Greenhouse Gas Emissions Assessment

7825 San Leandro Street Project

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July 2026

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List of Abbreviated Terms

AB	Assembly Bill
CARB	California Air Resource Board
CCR	California Code of Regulations
CalEEMod	California Emissions Estimator Model
CEQA	California Environmental Quality Act
CALGreen Code	California Green Building Standards Code
CPUC	California Public Utilities Commission
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalent
CFC	Chlorofluorocarbon
cy	cubic yard
FCAA	Federal Clean Air Act
FR	Federal Register
GHG	greenhouse gas
HCFC	Hydrochlorofluorocarbon
HFC	Hydrofluorocarbon
LCFS	Low Carbon Fuel Standard
CH_4	Methane
$MMTCO_2e$	million metric tons of carbon dioxide equivalent
$MTCO_2e$	metric tons of carbon dioxide equivalent
NHTSA	National Highway Traffic Safety Administration
NF_3	nitrogen trifluoride
N_2O	nitrous oxide
PFC	Perfluorocarbon
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
SB	Senate Bill
Sf	square foot
SF_6	sulfur hexafluoride
TAC	toxic air contaminants
U.S. EPA	United States Environmental Protection Agency

1.0 INTRODUCTION

This report documents the results of a Greenhouse Gas (GHG) Emissions Assessment completed for the 7825 San Leandro Street Project (Project). The purpose of this analysis is to identify the GHG emissions associated with construction and operations of the Project and determine the level of impact the Project would have on the environment.

1.1 Project Location

The Project site comprises approximately 14.9-acres located at 7825 San Leandro Street, in the City of Oakland, California; refer to Exhibit 1: Regional Vicinity and Exhibit 2: Site Vicinity. The Project site consists of 14 parcels (Assessor Parcel Numbers [APNs]: 041 417500302, 041 417501800, 041 417501600, 041 417501000, 041 417500600, 041 417500500, 041 417501700, 041 417501900, 041 42000102, 041 420900700, 041 420900101, 041 420900302, 041 420800100, and 041 420900801). The Project site is bound by Hegenberger Road to the north, San Leandro Street to the east, existing commercial uses and the Elmhurst Creek canal to the south, and train tracks to the west. Project site is zoned as General Industrial (IG) and Commercial Industrial Mix-2 (CIX-2) districts with General Plan land use designations of Business Mix and General Industry and Transportation.

1.2 Project Description

The Project proposes to construction an approximately 311,000 square foot (sf) industrial building. The Applicant proposes a speculative warehouse at this time, as the future tenant and nature of the ultimate use are currently unknown. The main building entrance and employee amenity space would be located at the northern end of the building. The new facility would include up to 20,000 square feet of accessory office space with an additional 5,000 square feet of accessory office space would be provided at a mezzanine level; refer to Exhibit 3: Site Plan.

