSPA EIR Mitigation Measures **AQ-6**, **AQ-7**, and **AQ-8** through **AQ-14**, as well as Project Mitigation Measures **AIR-2** through **AIR-7**.

PROPOSED PA 123 REZONE

Development of PA 123 is not proposed as part of the Project. Future development projects related to PA 123 would be evaluated on a project-specific level in compliance with CEQA, as applicable.

Laws, Ordinances, and Regulations:

Laws, Ordinances, and Regulations (LOR) are existing requirements that are based on local, state, or federal regulations or laws that are frequently required independently of CEQA review. Typical LORs

[6] SCAQMD, *White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution,* Appendix D, 2003.

include compliance with the provisions of the Building Code, SCAQMD Rules, etc. The City may impose additional conditions during the approval process, as appropriate. Because LORs are neither Project specific nor a result of development of the Project, they are not considered to be either Project Design Features or Mitigation Measures.

LOR AQ-1 Prior to the issuance of grading permits, the City Engineer shall confirm that the Grading Plan, Building Plans and Specifications require all construction contractors to comply with South Coast Air Quality Management District's (SCAQMD's) Rules 402 and 403 to minimize construction emissions of dust and particulates. The measures include, but are not limited to, the following:

- Portions of a construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized.
- All on-site roads will be paved as soon as feasible or watered periodically or chemically stabilized.
- All material transported off site will be either sufficiently watered or securely covered to prevent excessive amounts of dust.
- The area disturbed by clearing, grading, earthmoving, or excavation operations will be minimized at all times.
- Where vehicles leave a construction site and enter adjacent public streets, the streets will be swept daily or washed down at the end of the work day to remove soil tracked onto the paved surface.

LOR AQ-2 Pursuant to SCAQMD Rule 1113, the Project Applicant shall require by contract specifications that the interior and exterior architectural coatings (paint and primer including parking lot paint) products used would have a volatile organic compound rating of 50 grams per liter or less. It should be noted that 2016 RSPA EIR Mitigation Measure **AQ-8** requires the volatile organic compound rating to be reduced to 10 g/L or less during construction.

LOR AQ-3 Require diesel powered construction equipment to turn off when not in use per Title 13 of the California Code of Regulations, Section 2449.

LOR AQ-4 Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls and sensors for landscaping according to the City's Water Efficient Landscape requirements (Chapter 12.50 of the City's Municipal Code).

LOR AQ-5 In accordance with California Title 24 Standards, buildings will be designed to have 15 percent of the roof area "solar ready" that will structurally accommodate later installation of rooftop solar panels. If future building operators pursue providing rooftop solar panels, they will submit plans for solar panels prior to occupancy.

LOR AQ-6 The Project shall be designed in accordance with the applicable California Green Building Standards (CALGreen) Code (24 CCR, Part 11). The Building Official, or designee shall ensure compliance prior to the issuance of each building permit. These requirements include, but are not limited to:

- Design buildings to be water-efficient. Install water-efficient fixtures in accordance with Section 5.303 of the California Green Building Standards Code Part 11.
- Recycle and/or salvage for reuse a minimum of 65 percent of the nonhazardous construction and demolition waste in accordance with Section 5.408.1 of the California Green Building Standards Code Part 11.
- Provide storage areas for recyclables and green waste and adequate recycling containers located in readily accessible areas in accordance with Section 5.410 of the California Green Building Standards Code Part 11.
- To facilitate future installation of electric vehicle supply equipment (EVSE), nonresidential construction shall comply with Section 5.106.5.3 (nonresidential electric vehicle charging) of the California Green Building Standards Code Part 11.

LOR AQ-7 The Project tenants shall comply with the SCAQMD Warehouse Indirect Source Rule (Rule 2305). This rule is expected to reduce NO_X and PM_{10} emissions during operations. Emission reductions resulting from this rule were not included in the Project analysis. Compliance with Rule 2305 is enforced by the SCAQMD through their reporting process and is required for all warehouse projects greater than 100,000 square feet.

Mitigation Measures:

2016 RSPA EIR Mitigation Measures

AQ-4: Off-Road Diesel Equipment. Prior to the issuance of any grading permits, the Project applicant shall submit, to the satisfaction of the Public Works Director and Planning Division, evidence that off-road diesel-powered construction equipment greater than 50 horsepower will meet the Tier 4 emission standards, where feasible. In addition, where feasible all construction equipment shall be outfitted with Best Available Control Technology (BACT) devices certified by the Air Resources Board (ARB). Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by ARB regulations.

AQ-5: Construction Equipment Tier Specification. Prior to the mobilization of each applicable off-road diesel-powered construction equipment greater than 50 horsepower, the Project applicant shall submit, to the satisfaction of the Public Works Director and Planning Division, a copy of the certified tier specification, Best Available Control Technology (BACT) documentation, and Air Resources Board or South Coast Air Quality Management District's operating permit for each shall be provided at the time of mobilization of each applicable unit of equipment.

AQ-6: Truck Building Access. Prior to the issuance of any grading permits, the Project applicant shall submit, to the satisfaction of the Public Works Director and Planning Division, evidence that the following truck access routes have been incorporated into the Project design, to the maximum extent practicable, to reduce air quality and potential future health risk impacts from the operation phases of the proposed Project:

- Design warehouse/distribution centers such that entrances and exits discourage that trucks from traversing past neighbors or other sensitive receptors.
- Design warehouse/distribution centers such that any check-in point for trucks is well inside the facility property to ensure that there are no trucks queuing outside of the facility.
- Establish area(s) within the facility for repair needs.
- Provide electrical service capacity for equipment at facilities.

AQ-7 Truck Routes. Prior to the issuance of any grading permits, the Project applicant shall submit, to the satisfaction of the Public Works Director and Planning Division, evidence that the following truck access routes have been incorporated into the Project design, to the maximum extent practicable, to reduce air quality and potential future health risk impacts from the operation phase of the proposed Project, if feasible:

- Develop, adopt and enforce truck routes both for entering and leaving the city and in and out of facilities; keeping in mind common pedestrian routes, especially for schools.
- Have truck routes clearly marked with trailblazer signs, so trucks will not enter residential areas.
- Identify or develop secure locations outside of residential neighborhoods where truckers that live in the community can park their truck, such as a Park & Ride.
- Where there are traffic impacts, improve traffic flow by signal synchronization.

AQ-8: Super-Compliant VOC Paints. Prior to the issuance of any building permits, the Project applicant shall submit, to the satisfaction of the Public Works Director and Planning Division, evidence that the construction contractor shall be required to utilize Super-Compliant VOC paints, which are defined by SCAQMD as meeting the “super-compliant” VOC standard of 10 grams per liter (g/L). Use of HVLP or electrostatic spray equipment shall be encouraged.

AQ-9: Exterior and Interior Finishes. Prior to the issuance of any building permits, the Project applicant shall submit, to the satisfaction of the Public Works Director and Planning Division, evidence that exterior and interior finishes that do not require painting shall be used where feasible.

AQ-10: Building Orientation. Prior to the issuance of any building permits, the Project applicant shall submit, to the satisfaction of the Public Works Director and Planning Division, evidence that buildings have been oriented and incorporate landscaping to maximize passive solar; heating during cool seasons, and minimize solar heat gain during hot seasons where feasible depending upon site condition and topography.

AQ-12: Energy Efficiency Education. Prior to the issuance of any building permits, the Project applicant shall submit, to the satisfaction of the Public Works Director and Planning Division, evidence that building tenants shall be encouraged to educate employees on energy efficiency measures.

AQ-13: Preferential Parking Spaces. Prior to the issuance of any building permits, the Project applicant shall submit, to the satisfaction of the Public Works Director and Planning Division, evidence that preferential parking spaces shall be offered to car pools and van pools.

AQ-14: Electrical Hookup Capacity. Prior to the issuance of any building permits, the Project applicant shall submit, to the satisfaction of the Public Works Director and Planning Division, evidence that building designs provide electrical capacity for installation of electrical hookups at onsite loading docks and for electric vehicle charging stations.

Project Mitigation Measures

AIR-1 Prior to the issuance of grading permits, the City Engineer shall confirm that the Grading Plan specifies all off-road diesel-powered construction equipment greater than 50 horsepower shall meet California Air Resources Board Tier 4 Final off-road emissions standards or incorporate CARB Level 3 Verified Diesel Emission Control Strategy (VDECS). Requirements for Tier 4 Final equipment and the option for Level 3 VDECS shall be included in applicable bid documents and successful contractor(s) must demonstrate the ability to supply such equipment. A copy of each unit's Best Available Control Technology (BACT) documentation (certified tier specification or model year specification), and CARB or SCAQMD operating permit (if applicable) shall be maintained on site and available upon request.

AIR-2 Prior to issuance of tenant occupancy permits, the tenant/facility operator shall prepare and submit a Transportation Demand Management (TDM) program detailing strategies that would reduce the use of single occupant vehicles by employees by increasing the number of trips by walking, bicycle, carpool, vanpool and transit. The TDM shall include, but is not limited to the following:

- Provide a transportation information center and on-site TDM coordinator to educate residents, employers, employees, and visitors of surrounding transportation options.
- Promote bicycling and walking through design features such as showers for employees, self-service bicycle repair area, etc. around the Project site.
- Each building shall provide secure bicycle storage space equivalent to two percent of the automobile parking spaces provided.
- Each building shall provide a minimum of two shower and changing facilities as part of the tenant improvements.
- Provide on-site car share amenities for employees who make only occasional use of a vehicle.
- Promote and support carpool/vanpool/rideshare use through parking incentives and administrative support, such as ride-matching service.
- Incorporate incentives for using alternative travel modes, such as preferential load/unload areas or convenient designated parking spaces for carpool/vanpool users.
- Provide meal options onsite or shuttles between the facility and nearby meal destinations.
- Each building shall provide preferred parking for electric, low-emitting and fuel-efficient vehicles equivalent to at least eight percent of the required number of parking spaces.

This mitigation measure applies only to tenant occupancy and not the building shell approvals.

AIR-3 Prior to the issuance of a building permit, the Planning Department shall confirm that the Project is designed to include the following:

- The buildings' electrical room shall be sufficiently sized to hold additional panels that may be needed to supply power for the future installation of electric vehicle (EV) truck charging stations on the site. Conduit should be installed from the electrical room to tractor trailer parking spaces in a logical location(s) on the site determined by the Project Applicant during construction document plan check, for the purpose of accommodating the future installation of EV truck charging stations at such time this technology becomes commercially available and the buildings are being served by trucks with electric-powered engines.

AIR-4 Prior to the issuance of a tenant occupancy permit, the Planning Department shall confirm that truck exit driveway signs provide directional information to the truck route and that all truck access gates and loading docks within the Project site shall have a sign posted that identifies that:

- Truck drivers shall turn off engines when not in use.
- Truck drivers shall shut down the engine after two minutes of continuous idling operation. Once the vehicle is stopped, the transmission is set to "neutral" or "park", and the parking brake is engaged.
- Telephone numbers of the building facilities manager and CARB to report violations.
- Signs shall also inform truck drivers about the health effects of diesel particulates, the California Air Resources Board diesel idling regulations, and the importance of being a good neighbor by not parking in residential areas.

This mitigation measure applies only to tenant improvements and not the building shell approvals.

AIR-5 Prior to the issuance of a tenant occupancy permit, the Planning Department shall confirm that the Project plans and specifications shall include requirements (by contract specifications) that vendor trucks for the industrial buildings include energy efficiency improvement features through the Carl Moyer Program—including truck modernization, retrofits, and/or aerodynamic kits and low rolling resistance tires— to reduce fuel consumption. This mitigation measure applies only to tenant improvements and not the building shell approvals.