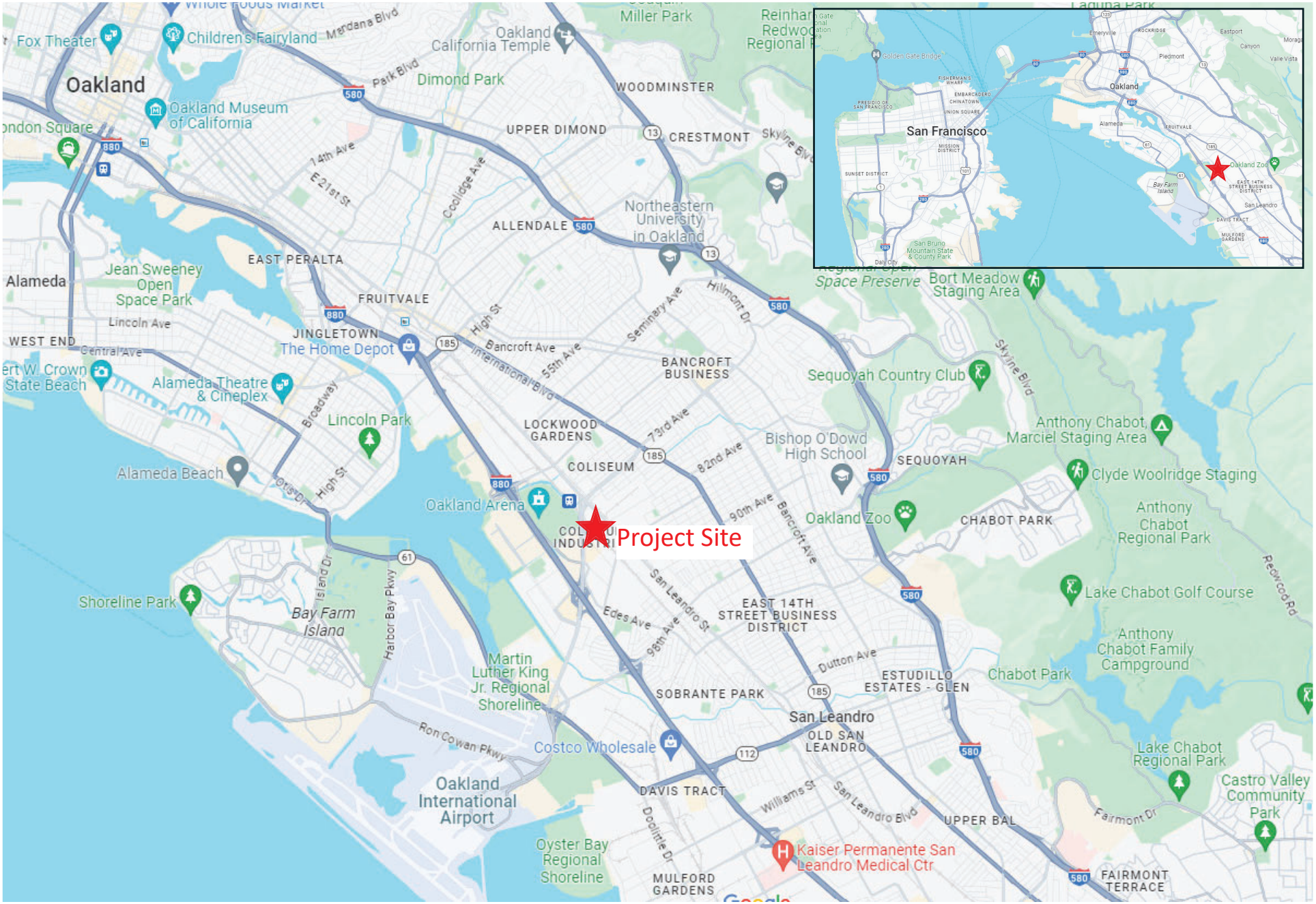
Automobile access would be provided via three driveways on the east side of the Project site from San Leandro Street. Trucks would access the site utilizing the southern driveways along San Leandro Street. Passenger vehicles would access the site through the northern driveway along San Leandro Street intersecting with 77th Avenue. Passenger vehicles would use this driveway to access the north employee parking area via the internal drive aisles along the western, southern, and eastern boundaries of the proposed warehouse building.

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.

Construction Activities

Construction of the Project is anticipated to being in April 2027 with a construction duration of approximately 22 months. Construction of the Project would require approximately 646,343 sf of hardscape demolition. Earthwork activities would require approximately 2,100 cubic yards (cy) of soil remediation export and 18,806 cy of import. Construction of the Project would require the following phases: demolition, site preparation, grading, infrastructure improvements, building construction, paving, and architectural coatings.



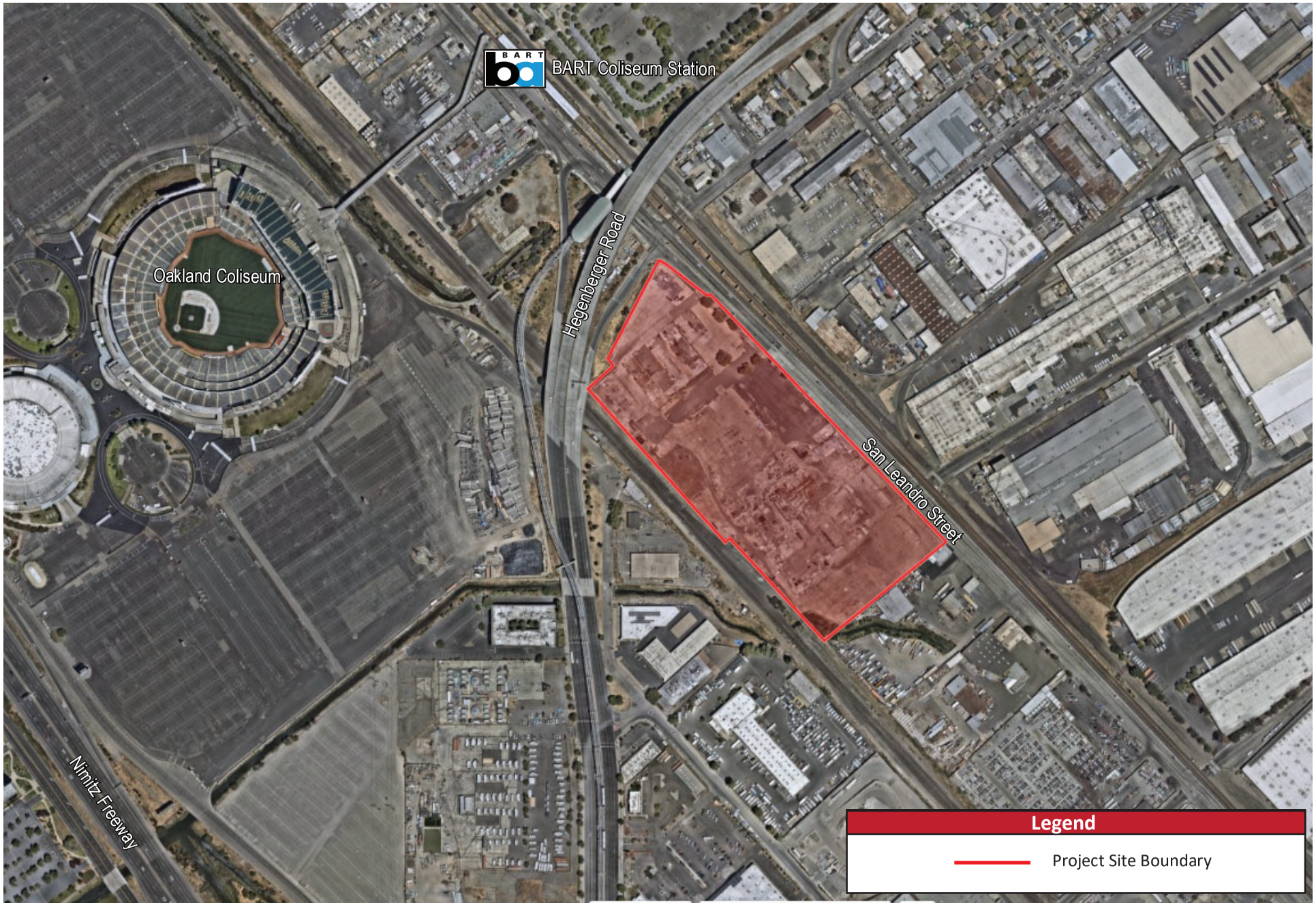
Source: Google Earth, 2024

Exhibit 1: Regional Vicinity

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Technical Reports

Not to scale

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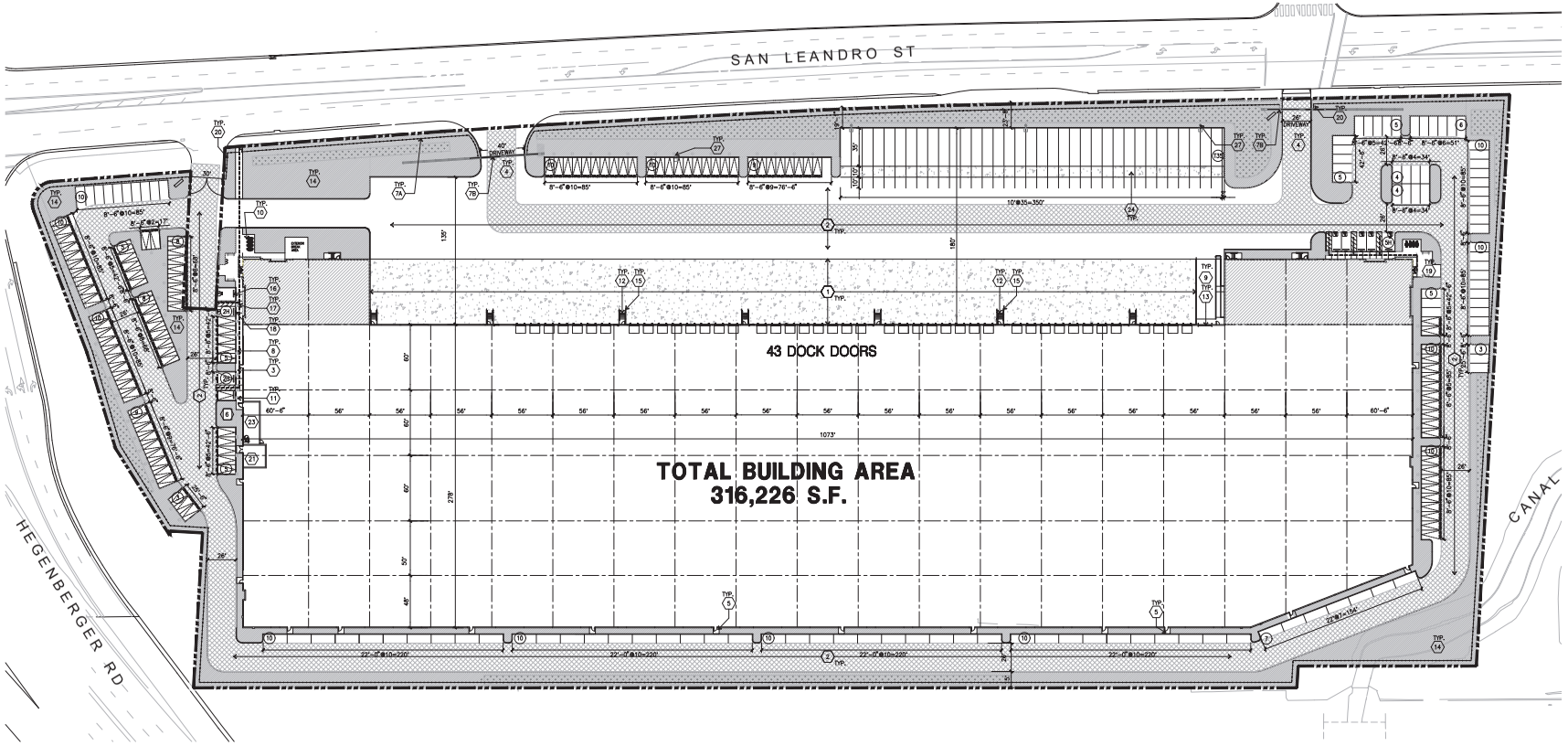
Source: Google Earth, 2024