AIR-6 Prior to issuance of a Certificate of Occupancy for Tenant Improvements, not building shell, the Project tenants shall train staff on vehicle records in diesel technologies requirements and compliance with California Air Resources Board (CARB) regulations, by attending CARB-approved courses. Facility operators shall maintain records on-site demonstrating compliance and make records available for inspection by the City of Rialto, South Coast Air Quality Management District, and State upon request.

AIR-7 Prior to the issuance of a tenant occupancy permit, and not building shell, the Planning Department shall confirm that the Project plans and specifications show the following:

- All outdoor cargo handling equipment (including yard trucks, hostlers, yard goats, pallet jacks, and forklifts) are zero emission/powered by electricity. Each building shall include the necessary charging stations for cargo handling equipment. Note that SCAQMD Rule 2305 (Warehouse Indirect Source Rule) Warehouse Actions and Investments to Reduce Emissions (WAIRE) points may be earned for electric/zero emission yard truck/hostler usage. This mitigation measure applies only to tenant improvements and not the building shell approvals.
- All standard emergency generators shall meet California Air Resources Board Tier 4 Final emissions standards. A copy of each unit's Best Available Control Technology (BACT) documentation (certified tier specification) and CARB or SCAQMD operating permit (if applicable) shall be provided to the City.

Level of Significance: Less than significant impact.

Threshold 5.3 Would the Project expose sensitive receptors to substantial pollutant concentrations?

PROPOSED WAREHOUSE DEVELOPMENT

Localized Construction Significance Analysis

The nearest sensitive receptors are the single-family residences located approximately 520 feet (158 meters) to the south of the proposed warehouse development. To identify impacts to sensitive receptors, the SCAQMD recommends addressing LSTs for construction. LSTs were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The SCAQMD provided the Final Localized Significance Threshold Methodology (dated June 2003 [revised 2008]) for guidance. The LST methodology assists lead agencies in analyzing localized impacts associated with Project-specific emissions.

Since CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily soil disturbance activity possible for each piece of equipment, **Table 9: Equipment-Specific Site Preparation Rates**, is used to determine the maximum daily disturbed acreage for comparison to LSTs. The appropriate SRA for the localized significance thresholds is the Central San Bernardino Valley (SRA 34) since this area includes the Project. LSTs apply to CO, NO_2, PM_{10}, and $PM_{2.5}$. The SCAQMD produced look-up tables for projects that disturb areas less than or equal to 5 acres in size. Project construction is anticipated to disturb a maximum of 3.5 acres in a single day. As the LST guidance provides thresholds for projects disturbing 1-, 2-, and 5-acres in size and the thresholds increase with size of the site, the LSTs for a 3.5-acre threshold were interpolated and utilized for this analysis.

Table 9: Equipment-Specific Site Preparation Rates					
Construction Phase	**Equipment Type**	**Equipment Quantity**	**Acres Graded per 8-Hour Day**	**Operating Hours per Day**	**Acres Graded per Day**
Site Preparation	Tractors	4	0.5	8	2
	Graders	0	0.5	8	0
	Dozers	3	0.5	8	1.5
	Scrapers	0	1.0	8	0
				Total Acres Graded per Day	**3.5**
Source: CalEEMod version 2022.1.1. Refer to **Appendix A** for model outputs.					

The SCAQMD's methodology states that "off-site mobile emissions from the Project should not be included in the emissions compared to LSTs." Therefore, only emissions included in the CalEEMod "on-site" emissions outputs were considered. The nearest sensitive receptors are the single-family residences located approximately 520 feet (158 meters) to the south of the proposed warehouse development. LST thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. Therefore, LSTs for receptors located at 100 meters were conservatively utilized in this analysis. **Table 10: Localized Significance of Construction Emissions**, presents the results of unmitigated localized emissions during each construction phase. **Table 10** shows that emissions of these pollutants on the peak day of construction would not result in significant concentrations of pollutants at nearby sensitive receptors. Therefore, localized construction emissions would be less than significant.

Table 10: Localized Significance of Construction Emissions				
Construction Activity	**Maximum Pounds Per Day**			
	NO_X	**CO**	**PM_{10}**	**$PM_{2.5}$**
Site Preparation (2025)	31.64	30.18	9.03	5.20
Grading (2025)	29.68	28.31	4.85	2.57
Infrastructure Improvements (2025)	10.18	9.42	0.44	0.41
Infrastructure Improvements (2026)	9.38	8.97	0.40	0.37
Building Construction (2025)	10.44	13.04	0.43	0.40
Building Construction (2026)	9.85	12.97	0.38	0.35
Paving (2026)	7.12	9.94	0.32	0.29
Architectural Coating (2026)	0.86	1.13	0.02	0.02
Building Construction/Infrastructure Improvements (2025)	20.62	22.46	0.87	0.80
Building Construction/Infrastructure Improvements (2026)	19.23	21.93	0.78	0.72
Building Construction/Paving (2026)	16.97	22.90	0.70	0.64
Building Construction/Architectural Coating (2026)	10.71	14.10	0.40	0.37
Maximum Daily Emissions	*31.64*	*30.18*	*9.03*	*5.20*
SCAQMD Localized Screening Threshold (adjusted for 3.5 acres at 100 meters)	***321***	***3,440***	***54***	***15***
Exceed SCAQMD Threshold?	**No**	**No**	**No**	**No**
NO_X = Nitrogen Oxides; CO = Carbon Monoxide; PM_{10} = Particulate Matter 10 microns in diameter or less; $PM_{2.5}$ = Particulate Matter 2.5 microns in diameter or less				
Source: CalEEMod version 2022.1.1. Refer to **Appendix A** for model outputs.				

Localized Operational Significance Analysis

According to the SCAQMD LST methodology, LSTs would apply to the operational phase of a project only if it includes stationary sources or attracts mobile sources that may spend long periods queuing and idling at the site (e.g. warehouse or transfer facilities). Since the Project includes development of warehouse buildings, the operational phase LST protocol is conservatively applied to both on-site area source and on-site mobile source emissions. The nearest sensitive receptors are the single-family residences located approximately 520 feet (158 meters) to the south of the proposed warehouse development. Therefore, the LST thresholds for 100 meters were conservatively utilized in this analysis. Additionally, the maximum LST threshold (5-acre) was utilized as the Project site encompasses 20.76 acres.

The LST analysis only includes on-site sources. However, the CalEEMod model outputs do not separate on- and off-site emissions for mobile sources. For a worst-case scenario assessment, the emissions shown in **Table 11: Localized Significance of Operational Emissions**, conservatively include all on-site Project-related stationary sources, on-site off-road equipment (forklifts, yard trucks, and generators), and three percent of the Project-related mobile sources, since a portion of mobile sources could include trucks idling on-site.[7] **Table 11** shows that the maximum unmitigated daily emissions of these pollutants during Project operations would not result in significant concentrations of pollutants at nearby sensitive receptors. Therefore, localized operational emissions would be less than significant.

Table 11: Localized Significance of Operational Emissions

Activity	Maximum Pounds Per Day			
	NO_X	CO	PM_{10}	$PM_{2.5}$
On-Site and Mobile Source Emissions	84.65	134.86	5.52	4.95
SCAQMD Localized Screening Threshold (adjusted for 5 acres at 100 meters)	***378***	***4,142***	***16***	***5***
Exceed SCAQMD Threshold?	**No**	**No**	**No**	**No**

NO_X = Nitrogen Oxides; CO = Carbon Monoxide; PM_{10} = Particulate Matter 10 microns in diameter or less; $PM_{2.5}$ = Particulate Matter 2.5 microns in diameter or less

Source: CalEEMod version 2022.1.1. Refer to **Appendix A** for model outputs.

Criteria Pollutant Health Impacts

On December 24, 2018, the California Supreme Court issued an opinion identifying the need to provide sufficient information connecting a project's air emissions to health impacts or explain why such information could not be ascertained (*Sierra Club v. County of Fresno* [Friant Ranch, L.P.] [2018] Cal.5th, Case No. S219783).

The SCAQMD has set its CEQA significance thresholds based on the FCAA, which defines a major stationary source (in extreme ozone nonattainment areas such as the South Coast Air Basin) as emitting 10 tons per year. The thresholds correlate with the trigger levels for the federal New Source Review (NSR) Program and SCAQMD Rule 1303 for new or modified sources. The NSR Program[8] was created by the FCAA to ensure that stationary sources of air pollution are constructed or modified in a manner that is consistent with attainment of health-based federal ambient air quality standards. The federal ambient air quality

[7] The on-site one-way trip length is conservatively anticipated to be up to one mile, which is approximately three percent of the 33.2-mile truck trip length modeled in CalEEMod.

[8] Code of Federal Regulation (CFR) [i.e., PSD (40 CFR 52.21, 40 CFR 51.166, 40 CFR 51.165 (b)), Non-attainment NSR (40 CFR 52.24, 40 CFR 51.165, 40 CFR part 51, Appendix S)

standards establish the levels of air quality necessary, with an adequate margin of safety, to protect the public health. Therefore, Projects that do not exceed the SCAQMD's LSTs and mass emissions thresholds would not violate any air quality standards or contribute substantially to an existing or projected air quality violation and no criteria pollutant health impacts.

As previously discussed, localized effects of on-site Project emissions on nearby receptors were found to be less than significant (refer to **Table 10** and **Table 11**). The LSTs represent the maximum emissions from a Project that are not expected to cause or contribute to an exceedance of the most stringent applicable state or federal ambient air quality standard. The LSTs were developed by the SCAQMD based on the ambient concentrations of that pollutant for each SRA and distance to the nearest sensitive receptor. The ambient air quality standards establish the levels of air quality necessary, with an adequate margin of safety, to protect public health, including protecting the health of sensitive populations. Information on health impacts related to exposure to ozone and particulate matter emissions published by the U.S. EPA and CARB have been summarized above and discussed in the Environmental Setting section; refer to **Table 1**. As shown above, Project-related emissions would not exceed the regional thresholds or the LSTs, and therefore would not exceed the ambient air quality standards or cause an increase in the frequency or severity of existing violations of air quality standards. Therefore, sensitive receptors would not be exposed to criteria pollutant levels in excess of the health-based ambient air quality standards.

Carbon Monoxide Hotspots

An analysis of CO "hot spots" is needed to determine whether the change in the level of service of an intersection resulting from the Project would have the potential to result in exceedances of the CAAQS or NAAQS. It has long been recognized that CO exceedances are caused by vehicular emissions, primarily when vehicles are idling at intersections. Vehicle emissions standards have become increasingly stringent in the last 20 years. Currently, the CO standard in California is a maximum of 3.4 grams per mile for passenger cars (requirements for certain vehicles are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations have steadily declined. Accordingly, with the steadily decreasing CO emissions from vehicles, even very busy intersections do not result in exceedances of the CO standard.

The SCAB was re-designated as attainment in 2007 and is no longer addressed in the SCAQMD's AQMP. The 2003 AQMP is the most recent version that addresses CO concentrations. As part of the SCAQMD *CO Hotspot Analysis*, the Wilshire Boulevard/Veteran Avenue intersection, one of the most congested intersections in Southern California with an average daily traffic (ADT) volume of approximately 100,000 vehicles per day, was modeled for CO concentrations. This modeling effort identified a CO concentration high of 4.6 ppm, which is well below the 35-ppm Federal standard. The Project considered herein would not produce the volume of traffic required to generate a CO hot spot in the context of SCAQMD's *CO Hotspot Analysis*. As the CO hotspots were not experienced at the Wilshire Boulevard/Veteran Avenue intersection even as it accommodates 100,000 vehicles daily, it can be reasonably inferred that CO hotspots would not be experienced at any vicinity intersections as the Project would result in 733 daily trips. Therefore, impacts would be less than significant.

PROPOSED PA 123 REZONE

Development of PA 123 is not proposed as part of the Project. Future development projects related to PA 123 would be evaluated on a project-specific level in compliance with CEQA, as applicable.

Mitigation Measures: No mitigation is required.

Level of Significance: Less than significant impact.

Threshold 5.4 Would the Project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

PROPOSED WAREHOUSE DEVELOPMENT

Construction

Odors that could be generated by construction activities are required to follow SCAQMD Rule 402 to prevent odor nuisances on sensitive land uses. SCAQMD Rule 402, Nuisance, 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.*

Odors may be generated during construction activities such as, equipment diesel exhaust, architectural coatings volatile organic compounds, and paving activities. However, these odors would be temporary, are not expected to affect a substantial number of people, and would disperse rapidly. Therefore, impacts related to odors associated with the Project's construction-related activities would be less than significant.

Operations

The SCAQMD *CEQA Air Quality Handbook* identifies certain land uses as sources of odors. These land uses include agriculture (farming and livestock), wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies, and fiberglass molding. The Project would not include any of the land uses that have been identified by the SCAQMD as odor sources. Therefore, the Project would not create objectionable odors and no impact would occur.

PROPOSED PA 123 REZONE

Development of PA 123 is not proposed as part of the Project. Future development projects related to PA 123 would be evaluated on a project-specific level in compliance with CEQA, as applicable.

Mitigation Measures: No mitigation is required.

Level of Significance: Less than significant impact.

6 REFERENCES

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2. California Air Resources Board, *Aerometric Data Analysis and Measurement System (ADAM) Top Four Summaries from 2020 to 2022*, 2024.
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6. HPA Architecture, *Conceptual Site Plan – Miro Way and Ayala Dr.*, January 8, 2024.
7. South Coast Air Quality Management District, *2016 Air Quality Management Plan,* March 2017.
8. South Coast Air Quality Management District, *2022 Air Quality Management Plan,* December 2022.
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12. South Coast Air Quality Management District, *South Coast AQMD Air Quality Significance Thresholds*, April 2019.
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14. Southern California Association of Governments, *Connect SoCal 2024: Demographics & Growth Forecast*, adopted April 4,2024.
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Appendix A

Air Quality Modeling Data

Miro Way and Ayala Drive Warehouse
CalEEMod Assumptions

Land Use

Land Use	Size	Metric
Unrefrigerated Warehouse-No Rail	428.715	KSF
Parking Lot	283	Space
Other Non-Asphalt Surfaces	6.43	Acre
KSF = thousand square feet; DU = dwelling unit		

Construction

Schedule

Phase Name	Start Date	End Date	Workdays
Site Preparation	5/1/2025	6/1/2025	22
Grading	6/2/2025	9/1/2025	66
Building Construction	10/1/2025	6/1/2026	174
Paving	2/3/2026	3/1/2026	19
Architectural Coating	5/1/2026	6/1/2026	22
Infrastructure Improvements	9/2/2025	2/2/2026	110

Equipment

Construction Phase	Equipment	Number per Day	Hours Per Day
Site Preparation	Rubber Tired Dozers	3	8
	Tractors/Loaders/Backhoes	4	8
Grading	Excavators	2	8
	Graders	1	8
	Rubber Tired Dozers	1	8
	Scrapers	2	8
	Tractors/Loaders/Backhoes	2	8
Building Construction	Cranes	1	7
	Forklifts	3	8
	Generator Sets	1	8
	Tractors/Loaders/Backhoes	3	7
	Welders	1	8
Paving	Pavers	2	8
	Paving Equipment	2	8
	Rollers	2	8
Architectural Coating	Air Compressors	1	6
Infrastructure Improvements	Tractors/Loaders/Backhoes	1	8
	Rubber Tired Dozers	1	8

Grading/Earthwork

Phase	Import (CY)	Export (CY)	Haul Distance (mi)
Grading	82,880	0	20
CY = cubic yards; mi = miles			

Worker, Vendor, and Haul Trips

Trip Type	# One-Way Trips/Day	Trip Length (miles)
Site Preparation		
Worker	17.5	18.5
Vendor	0	10.2
Hauling	0	20
On-Site Truck	0	0
Grading		
Worker	20	18.5
Vendor	0	10.2
Hauling	156.96	20
On-Site Truck	0	0
Building Construction		
Worker	180.06	18.5
Vendor	70.26	10.2
Hauling	0	20
On-Site Truck	0	0
Paving		
Worker	15	18.5
Vendor	00	10.2
Hauling	0	20
On-Site Truck	0	0
Architectural Coating		
Worker	36.01	18.5
Vendor	0	10.2
Hauling	0	20
On-Site Truck	0	0
Infrastructure Improvements		
Worker	5	18.5
Vendor	0	10.2
Hauling	0	20
On-Site Truck	0	0

Operations

Vehicle Data

Land Use[1]	Size	Metric	Trip Rate	Daily Trip Generation
Unrefrigerated Warehouse-No Rail	428.715	KSF	0.6834	293
Parking Lot	283	Space	1.5548	440
Other Non-Asphalt Surfaces	6.43	Acre	0	0

Total Daily Trips	-	-	-	**733**
KSF = thousand square feet; DU = dwelling unit				
1. Trucks were modeled under the Unrefrigerated Warehouse land use and passenger cars were modeled under the Parking Lot land use. 100% primary trips; trip lengths and trip type distributions are CalEEMod defaults				

Trip Length

Land Use[1]	Trip Length (miles)		
	Non-Res H-W / Res H-W	Non-Res W-O / Res H-S	Non-Res O-O / Res H-O
Unrefrigerated Warehouse-No Rail	0 / 0	0 / 0	33.2 / 0
Parking Lot	18.85083406 / 0	9.274156342 / 0	5.679184463 / 0
Other Non-Asphalt Surfaces	18.85083406 / 0	9.274156342 / 0	5.679184463 / 0
1. Trucks were modeled under the Unrefrigerated Warehouse land use and passenger cars were modeled under the Parking Lot land use.			

Trip Purpose and Percent

Land Use[1]	Trip Percent (%)			Trip Purpose (%)		
	Primary	Diverted	Pass-By	Non-Res H-W / Res H-W	Non-Res W-O / Res H-S	Non-Res O-O / Res H-O
Unrefrigerated Warehouse-No Rail	100	0	0	0 / 0	0 / 0	100 / 0
Parking Lot	100	0	0	67.1 / 0	32.9 / 0	0 / 0
1. Trucks were modeled under the Unrefrigerated Warehouse land use and passenger cars were modeled under the Parking Lot land use.						

Fleet Mix

Land Use[1]	HHD %	LDA %	LDT1 %	LDT2 %	LHD1 %	LHD2 %	MCY %	MDV %	MH %	MHD %	OBUS %	SBUS %	UBUS %
Unrefrigerated Warehouse-No Rail	70	0	0	0	0	2	0	0	0	28	0	0	0
Parking Lot	0	71.51	2.61	12.88	1.88	0	1.39	9.73	0	0	0	0	0
1. Trucks were modeled under the Unrefrigerated Warehouse land use and passenger cars were modeled under the Parking Lot land use.													

Stationary Sources

Stationary sources were modeled outside of CalEEMod. Refer to Equipment Emissions modeling detail in Appendix A.

Quantified Measures

#	Measure	Notes
Construction		
C-5	Use Advanced Engine Tiers	Tier 4 equipment use for all construction equipment greater than 50 horsepower
C-13	Use Low-VOC Paints For Construction	VOC content shall not exceed 10 g/L
Operations		
T-5	Implement Commute Trip Reduction Program (Voluntary)	100% of employees eligible for program
E-1	Buildings Exceed Title 24 Energy Efficiency Standards	15% improvement beyond 2019 Title 24 standards
E-10-B	Establish On-Site Renewable Energy Systems (Solar Power)	Provide 100% of electricity demand
S-1/S-2	Implement Waste Reduction Plan	75% reduction to landfilled waste
LL-1	Replace Gas Powered Landscape Equipment with Zero-Emission Landscape Equipment	-

Miro Way and Ayala Drive Warehouse Detailed Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Miro Way and Ayala Drive Warehouse
Construction Start Date	5/1/2025
Operational Year	2026
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.80
Precipitation (days)	6.40
Location	O N Ayala Dr, Rialto, CA 92376, USA
County	San Bernardino-South Coast
City	Rialto
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	5331
EDFZ	10
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas
App Version	2022.1.1.23

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description

Unrefrigerated Warehouse-No Rail	429	1000sqft	13.4	428,715	154,929	0.00	—	—
Parking Lot	283	Space	7.36	0.00	0.00	0.00	—	—
Other Non-Asphalt Surfaces	6.43	Acre	6.43	0.00	0.00	0.00	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Construction	C-5	Use Advanced Engine Tiers
Construction	C-13	Use Low-VOC Paints for Construction
Transportation	T-5	Implement Commute Trip Reduction Program (Voluntary)
Energy	E-1	Buildings Exceed 2019 Title 24 Building Envelope Energy Efficiency Standards
Energy	E-10-B	Establish Onsite Renewable Energy Systems: Solar Power
Waste	S-1/S-2	Implement Waste Reduction Plan
Area Sources	LL-1	Replace Gas Powered Landscape Equipment with Zero-Emission Landscape Equipment

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

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

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	5.29	190	42.8	37.2	0.13	1.37	7.89	9.26	1.27	3.99	5.25	—	17,735	17,735	1.42	1.84	24.1	18,342
Mit.	2.48	27.3	32.0	44.3	0.13	0.31	7.89	7.99	0.31	3.99	4.09	—	17,735	17,735	1.42	1.84	24.1	18,342

% Reduced	53%	86%	25%	-19%	—	77%	—	14%	76%	—	22%	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	3.72	3.67	24.0	34.8	0.05	0.90	3.15	3.92	0.83	0.76	1.57	—	8,626	8,626	0.45	0.46	0.41	8,772
Mit.	2.20	2.84	19.2	37.4	0.05	0.24	3.15	3.39	0.22	0.76	0.99	—	8,626	8,626	0.45	0.46	0.41	8,772
% Reduced	41%	23%	20%	-8%	—	74%	—	14%	73%	—	37%	—	—	—	—	—	—	—
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.94	12.1	14.7	15.4	0.04	0.52	2.25	2.77	0.48	0.79	1.27	—	5,194	5,194	0.35	0.42	3.15	5,331
Mit.	0.85	2.05	10.2	16.8	0.04	0.10	2.25	2.34	0.09	0.79	0.88	—	5,194	5,194	0.35	0.42	3.15	5,331
% Reduced	56%	83%	31%	-9%	—	82%	—	15%	80%	—	30%	—	—	—	—	—	—	—
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.35	2.20	2.68	2.82	0.01	0.09	0.41	0.50	0.09	0.14	0.23	—	860	860	0.06	0.07	0.52	883
Mit.	0.15	0.37	1.86	3.07	0.01	0.02	0.41	0.43	0.02	0.14	0.16	—	860	860	0.06	0.07	0.52	883
% Reduced	56%	83%	31%	-9%	—	82%	—	15%	80%	—	30%	—	—	—	—	—	—	—

2.2. Construction Emissions by Year, Unmitigated

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

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	5.29	3.52	42.8	37.2	0.13	1.37	7.89	9.26	1.27	3.99	5.25	—	17,735	17,735	1.42	1.84	24.1	18,342
2026	2.68	190	13.9	30.9	0.04	0.43	3.43	3.86	0.40	0.83	1.23	—	7,645	7,645	0.38	0.45	15.8	7,804

Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	3.72	3.05	24.0	34.6	0.05	0.90	3.02	3.92	0.83	0.73	1.57	—	8,626	8,626	0.45	0.45	0.41	8,772
2026	3.54	3.67	22.4	34.8	0.05	0.81	3.15	3.88	0.75	0.76	1.48	—	8,542	8,542	0.35	0.46	0.38	8,686
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	1.94	1.45	14.7	15.4	0.04	0.52	2.25	2.77	0.48	0.79	1.27	—	5,194	5,194	0.35	0.42	3.15	5,331
2026	0.84	12.1	4.95	8.65	0.01	0.17	0.92	1.08	0.15	0.22	0.38	—	2,271	2,271	0.09	0.13	1.88	2,315
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.35	0.26	2.68	2.82	0.01	0.09	0.41	0.50	0.09	0.14	0.23	—	860	860	0.06	0.07	0.52	883
2026	0.15	2.20	0.90	1.58	< 0.005	0.03	0.17	0.20	0.03	0.04	0.07	—	376	376	0.02	0.02	0.31	383

2.3. Construction Emissions by Year, Mitigated

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

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	2.48	1.28	32.0	44.3	0.13	0.31	7.89	7.99	0.31	3.99	4.09	—	17,735	17,735	1.42	1.84	24.1	18,342
2026	2.00	27.3	13.2	32.9	0.04	0.16	3.43	3.59	0.15	0.83	0.98	—	7,645	7,645	0.38	0.45	15.8	7,804
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	1.92	1.62	17.1	35.9	0.05	0.18	3.02	3.20	0.17	0.73	0.90	—	8,626	8,626	0.45	0.45	0.41	8,772
2026	2.20	2.84	19.2	37.4	0.05	0.24	3.15	3.39	0.22	0.76	0.99	—	8,542	8,542	0.35	0.46	0.38	8,686
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.85	0.57	10.2	16.8	0.04	0.10	2.25	2.34	0.09	0.79	0.88	—	5,194	5,194	0.35	0.42	3.15	5,331
2026	0.55	2.05	4.41	9.26	0.01	0.05	0.92	0.97	0.05	0.22	0.27	—	2,271	2,271	0.09	0.13	1.88	2,315

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.15	0.10	1.86	3.07	0.01	0.02	0.41	0.43	0.02	0.14	0.16	—	860	860	0.06	0.07	0.52	883
2026	0.10	0.37	0.81	1.69	< 0.005	0.01	0.17	0.18	0.01	0.04	0.05	—	376	376	0.02	0.02	0.31	383

2.4. Operations Emissions Compared Against Thresholds

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

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	7.93	15.4	32.9	55.0	0.33	0.65	13.4	14.1	0.62	3.53	4.15	407	41,505	41,912	44.1	5.22	88.3	44,658
Mit.	4.61	12.4	32.8	36.4	0.33	0.61	13.4	14.0	0.59	3.53	4.12	407	38,150	38,557	43.9	5.19	88.3	41,291
% Reduced	42%	20%	< 0.5%	34%	< 0.5%	5%	—	< 0.5%	4%	—	1%	—	8%	8%	< 0.5%	< 0.5%	—	8%
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	4.52	12.3	34.2	32.6	0.32	0.61	13.4	14.0	0.59	3.53	4.12	407	41,051	41,459	44.1	5.23	2.29	44,122
Mit.	4.52	12.3	34.2	32.5	0.32	0.61	13.4	14.0	0.59	3.53	4.12	407	37,755	38,163	43.9	5.20	2.29	40,813
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	8%	8%	< 0.5%	< 0.5%	—	7%
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	6.79	14.4	34.6	46.0	0.33	0.64	13.4	14.0	0.61	3.52	4.13	407	41,160	41,567	44.1	5.23	38.1	44,267
Mit.	4.52	12.3	34.5	33.2	0.32	0.61	13.4	14.0	0.59	3.52	4.11	407	37,823	38,231	43.9	5.21	38.1	40,918
% Reduced	33%	15%	< 0.5%	28%	—	4%	—	< 0.5%	3%	—	< 0.5%	—	8%	8%	< 0.5%	< 0.5%	—	8%
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.24	2.62	6.32	8.39	0.06	0.12	2.44	2.56	0.11	0.64	0.75	67.4	6,815	6,882	7.30	0.87	6.31	7,329

Mit.	0.82	2.24	6.30	6.06	0.06	0.11	2.44	2.56	0.11	0.64	0.75	67.4	6,262	6,330	7.27	0.86	6.31	6,774
% Reduced	33%	15%	< 0.5%	28%	< 0.5%	4%	—	< 0.5%	3%	—	< 0.5%	—	8%	8%	< 0.5%	< 0.5%	—	8%

2.5. Operations Emissions by Sector, Unmitigated

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

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	4.37	1.88	30.6	34.5	0.31	0.45	13.4	13.9	0.43	3.53	3.95	—	34,518	34,518	2.42	4.72	88.3	36,073
Area	3.32	13.4	0.16	18.6	< 0.005	0.03	—	0.03	0.03	—	0.03	—	76.7	76.7	< 0.005	< 0.005	—	77.0
Energy	0.24	0.12	2.19	1.84	0.01	0.17	—	0.17	0.17	—	0.17	—	5,907	5,907	0.44	0.03	—	5,927
Water	—	—	—	—	—	—	—	—	—	—	—	190	1,003	1,193	19.5	0.47	—	1,822
Waste	—	—	—	—	—	—	—	—	—	—	—	217	0.00	217	21.7	0.00	—	760
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Total	7.93	15.4	32.9	55.0	0.33	0.65	13.4	14.1	0.62	3.53	4.15	407	41,505	41,912	44.1	5.22	88.3	44,658
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	4.27	1.79	32.0	30.7	0.31	0.45	13.4	13.9	0.43	3.53	3.95	—	34,141	34,141	2.43	4.73	2.29	35,613
Area	—	10.4	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.24	0.12	2.19	1.84	0.01	0.17	—	0.17	0.17	—	0.17	—	5,907	5,907	0.44	0.03	—	5,927
Water	—	—	—	—	—	—	—	—	—	—	—	190	1,003	1,193	19.5	0.47	—	1,822
Waste	—	—	—	—	—	—	—	—	—	—	—	217	0.00	217	21.7	0.00	—	760
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Total	4.52	12.3	34.2	32.6	0.32	0.61	13.4	14.0	0.59	3.53	4.12	407	41,051	41,459	44.1	5.23	2.29	44,122
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Mobile	4.28	1.79	32.3	31.4	0.31	0.45	13.4	13.8	0.43	3.52	3.94	—	34,197	34,197	2.43	4.73	38.1	35,706
Area	2.27	12.5	0.11	12.8	< 0.005	0.02	—	0.02	0.02	—	0.02	—	52.5	52.5	< 0.005	< 0.005	—	52.7
Energy	0.24	0.12	2.19	1.84	0.01	0.17	—	0.17	0.17	—	0.17	—	5,907	5,907	0.44	0.03	—	5,927
Water	—	—	—	—	—	—	—	—	—	—	—	190	1,003	1,193	19.5	0.47	—	1,822
Waste	—	—	—	—	—	—	—	—	—	—	—	217	0.00	217	21.7	0.00	—	760
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Total	6.79	14.4	34.6	46.0	0.33	0.64	13.4	14.0	0.61	3.52	4.13	407	41,160	41,567	44.1	5.23	38.1	44,267
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.78	0.33	5.90	5.72	0.06	0.08	2.44	2.52	0.08	0.64	0.72	—	5,662	5,662	0.40	0.78	6.31	5,911
Area	0.41	2.27	0.02	2.33	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	8.69	8.69	< 0.005	< 0.005	—	8.73
Energy	0.04	0.02	0.40	0.34	< 0.005	0.03	—	0.03	0.03	—	0.03	—	978	978	0.07	< 0.005	—	981
Water	—	—	—	—	—	—	—	—	—	—	—	31.5	166	197	3.24	0.08	—	302
Waste	—	—	—	—	—	—	—	—	—	—	—	36.0	0.00	36.0	3.59	0.00	—	126
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Total	1.24	2.62	6.32	8.39	0.06	0.12	2.44	2.56	0.11	0.64	0.75	67.4	6,815	6,882	7.30	0.87	6.31	7,329

2.6. Operations Emissions by Sector, Mitigated

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

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	4.37	1.88	30.6	34.5	0.31	0.45	13.4	13.9	0.43	3.53	3.95	—	34,518	34,518	2.42	4.72	88.3	36,073
Area	—	10.4	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.24	0.12	2.19	1.84	0.01	0.17	—	0.17	0.17	—	0.17	—	2,629	2,629	0.23	0.01	—	2,636
Water	—	—	—	—	—	—	—	—	—	—	—	190	1,003	1,193	19.5	0.47	—	1,822
Waste	—	—	—	—	—	—	—	—	—	—	—	217	0.00	217	21.7	0.00	—	760
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00

Total	4.61	12.4	32.8	36.4	0.33	0.61	13.4	14.0	0.59	3.53	4.12	407	38,150	38,557	43.9	5.19	88.3	41,291
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	4.27	1.79	32.0	30.7	0.31	0.45	13.4	13.9	0.43	3.53	3.95	—	34,141	34,141	2.43	4.73	2.29	35,613
Area	—	10.4	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.24	0.12	2.19	1.84	0.01	0.17	—	0.17	0.17	—	0.17	—	2,611	2,611	0.23	< 0.005	—	2,619
Water	—	—	—	—	—	—	—	—	—	—	—	190	1,003	1,193	19.5	0.47	—	1,822
Waste	—	—	—	—	—	—	—	—	—	—	—	217	0.00	217	21.7	0.00	—	760
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Total	4.52	12.3	34.2	32.5	0.32	0.61	13.4	14.0	0.59	3.53	4.12	407	37,755	38,163	43.9	5.20	2.29	40,813
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	4.28	1.79	32.3	31.4	0.31	0.45	13.4	13.8	0.43	3.52	3.94	—	34,197	34,197	2.43	4.73	38.1	35,706
Area	—	10.4	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.24	0.12	2.19	1.84	0.01	0.17	—	0.17	0.17	—	0.17	—	2,623	2,623	0.23	0.01	—	2,631
Water	—	—	—	—	—	—	—	—	—	—	—	190	1,003	1,193	19.5	0.47	—	1,822
Waste	—	—	—	—	—	—	—	—	—	—	—	217	0.00	217	21.7	0.00	—	760
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Total	4.52	12.3	34.5	33.2	0.32	0.61	13.4	14.0	0.59	3.52	4.11	407	37,823	38,231	43.9	5.21	38.1	40,918
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.78	0.33	5.90	5.72	0.06	0.08	2.44	2.52	0.08	0.64	0.72	—	5,662	5,662	0.40	0.78	6.31	5,911
Area	—	1.89	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.04	0.02	0.40	0.34	< 0.005	0.03	—	0.03	0.03	—	0.03	—	434	434	0.04	< 0.005	—	436
Water	—	—	—	—	—	—	—	—	—	—	—	31.5	166	197	3.24	0.08	—	302
Waste	—	—	—	—	—	—	—	—	—	—	—	36.0	0.00	36.0	3.59	0.00	—	126
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Total	0.82	2.24	6.30	6.06	0.06	0.11	2.44	2.56	0.11	0.64	0.75	67.4	6,262	6,330	7.27	0.86	6.31	6,774

3. Construction Emissions Details

3.1. 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	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.94	3.31	31.6	30.2	0.05	1.37	—	1.37	1.26	—	1.26	—	5,295	5,295	0.21	0.04	—	5,314
Dust From Material Movement	—	—	—	—	—	—	7.67	7.67	—	3.94	3.94	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.24	0.20	1.91	1.82	< 0.005	0.08	—	0.08	0.08	—	0.08	—	319	319	0.01	< 0.005	—	320
Dust From Material Movement	—	—	—	—	—	—	0.46	0.46	—	0.24	0.24	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.04	0.35	0.33	< 0.005	0.02	—	0.02	0.01	—	0.01	—	52.8	52.8	< 0.005	< 0.005	—	53.0

Dust From Material Movement	—	—	—	—	—	—	0.08	0.08	—	0.04	0.04	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.08	0.08	1.36	0.00	0.00	0.23	0.23	0.00	0.05	0.05	—	247	247	0.01	0.01	0.91	250
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	< 0.005	0.01	0.07	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	13.8	13.8	< 0.005	< 0.005	0.02	14.0
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.29	2.29	< 0.005	< 0.005	< 0.005	2.32
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.2. Site Preparation (2025) - Mitigated

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

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

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.64	0.64	14.7	28.3	0.05	0.10	—	0.10	0.10	—	0.10	—	5,295	5,295	0.21	0.04	—	5,314
Dust From Material Movement	—	—	—	—	—	—	7.67	7.67	—	3.94	3.94	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.04	0.89	1.71	< 0.005	0.01	—	0.01	0.01	—	0.01	—	319	319	0.01	< 0.005	—	320
Dust From Material Movement	—	—	—	—	—	—	0.46	0.46	—	0.24	0.24	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.16	0.31	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	52.8	52.8	< 0.005	< 0.005	—	53.0
Dust From Material Movement	—	—	—	—	—	—	0.08	0.08	—	0.04	0.04	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.08	0.08	1.36	0.00	0.00	0.23	0.23	0.00	0.05	0.05	—	247	247	0.01	0.01	0.91	250
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	< 0.005	0.01	0.07	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	13.8	13.8	< 0.005	< 0.005	0.02	14.0
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.29	2.29	< 0.005	< 0.005	< 0.005	2.32
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.3. Grading (2025) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.80	3.20	29.7	28.3	0.06	1.23	—	1.23	1.14	—	1.14	—	6,599	6,599	0.27	0.05	—	6,622

Dust From Material Movement	—	—	—	—	—	—	3.62	3.62	—	1.43	1.43	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.69	0.58	5.37	5.12	0.01	0.22	—	0.22	0.21	—	0.21	—	1,193	1,193	0.05	0.01	—	1,197
Dust From Material Movement	—	—	—	—	—	—	0.65	0.65	—	0.26	0.26	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	0.11	0.98	0.93	< 0.005	0.04	—	0.04	0.04	—	0.04	—	198	198	0.01	< 0.005	—	198
Dust From Material Movement	—	—	—	—	—	—	0.12	0.12	—	0.05	0.05	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.10	0.09	0.09	1.56	0.00	0.00	0.26	0.26	0.00	0.06	0.06	—	282	282	0.01	0.01	1.05	286
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	1.38	0.23	13.0	7.31	0.07	0.14	2.91	3.05	0.14	0.80	0.94	—	10,854	10,854	1.14	1.78	23.1	11,435

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.22	0.00	0.00	0.05	0.05	0.00	0.01	0.01	—	47.4	47.4	< 0.005	< 0.005	0.08	48.1
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.25	0.04	2.48	1.32	0.01	0.03	0.52	0.55	0.03	0.14	0.17	—	1,963	1,963	0.21	0.32	1.81	2,066
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	7.84	7.84	< 0.005	< 0.005	0.01	7.96
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.05	0.01	0.45	0.24	< 0.005	< 0.005	0.10	0.10	< 0.005	0.03	0.03	—	325	325	0.03	0.05	0.30	342

3.4. Grading (2025) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.99	0.95	18.9	35.4	0.06	0.17	—	0.17	0.17	—	0.17	—	6,599	6,599	0.27	0.05	—	6,622
Dust From Material Movement	—	—	—	—	—	—	3.62	3.62	—	1.43	1.43	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.18	0.17	3.42	6.40	0.01	0.03	—	0.03	0.03	—	0.03	—	1,193	1,193	0.05	0.01	—	1,197
Dust From Material Movement	—	—	—	—	—	—	0.65	0.65	—	0.26	0.26	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.62	1.17	< 0.005	0.01	—	0.01	0.01	—	0.01	—	198	198	0.01	< 0.005	—	198
Dust From Material Movement	—	—	—	—	—	—	0.12	0.12	—	0.05	0.05	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.10	0.09	0.09	1.56	0.00	0.00	0.26	0.26	0.00	0.06	0.06	—	282	282	0.01	0.01	1.05	286
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	1.38	0.23	13.0	7.31	0.07	0.14	2.91	3.05	0.14	0.80	0.94	—	10,854	10,854	1.14	1.78	23.1	11,435
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.22	0.00	0.00	0.05	0.05	0.00	0.01	0.01	—	47.4	47.4	< 0.005	< 0.005	0.08	48.1
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	0.25	0.04	2.48	1.32	0.01	0.03	0.52	0.55	0.03	0.14	0.17	—	1,963	1,963	0.21	0.32	1.81	2,066
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	7.84	7.84	< 0.005	< 0.005	0.01	7.96
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.05	0.01	0.45	0.24	< 0.005	< 0.005	0.10	0.10	< 0.005	0.03	0.03	—	325	325	0.03	0.05	0.30	342

3.5. Building Construction (2025) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.35	1.13	10.4	13.0	0.02	0.43	—	0.43	0.40	—	0.40	—	2,398	2,398	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.24	0.20	1.88	2.35	< 0.005	0.08	—	0.08	0.07	—	0.07	—	432	432	0.02	< 0.005	—	433
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.04	0.34	0.43	< 0.005	0.01	—	0.01	0.01	—	0.01	—	71.5	71.5	< 0.005	< 0.005	—	71.7
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.86	0.77	0.87	10.6	0.00	0.00	2.35	2.35	0.00	0.55	0.55	—	2,326	2,326	0.11	0.09	0.24	2,356
Vendor	0.21	0.06	2.51	1.31	0.02	0.03	0.60	0.63	0.03	0.17	0.20	—	2,169	2,169	0.17	0.33	0.16	2,271
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.15	0.14	0.17	2.01	0.00	0.00	0.42	0.42	0.00	0.10	0.10	—	425	425	0.02	0.02	0.73	431
Vendor	0.04	0.01	0.46	0.23	< 0.005	0.01	0.11	0.11	0.01	0.03	0.04	—	390	390	0.03	0.06	0.48	409
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.03	0.37	0.00	0.00	0.08	0.08	0.00	0.02	0.02	—	70.3	70.3	< 0.005	< 0.005	0.12	71.3
Vendor	0.01	< 0.005	0.08	0.04	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	64.6	64.6	0.01	0.01	0.08	67.7
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.6. Building Construction (2025) - Mitigated

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

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

Off-Road Equipment	0.62	0.56	9.21	15.0	0.02	0.11	—	0.11	0.11	—	0.11	—	2,398	2,398	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.10	1.66	2.70	< 0.005	0.02	—	0.02	0.02	—	0.02	—	432	432	0.02	< 0.005	—	433
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.30	0.49	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	71.5	71.5	< 0.005	< 0.005	—	71.7
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.86	0.77	0.87	10.6	0.00	0.00	2.35	2.35	0.00	0.55	0.55	—	2,326	2,326	0.11	0.09	0.24	2,356
Vendor	0.21	0.06	2.51	1.31	0.02	0.03	0.60	0.63	0.03	0.17	0.20	—	2,169	2,169	0.17	0.33	0.16	2,271
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.15	0.14	0.17	2.01	0.00	0.00	0.42	0.42	0.00	0.10	0.10	—	425	425	0.02	0.02	0.73	431
Vendor	0.04	0.01	0.46	0.23	< 0.005	0.01	0.11	0.11	0.01	0.03	0.04	—	390	390	0.03	0.06	0.48	409
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.03	0.37	0.00	0.00	0.08	0.08	0.00	0.02	0.02	—	70.3	70.3	< 0.005	< 0.005	0.12	71.3

Vendor	0.01	< 0.005	0.08	0.04	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	64.6	64.6	0.01	0.01	0.08	67.7
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.7. Building Construction (2026) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.28	1.07	9.85	13.0	0.02	0.38	—	0.38	0.35	—	0.35	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.28	1.07	9.85	13.0	0.02	0.38	—	0.38	0.35	—	0.35	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.38	0.32	2.93	3.86	0.01	0.11	—	0.11	0.10	—	0.10	—	713	713	0.03	0.01	—	716
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07	0.06	0.53	0.70	< 0.005	0.02	—	0.02	0.02	—	0.02	—	118	118	< 0.005	< 0.005	—	118
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.86	0.78	0.71	13.0	0.00	0.00	2.35	2.35	0.00	0.55	0.55	—	2,485	2,485	0.11	0.09	8.51	2,522
Vendor	0.21	0.04	2.30	1.25	0.02	0.03	0.60	0.63	0.03	0.17	0.20	—	2,131	2,131	0.15	0.33	5.63	2,239
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.82	0.73	0.79	9.79	0.00	0.00	2.35	2.35	0.00	0.55	0.55	—	2,279	2,279	0.04	0.09	0.22	2,307
Vendor	0.21	0.04	2.40	1.27	0.02	0.03	0.60	0.63	0.03	0.17	0.20	—	2,133	2,133	0.15	0.33	0.15	2,234
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.24	0.22	0.26	3.06	0.00	0.00	0.70	0.70	0.00	0.16	0.16	—	687	687	0.01	0.03	1.09	697
Vendor	0.06	0.01	0.72	0.37	< 0.005	0.01	0.18	0.19	0.01	0.05	0.06	—	634	634	0.04	0.10	0.72	665
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.05	0.56	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	114	114	< 0.005	< 0.005	0.18	115
Vendor	0.01	< 0.005	0.13	0.07	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	105	105	0.01	0.02	0.12	110
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.8. Building Construction (2026) - Mitigated

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

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

Off-Road Equipment	0.61	0.55	9.17	15.0	0.02	0.11	—	0.11	0.10	—	0.10	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.61	0.55	9.17	15.0	0.02	0.11	—	0.11	0.10	—	0.10	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.18	0.16	2.73	4.45	0.01	0.03	—	0.03	0.03	—	0.03	—	713	713	0.03	0.01	—	716
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.50	0.81	< 0.005	0.01	—	0.01	0.01	—	0.01	—	118	118	< 0.005	< 0.005	—	118
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.86	0.78	0.71	13.0	0.00	0.00	2.35	2.35	0.00	0.55	0.55	—	2,485	2,485	0.11	0.09	8.51	2,522
Vendor	0.21	0.04	2.30	1.25	0.02	0.03	0.60	0.63	0.03	0.17	0.20	—	2,131	2,131	0.15	0.33	5.63	2,239
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.82	0.73	0.79	9.79	0.00	0.00	2.35	2.35	0.00	0.55	0.55	—	2,279	2,279	0.04	0.09	0.22	2,307

Vendor	0.21	0.04	2.40	1.27	0.02	0.03	0.60	0.63	0.03	0.17	0.20	—	2,133	2,133	0.15	0.33	0.15	2,234
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.24	0.22	0.26	3.06	0.00	0.00	0.70	0.70	0.00	0.16	0.16	—	687	687	0.01	0.03	1.09	697
Vendor	0.06	0.01	0.72	0.37	< 0.005	0.01	0.18	0.19	0.01	0.05	0.06	—	634	634	0.04	0.10	0.72	665
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.05	0.56	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	114	114	< 0.005	< 0.005	0.18	115
Vendor	0.01	< 0.005	0.13	0.07	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	105	105	0.01	0.02	0.12	110
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Paving (2026) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.91	0.76	7.12	9.94	0.01	0.32	—	0.32	0.29	—	0.29	—	1,511	1,511	0.06	0.01	—	1,516
Paving	—	1.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.05	0.04	0.37	0.52	< 0.005	0.02	—	0.02	0.02	—	0.02	—	78.6	78.6	< 0.005	< 0.005	—	78.9
Paving	—	0.05	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.07	0.09	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	13.0	13.0	< 0.005	< 0.005	—	13.1
Paving	—	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.07	0.82	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	190	190	< 0.005	0.01	0.02	192
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	10.0	10.0	< 0.005	< 0.005	0.02	10.2
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.66	1.66	< 0.005	< 0.005	< 0.005	1.68
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.10. Paving (2026) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.50	0.45	6.75	10.6	0.01	0.10	—	0.10	0.09	—	0.09	—	1,511	1,511	0.06	0.01	—	1,516
Paving	—	1.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.02	0.35	0.55	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	—	78.6	78.6	< 0.005	< 0.005	—	78.9
Paving	—	0.05	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.06	0.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	13.0	13.0	< 0.005	< 0.005	—	13.1
Paving	—	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.07	0.82	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	190	190	< 0.005	0.01	0.02	192
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	10.0	10.0	< 0.005	< 0.005	0.02	10.2
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.66	1.66	< 0.005	< 0.005	< 0.005	1.68
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.11. Architectural Coating (2026) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.12	0.86	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	—	188	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.05	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	8.05	8.05	< 0.005	< 0.005	—	8.07
Architectural Coatings	—	11.3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.33	1.33	< 0.005	< 0.005	—	1.34
Architectural Coatings	—	2.07	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.17	0.16	0.14	2.59	0.00	0.00	0.47	0.47	0.00	0.11	0.11	—	497	497	0.02	0.02	1.70	504
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.12	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	27.9	27.9	< 0.005	< 0.005	0.04	28.2

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	4.61	4.61	< 0.005	< 0.005	0.01	4.68
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.12. Architectural Coating (2026) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.12	0.86	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	—	25.7	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.05	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	8.05	8.05	< 0.005	< 0.005	—	8.07
Architectural Coatings	—	1.55	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.33	1.33	< 0.005	< 0.005	—	1.34
Architectural Coatings	—	0.28	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.17	0.16	0.14	2.59	0.00	0.00	0.47	0.47	0.00	0.11	0.11	—	497	497	0.02	0.02	1.70	504
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.12	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	27.9	27.9	< 0.005	< 0.005	0.04	28.2
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	4.61	4.61	< 0.005	< 0.005	0.01	4.68
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.13. Infrastructure Improvements (2025) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.27	1.07	10.2	9.42	0.02	0.44	—	0.44	0.41	—	0.41	—	1,668	1,668	0.07	0.01	—	1,674
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.27	1.07	10.2	9.42	0.02	0.44	—	0.44	0.41	—	0.41	—	1,668	1,668	0.07	0.01	—	1,674
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.30	0.25	2.41	2.23	< 0.005	0.10	—	0.10	0.10	—	0.10	—	395	395	0.02	< 0.005	—	396
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.05	0.44	0.41	< 0.005	0.02	—	0.02	0.02	—	0.02	—	65.4	65.4	< 0.005	< 0.005	—	65.6
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.02	0.02	0.39	0.00	0.00	0.07	0.07	0.00	0.02	0.02	—	70.5	70.5	< 0.005	< 0.005	0.26	71.5

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.29	0.00	0.00	0.07	0.07	0.00	0.02	0.02	—	64.6	64.6	< 0.005	< 0.005	0.01	65.4
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.07	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	15.5	15.5	< 0.005	< 0.005	0.03	15.7
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.57	2.57	< 0.005	< 0.005	< 0.005	2.60
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.14. Infrastructure Improvements (2025) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.20	0.20	4.52	8.76	0.02	0.03	—	0.03	0.03	—	0.03	—	1,668	1,668	0.07	0.01	—	1,674
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.20	0.20	4.52	8.76	0.02	0.03	—	0.03	0.03	—	0.03	—	1,668	1,668	0.07	0.01	—	1,674
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.05	1.07	2.07	< 0.005	0.01	—	0.01	0.01	—	0.01	—	395	395	0.02	< 0.005	—	396
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.20	0.38	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	65.4	65.4	< 0.005	< 0.005	—	65.6
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.02	0.02	0.39	0.00	0.00	0.07	0.07	0.00	0.02	0.02	—	70.5	70.5	< 0.005	< 0.005	0.26	71.5
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.29	0.00	0.00	0.07	0.07	0.00	0.02	0.02	—	64.6	64.6	< 0.005	< 0.005	0.01	65.4
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.01	0.01	0.01	0.07	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	15.5	15.5	< 0.005	< 0.005	0.03	15.7
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.57	2.57	< 0.005	< 0.005	< 0.005	2.60
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.15. Infrastructure Improvements (2026) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.21	1.01	9.38	8.97	0.02	0.40	—	0.40	0.37	—	0.37	—	1,669	1,669	0.07	0.01	—	1,675
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	0.07	0.61	0.58	< 0.005	0.03	—	0.03	0.02	—	0.02	—	108	108	< 0.005	< 0.005	—	108
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.11	0.11	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	17.8	17.8	< 0.005	< 0.005	—	17.9

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.27	0.00	0.00	0.07	0.07	0.00	0.02	0.02	—	63.3	63.3	< 0.005	< 0.005	0.01	64.1
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	4.14	4.14	< 0.005	< 0.005	0.01	4.20
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.69	0.69	< 0.005	< 0.005	< 0.005	0.70
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.16. Infrastructure Improvements (2026) - Mitigated

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

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

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.20	0.20	4.52	8.76	0.02	0.03	—	0.03	0.03	—	0.03	—	1,669	1,669	0.07	0.01	—	1,675
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.29	0.57	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	108	108	< 0.005	< 0.005	—	108
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.05	0.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	17.8	17.8	< 0.005	< 0.005	—	17.9
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.27	0.00	0.00	0.07	0.07	0.00	0.02	0.02	—	63.3	63.3	< 0.005	< 0.005	0.01	64.1
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	4.14	4.14	< 0.005	< 0.005	0.01	4.20
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.69	0.69	< 0.005	< 0.005	< 0.005	0.70
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	2.82	0.47	29.5	15.3	0.27	0.42	8.60	9.03	0.41	2.31	2.71	—	29,787	29,787	2.30	4.61	70.9	31,290
Parking Lot	1.54	1.41	1.04	19.2	0.05	0.02	4.83	4.85	0.02	1.22	1.24	—	4,731	4,731	0.12	0.11	17.4	4,783
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	4.37	1.88	30.6	34.5	0.31	0.45	13.4	13.9	0.43	3.53	3.95	—	34,518	34,518	2.42	4.72	88.3	36,073
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Unrefrigerated Warehouse-No	2.81	0.45	30.8	15.4	0.27	0.42	8.60	9.03	0.41	2.31	2.71	—	29,793	29,793	2.30	4.61	1.84	31,228
Parking Lot	1.47	1.34	1.14	15.3	0.04	0.02	4.83	4.85	0.02	1.22	1.24	—	4,348	4,348	0.13	0.11	0.45	4,386
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	4.27	1.79	32.0	30.7	0.31	0.45	13.4	13.9	0.43	3.53	3.95	—	34,141	34,141	2.43	4.73	2.29	35,613
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.51	0.08	5.69	2.80	0.05	0.08	1.57	1.64	0.07	0.42	0.49	—	4,932	4,932	0.38	0.76	5.07	5,174
Parking Lot	0.27	0.24	0.21	2.92	0.01	< 0.005	0.88	0.88	< 0.005	0.22	0.23	—	730	730	0.02	0.02	1.24	737
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.78	0.33	5.90	5.72	0.06	0.08	2.44	2.52	0.08	0.64	0.72	—	5,662	5,662	0.40	0.78	6.31	5,911

4.1.2. Mitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	2.82	0.47	29.5	15.3	0.27	0.42	8.60	9.03	0.41	2.31	2.71	—	29,787	29,787	2.30	4.61	70.9	31,290

Parking Lot	1.54	1.41	1.04	19.2	0.05	0.02	4.83	4.85	0.02	1.22	1.24	—	4,731	4,731	0.12	0.11	17.4	4,783
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	4.37	1.88	30.6	34.5	0.31	0.45	13.4	13.9	0.43	3.53	3.95	—	34,518	34,518	2.42	4.72	88.3	36,073
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	2.81	0.45	30.8	15.4	0.27	0.42	8.60	9.03	0.41	2.31	2.71	—	29,793	29,793	2.30	4.61	1.84	31,228
Parking Lot	1.47	1.34	1.14	15.3	0.04	0.02	4.83	4.85	0.02	1.22	1.24	—	4,348	4,348	0.13	0.11	0.45	4,386
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	4.27	1.79	32.0	30.7	0.31	0.45	13.4	13.9	0.43	3.53	3.95	—	34,141	34,141	2.43	4.73	2.29	35,613
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.51	0.08	5.69	2.80	0.05	0.08	1.57	1.64	0.07	0.42	0.49	—	4,932	4,932	0.38	0.76	5.07	5,174
Parking Lot	0.27	0.24	0.21	2.92	0.01	< 0.005	0.88	0.88	< 0.005	0.22	0.23	—	730	730	0.02	0.02	1.24	737
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.78	0.33	5.90	5.72	0.06	0.08	2.44	2.52	0.08	0.64	0.72	—	5,662	5,662	0.40	0.78	6.31	5,911

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	2,886	2,886	0.18	0.02	—	2,897
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	409	409	0.03	< 0.005	—	411
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	3,295	3,295	0.20	0.02	—	3,308
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	2,886	2,886	0.18	0.02	—	2,897
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	409	409	0.03	< 0.005	—	411
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	3,295	3,295	0.20	0.02	—	3,308
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Unrefrigerated	—	—	—	—	—	—	—	—	—	—	—	—	478	478	0.03	< 0.005	—	480
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	67.8	67.8	< 0.005	< 0.005	—	68.0
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	546	546	0.03	< 0.005	—	548

4.2.2. Electricity Emissions By Land Use - Mitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	17.5	17.5	< 0.005	< 0.005	—	17.6
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	17.5	17.5	< 0.005	< 0.005	—	17.6
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005

Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	1.99	1.99	< 0.005	< 0.005	—	1.99
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	1.99	1.99	< 0.005	< 0.005	—	1.99

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.24	0.12	2.19	1.84	0.01	0.17	—	0.17	0.17	—	0.17	—	2,612	2,612	0.23	< 0.005	—	2,619
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00

Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.24	0.12	2.19	1.84	0.01	0.17	—	0.17	0.17	—	0.17	—	2,612	2,612	0.23	< 0.005	—	2,619
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.24	0.12	2.19	1.84	0.01	0.17	—	0.17	0.17	—	0.17	—	2,612	2,612	0.23	< 0.005	—	2,619
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.24	0.12	2.19	1.84	0.01	0.17	—	0.17	0.17	—	0.17	—	2,612	2,612	0.23	< 0.005	—	2,619
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.04	0.02	0.40	0.34	< 0.005	0.03	—	0.03	0.03	—	0.03	—	432	432	0.04	< 0.005	—	434
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.04	0.02	0.40	0.34	< 0.005	0.03	—	0.03	0.03	—	0.03	—	432	432	0.04	< 0.005	—	434

4.2.4. Natural Gas Emissions By Land Use - Mitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.24	0.12	2.19	1.84	0.01	0.17	—	0.17	0.17	—	0.17	—	2,611	2,611	0.23	< 0.005	—	2,619
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.24	0.12	2.19	1.84	0.01	0.17	—	0.17	0.17	—	0.17	—	2,611	2,611	0.23	< 0.005	—	2,619
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.24	0.12	2.19	1.84	0.01	0.17	—	0.17	0.17	—	0.17	—	2,611	2,611	0.23	< 0.005	—	2,619
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.24	0.12	2.19	1.84	0.01	0.17	—	0.17	0.17	—	0.17	—	2,611	2,611	0.23	< 0.005	—	2,619
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.04	0.02	0.40	0.34	< 0.005	0.03	—	0.03	0.03	—	0.03	—	432	432	0.04	< 0.005	—	434

Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.04	0.02	0.40	0.34	< 0.005	0.03	—	0.03	0.03	—	0.03	—	432	432	0.04	< 0.005	—	434

4.3. Area Emissions by Source

4.3.1. Unmitigated

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

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	9.22	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	1.13	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	3.32	3.06	0.16	18.6	< 0.005	0.03	—	0.03	0.03	—	0.03	—	76.7	76.7	< 0.005	< 0.005	—	77.0
Total	3.32	13.4	0.16	18.6	< 0.005	0.03	—	0.03	0.03	—	0.03	—	76.7	76.7	< 0.005	< 0.005	—	77.0
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	9.22	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Architectural Coatings	—	1.13	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	10.4	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	1.68	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.21	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.41	0.38	0.02	2.33	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	8.69	8.69	< 0.005	< 0.005	—	8.73
Total	0.41	2.27	0.02	2.33	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	8.69	8.69	< 0.005	< 0.005	—	8.73

4.3.2. Mitigated

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

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	9.22	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	1.13	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	10.4	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Consumer	—	9.22	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	1.13	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	10.4	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	1.68	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.21	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	1.89	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	190	1,003	1,193	19.5	0.47	—	1,822
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00

Total	—	—	—	—	—	—	—	—	—	—	—	190	1,003	1,193	19.5	0.47	—	1,822
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	190	1,003	1,193	19.5	0.47	—	1,822
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	190	1,003	1,193	19.5	0.47	—	1,822
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	31.5	166	197	3.24	0.08	—	302
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	31.5	166	197	3.24	0.08	—	302

4.4.2. Mitigated

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

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

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	190	1,003	1,193	19.5	0.47	—	1,822
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	190	1,003	1,193	19.5	0.47	—	1,822
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	190	1,003	1,193	19.5	0.47	—	1,822
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	190	1,003	1,193	19.5	0.47	—	1,822
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	31.5	166	197	3.24	0.08	—	302
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00

Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	31.5	166	197	3.24	0.08	—	302

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	217	0.00	217	21.7	0.00	—	760
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	217	0.00	217	21.7	0.00	—	760
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	217	0.00	217	21.7	0.00	—	760
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00

Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	217	0.00	217	21.7	0.00	—	760
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	36.0	0.00	36.0	3.59	0.00	—	126
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	36.0	0.00	36.0	3.59	0.00	—	126

4.5.2. Mitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	217	0.00	217	21.7	0.00	—	760
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00

Total	—	—	—	—	—	—	—	—	—	—	—	217	0.00	217	21.7	0.00	—	760
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	217	0.00	217	21.7	0.00	—	760
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	217	0.00	217	21.7	0.00	—	760
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	36.0	0.00	36.0	3.59	0.00	—	126
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	36.0	0.00	36.0	3.59	0.00	—	126

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

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

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

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00

4.6.2. Mitigated

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

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

Unrefrigerated Warehou Rail	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

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

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

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

4.7.2. Mitigated

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

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

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

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

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

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

4.8.2. Mitigated

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

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

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

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

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

4.9.2. Mitigated

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

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

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

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

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

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

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

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

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

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

Sequest	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

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

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

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

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

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

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

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

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

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

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

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Site Preparation	Site Preparation	5/1/2025	6/1/2025	5.00	22.0	—
Grading	Grading	6/2/2025	9/1/2025	5.00	66.0	—
Building Construction	Building Construction	10/1/2025	6/1/2026	5.00	174	—
Paving	Paving	2/3/2026	3/1/2026	5.00	19.0	—
Architectural Coating	Architectural Coating	5/1/2026	6/1/2026	5.00	22.0	—
Infrastructure Improvements	Trenching	9/2/2025	2/2/2026	5.00	110	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	4.00	8.00	84.0	0.37
Grading	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	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	7.00	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	7.00	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	6.00	37.0	0.48
Infrastructure Improvements	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.00	84.0	0.37
Infrastructure Improvements	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40

5.2.2. Mitigated

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

Site Preparation	Rubber Tired Dozers	Diesel	Tier 4 Interim	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Tier 4 Interim	4.00	8.00	84.0	0.37
Grading	Excavators	Diesel	Average	2.00	8.00	36.0	0.38
Grading	Graders	Diesel	Tier 4 Interim	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Tier 4 Interim	1.00	8.00	367	0.40
Grading	Scrapers	Diesel	Tier 4 Interim	2.00	8.00	423	0.48
Grading	Tractors/Loaders/Backhoes	Diesel	Tier 4 Interim	2.00	8.00	84.0	0.37
Building Construction	Cranes	Diesel	Tier 4 Interim	1.00	7.00	367	0.29
Building Construction	Forklifts	Diesel	Tier 4 Interim	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	Tier 4 Interim	3.00	7.00	84.0	0.37
Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Paving	Pavers	Diesel	Tier 4 Interim	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Tier 4 Interim	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48
Infrastructure Improvements	Tractors/Loaders/Backhoes	Diesel	Tier 4 Interim	1.00	8.00	84.0	0.37
Infrastructure Improvements	Rubber Tired Dozers	Diesel	Tier 4 Interim	1.00	8.00	367	0.40

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	—	—	—	—

Site Preparation	Worker	17.5	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10.2	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	20.0	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	157	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	180	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	70.3	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	36.0	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
Infrastructure Improvements	—	—	—	—
Infrastructure Improvements	Worker	5.00	18.5	LDA,LDT1,LDT2
Infrastructure Improvements	Vendor	—	10.2	HHDT,MHDT

Infrastructure Improvements	Hauling	0.00	20.0	HHDT
Infrastructure Improvements	Onsite truck	—	—	HHDT

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	—	—	—	—
Site Preparation	Worker	17.5	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10.2	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	20.0	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	157	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	180	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	70.3	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	36.0	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
Infrastructure Improvements	—	—	—	—
Infrastructure Improvements	Worker	5.00	18.5	LDA,LDT1,LDT2
Infrastructure Improvements	Vendor	—	10.2	HHDT,MHDT
Infrastructure Improvements	Hauling	0.00	20.0	HHDT
Infrastructure Improvements	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	643,073	214,358	36,042

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Site Preparation	0.00	0.00	64.5	0.00	—
Grading	82,880	0.00	594	0.00	—
Paving	0.00	0.00	0.00	0.00	13.8

5.6.2. Construction Earthmoving Control Strategies

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

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Unrefrigerated Warehouse-No Rail	0.00	0%
Parking Lot	7.36	100%
Other Non-Asphalt Surfaces	6.43	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	532	0.03	< 0.005
2026	0.00	532	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
Unrefrigerated Warehouse-No Rail	293	293	293	106,939	9,727	9,727	9,727	3,550,378
Parking Lot	440	440	440	160,600	6,908	6,908	6,908	2,521,437
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year

Unrefrigerated Warehouse-No Rail	293	293	293	106,939	9,727	9,727	9,727	3,550,378
Parking Lot	440	440	440	160,600	6,908	6,908	6,908	2,521,437
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.1.2. Mitigated

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0	0.00	643,073	214,358	36,042

5.10.3. Landscape Equipment

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

5.10.4. Landscape Equipment - Mitigated

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

5.11. Operational Energy Consumption

5.11.1. Unmitigated

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

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Unrefrigerated Warehouse-No Rail	1,980,107	532	0.0330	0.0040	8,150,163
Parking Lot	280,847	532	0.0330	0.0040	0.00
Other Non-Asphalt Surfaces	0.00	532	0.0330	0.0040	0.00

5.11.2. Mitigated

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

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Unrefrigerated Warehouse-No Rail	< 0.005	532	0.0330	0.0040	8,147,954
Parking Lot	< 0.005	532	0.0330	0.0040	0.00
Other Non-Asphalt Surfaces	0.00	532	0.0330	0.0040	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Unrefrigerated Warehouse-No Rail	99,140,344	2,488,024
Parking Lot	0.00	0.00
Other Non-Asphalt Surfaces	0.00	0.00

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Unrefrigerated Warehouse-No Rail	99,140,344	2,488,024
Parking Lot	0.00	0.00
Other Non-Asphalt Surfaces	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Unrefrigerated Warehouse-No Rail	403	—
Parking Lot	0.00	—
Other Non-Asphalt Surfaces	0.00	—

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Unrefrigerated Warehouse-No Rail	403	—
Parking Lot	0.00	—
Other Non-Asphalt Surfaces	0.00	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Unrefrigerated Warehouse-No Rail	Other commercial A/C and heat pumps	R-717	0.00	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
Unrefrigerated Warehouse-No Rail	Other commercial A/C and heat pumps	R-717	0.00	7.50	7.50	7.50	25.0

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

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

5.15.2. Mitigated

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

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

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

5.16.2. Process Boilers

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

5.17. User Defined

Equipment Type	Fuel Type
—	—

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

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

5.18.2.2. Mitigated

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

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

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

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	26.4	annual days of extreme heat
Extreme Precipitation	4.90	annual days with precipitation above 20 mm
Sea Level Rise	0.00	meters of inundation depth
Wildfire	0.00	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	3	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	0	0	N/A
Wildfire	1	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

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

6.3. Adjusted Climate Risk Scores

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

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	98.7

AQ-PM	72.3
AQ-DPM	60.5
Drinking Water	92.8
Lead Risk Housing	26.3
Pesticides	0.00
Toxic Releases	67.4
Traffic	33.7
Effect Indicators	—
CleanUp Sites	71.6
Groundwater	0.00
Haz Waste Facilities/Generators	37.9
Impaired Water Bodies	0.00
Solid Waste	52.9
Sensitive Population	—
Asthma	83.6
Cardio-vascular	95.1
Low Birth Weights	86.3
Socioeconomic Factor Indicators	—
Education	74.2
Housing	40.9
Linguistic	46.5
Poverty	61.9
Unemployment	92.2

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	37.04606698
Employed	39.71512896
Median HI	45.59219813
Education	—
Bachelor's or higher	20.96753497
High school enrollment	5.042987296
Preschool enrollment	9.842166046
Transportation	—
Auto Access	77.83908636
Active commuting	9.200564609
Social	—
2-parent households	39.31733607
Voting	28.60259207
Neighborhood	—
Alcohol availability	77.24881304
Park access	44.57846786
Retail density	14.08956756
Supermarket access	8.674451431
Tree canopy	29.84729886
Housing	—
Homeownership	86.14140896
Housing habitability	26.21583472
Low-inc homeowner severe housing cost burden	5.82574105
Low-inc renter severe housing cost burden	5.671756705
Uncrowded housing	27.15257282
Health Outcomes	—

Insured adults	16.74579751
Arthritis	55.6
Asthma ER Admissions	12.8
High Blood Pressure	49.4
Cancer (excluding skin)	77.2
Asthma	25.7
Coronary Heart Disease	69.4
Chronic Obstructive Pulmonary Disease	50.7
Diagnosed Diabetes	31.9
Life Expectancy at Birth	32.6
Cognitively Disabled	64.4
Physically Disabled	38.4
Heart Attack ER Admissions	1.7
Mental Health Not Good	32.6
Chronic Kidney Disease	45.1
Obesity	23.9
Pedestrian Injuries	43.2
Physical Health Not Good	35.8
Stroke	45.2
Health Risk Behaviors	—
Binge Drinking	43.3
Current Smoker	37.8
No Leisure Time for Physical Activity	39.9
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	65.5

Elderly	86.8
English Speaking	50.6
Foreign-born	52.7
Outdoor Workers	79.1
Climate Change Adaptive Capacity	—
Impervious Surface Cover	61.2
Traffic Density	23.1
Traffic Access	23.0
Other Indices	—
Hardship	66.5
Other Decision Support	—
2016 Voting	36.2

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	84.0
Healthy Places Index Score for Project Location (b)	20.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	Yes
Project Located in a Low-Income Community (Assembly Bill 1550)	No
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

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

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Land Use	Per site plan.
Construction: Construction Phases	Per construction questionnaire.
Operations: Vehicle Data	Unrefrigerated Warehouse = trucks Parking Lot = passenger cars
Operations: Fleet Mix	Traffic study fleet mix. Warehouse = trucks Parking Lot = passenger cars
Operations: Refrigerants	Project does not have cold storage. Refrigerant would comply with 17 CCR § 95374.
Construction: Off-Road Equipment	Anticipated construction equipment.
Construction: Dust From Material Movement	Per grading plans.

	Project KSF	Forklifts	Hostlers
Project	428.715	8.6	1

Statistical Measure	Number of Pallet Jacks/Forklifts at Facility per Thousand Square Feet of Building Area
Minimum	0.02
Maximum	0.4
Average	0.12

Source: *SCAQMD High Cube Warehouse Truck Trip Study White Paper Summary of Business Survey Results* , June 2014, Table 9 Pallet Jack/Forklift Usage, page 9.
http://www.aqmd.gov/docs/default-source/ceqa/handbook/high-cube-warehouse-trip-rate-study-for-air-quality-analysis/business-survey-summary.pdf

Hostlers

3.6 hostlers per million sf

Emergency Backup Generator Emissions

UNMITIGATED

	Fuel Type	Quantity	HP	LF	Hours/Year per Unit	Hours per Day	HP-hr per day	Total hp-hr per year
Standard Generator	Diesel	2	750	0.74	50	1	1,500	75,000

Emissions Rates (g/hp-hr)

	HC	ROG	TOG	CO	NO_X	CO_2	PM_{10}	$PM_{2.5}$	PM	SO_X	CH_4
Standard Warehouse	0.140	1.020	1.120	2.600	2.850	521.640	0.150	0.150	0.150	0.005	0.021

Source: User Guide for CalEEMod Version 2022.1, Appendix G, Table G-40.

Emissions (pounds/day)

	HC	ROG	TOG	CO	NO_X	CO_2	PM_{10}	$PM_{2.5}$	PM	SO_X	CH_4
Standard Warehouse	0.46	3.37	3.70	8.60	9.42	1725.03	0.50	0.50	0.50	0.02	0.00
Total	0.46	3.37	3.70	8.60	9.42	1725.03	0.50	0.50	0.50	0.02	0.00

Emissions (tons/year)

	HC	ROG	TOG	CO	NO_X	CO_2	PM_{10}	$PM_{2.5}$	PM	SO_X	CH_4
Standard Warehouse	0.01	0.08	0.09	0.21	0.24	43.13	0.01	0.01	0.01	0.00	0.00
Total	0.01	0.08	0.09	0.21	0.24	43.13	0.01	0.01	0.01	0.00	0.00

GHG Emissions (metric tons)	CO_2	CH_4	CO_2e
Project	39.12	0.00	39.12

MITIGATED

	Fuel Type	Quantity	HP	LF	Hours/Year per Unit	Hours per Day	HP-hr per day	Total hp-hr per year
Standard Generator	Diesel	2	750	0.74	50	1	1,500	75,000

Emissions Rates (g/hp-hr)

	HC[1]	ROG[1]	TOG[1]	CO[1]	NO_X[2]	CO_2[1]	PM_{10}[2]	$PM_{2.5}$[2]	PM[2]	SO_X[1]	CH_4[1]
Standard Warehouse	0.140	1.020	1.120	2.600	0.500	521.640	0.020	0.020	0.020	0.005	0.021

Source:
1. User Guide for CalEEMod Version 2022.1, Appendix G, Table G-40.
2. Final Rule for Control of Emissions of Air Pollution From Nonroad Diesel Engines and Fuel, Table II.A-4.4 (Available at: https://www.epa.gov/regulations-emissions-vehicles-and-engines/final-rule-control-emissions-air-pollution-nonroad).

Emissions (pounds/day)

	HC	ROG	TOG	CO	NO_X	CO_2	PM_{10}	$PM_{2.5}$	PM	SO_X	CH_4
Standard Warehouse	0.46	3.37	3.70	8.60	1.65	1725.03	0.07	0.07	0.07	0.02	0.00
Total	0.46	3.37	3.70	8.60	1.65	1725.03	0.07	0.07	0.07	0.02	0.00

Emissions (tons/year)

	HC	ROG	TOG	CO	NO_X	CO_2	PM_{10}	$PM_{2.5}$	PM	SO_X	CH_4
Standard Warehouse	0.01	0.08	0.09	0.21	0.04	43.13	0.00	0.00	0.00	0.00	0.00
Total	0.01	0.08	0.09	0.21	0.04	43.13	0.00	0.00	0.00	0.00	0.00

GHG Emissions (metric tons)	CO_2	CH_4	CO_2e
Project	39.12	0.00	39.12

Model Output: OFFROAD2021 (v1.0.5) Emissions Inventory
Region Type: Sub-Area
Region: Riverside (SC), San Bernardino (SC)
Calendar Year: 2026
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 Ye	Vehicle Category	Model Year	Horsepower	Fuel	HC_tpd	ROG_tpd	TOG_tpd	CO_tpd	NOx_tpd	CO2_tpd	PM10_tpd	PM2.5_tpd	SOx_tpd	NH3_tpd	Fuel Consumption	Total_Activit	Total_Popul	Horsepower_Hours_
San Bernar	2026	Airport Ground Support - Cargo Tractor	Aggregate	175	Diesel	8.99203E-06	1.08804E-05	1.29485E-05	0.000165	8.03E-05	0.028513	3.85712E-06	3.54855E-06	2.70097E-07	0	926.5314647	364.3109	0.495316	18475.20009
San Bernar	2026	Airport Ground Support - Cargo Tractor	Aggregate	300	Diesel	2.05447E-05	2.48591E-05	2.95843E-05	0.000126	0.000194	0.052606	9.28525E-06	8.54243E-06	4.98323E-07	0	1709.429146	441.7298	0.792144	33887.03681

g/hph

	HC	ROG	TOG	CO	Nox	CO2	PM10	PM2_5	Sox	NH3	Fuel_gphr
2026	0.161162663	0.195006822	0.232074235	2.951897	1.4389987	511.03195	0.069130559	0.063600115	0.004840907	0	16606072.43
	0.200752787	0.242910873	0.289084014	1.2278915	1.8958223	514.03719	0.090731006	0.083472525	0.004869375	0	16703728.25
	0.361915451	0.437917695	0.521158249	4.1797884	3.334821	1025.0691	0.159861565	0.14707264	0.009710281	0	33309800.68
	0.281108191	0.340140911	0.404795795	3.2465394	2.5902335	796.19517	0.124168215	0.114234758	0.007542202	0	25872500.9

HP	190
Hours per Day	12
Days per Year	365
1 pound =	453.5924 grams

Emissions Source	ROG	NOX	CO	SO2	PM10	PM2.5	CO2	MT/yr	PM10 tons/yr
Project Yard Trucks	3.42	26.04	32.64	0.08	1.25	1.15	8004.21	1,325.19	0.228

Based on aggregated emission rates obtained from CARB OFFROAD Version 1.0.5.
Number of yard trucks/hostlers per SCAQMD High Cube Warehouse Truck Trip Study White Paper Summary of Business Survey Results, June 2014.

Model Output: OFFROAD2021 (v1.0.5) Emissions Inventory
Region Type: Sub-Area
Region: Riverside (SC), San Bernardino (SC)
Calendar Year: 2026
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 Ye	Vehicle Category	Model Year	Horsepower	Fuel	HC_tpd	ROG_tpd	TOG_tpd	CO_tpd	NOx_tpd	CO2_tpd	PM10_tpd	PM2.5_tpd	SOx_tpd	NH3_tpd	Fuel Consumption	Total_Activit	Total_Population	Horsepower_Hou
San Bernardino (SC)	2026	Industrial - Forklifts	Aggregate	100	Diesel	0.000575	0.000695	0.000827	0.009958	0.006292	1.723011	0.000452	0.000416	1.63217E-05	0	55989.53641	57052.75	139.519439	961480.3662

g/hph

	HC	ROG	TOG	CO	Nox	CO2	PM10	PM2_5	Sox	NH3	Fuel_gphr
2026	0.1978762	0.2394302	0.2849417	3.4295478	2.1667746	593.39446	0.1557927	0.1433293	0.005621111	0	19282456.37

Project Forklifts	9	
HP	89	
Hours per Day	12	
Days per Year	365	
1 pound =	453.5924	grams

Emissions Source	ROG	NOX	CO	SO2	PM10	PM2.5	CO2	MT/yr	PM10 tons/yr
Project Forklifts	5.07	45.92	72.67	0.12	3.30	3.04	12,575	2,081.85	0.603

Based on aggregated emission rates obtained from CARB OFFROAD Version 1.0.5.
Number of forklifts per SCAQMD High Cube Warehouse Truck Trip Study White Paper Summary of Business Survey Results, June 2014.

Electric Equipment Emissions

Equipment	Number of Equipment[1]	Hours per Day[1]	Days per Year[1]	Equipment Size[2] (hp)	Equipment Size (kW)	Load Factor[2]	SCE electricity emission factor[3] (MT CO_2e/MWh)	Emissions (MT CO_2e/year)
Phase 1								
Forklift	9	12	365	82	61.1	0.20	0.178	86
Yard Truck	2	12	365	190	141.7	0.44	0.178	97

Notes:

[1] Project-specific data.

[2] Equipment size and load factors based on CalEEMod v2020 Appendix D, Table 3.3 and CalEEMod v2022 Appendix G, Table G-12.

[3] CO_2e intensity factor for SCE accounts for the projected RPS improvements consistent with SB 100.