Exhibit 2: Site Vicinity

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SITE PLAN KEYNOTES

1. HEAVY BROOM FINISH CONCRETE PAVEMENT.
2. ASPHALT CONCRETE (AC) PAVING
3. ACCESSIBLE PATH OF TRAVEL
4. DRIVEWAY APRONS
5. 5'-6"X5'-6"X4" THICK CONCRETE EXTERIOR LANDING PAD TYP. AT ALL EXTERIOR MAN DOORS TO LANDSCAPED AREAS. FINISH TO BE MEDIUM BROOM FINISH SLOPE TO BE 1/4" : 12" MAX.
6. APPROXIMATE LOCATION OF TRANSFORMER.
7A. 6' HIGH BLACK METAL TUBULAR STEEL SECURITY FENCE.
7B. 6' HIGH BLACK METAL TUBULAR STEEL SECURITY GATE.
8. CONCRETE WALKWAY, MEDIUM BROOM FINISH. SEE "L" DRAWINGS.
9. CONCRETE RAMP WITH CONCRETE GUARD WALL. SEE "C" DRAWINGS.
10. SHORT TERM BIKE RACK.
11. FUTURE ELECTRIC VEHICLE CHARGER.
12. EXTERIOR METAL STEEL STAIR.
13. 12' x 14' DRIVE-IN DOOR
14. LANDSCAPE.
15. CONC. FILLED GUARD POST 6" DIA. U.N.O. 48" H.
16. PRE-CAST CONC. WHEEL STOP.
17. TRUNCATED DOMES.
18. ACCESSIBLE PARKING STALL SIGN.
19. HARDSCAPE AT ENTRANCE.
20. ACCESSIBLE ENTRY SIGN.
21. PUMP ROOM.
22. NOT USED
23. ELECTRICAL ROOM.
24. CONCRETE DOLLY PAD. SEE SITE PLAN FOR WIDTH AND "C" DRAWINGS.
25. LONG TERM BIKE RACK.
26. NOT USED.
27. EXTERIOR PARKING LIGHT POLE.

SITE PLAN GENERAL NOTES

1. THE SITE PLAN BASED ON THE SOILS REPORT PREPARED BY GEOTECHNICAL ENGINEER, DATE, PROJECT NUMBER #
2. IF SOILS ARE EXPANSIVE IN NATURE, USE STEEL REINFORCING FOR ALL SITE CONCRETE
3. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE WALL, FACE OF CONCRETE CURB OR GRID LINE U.N.O.
4. SEE "C" PLANS FOR ALL CONCRETE CURBS, GUTTERS AND SWALES
5. PROVIDE STRUCTURAL CALCULATION AND CONSTRUCTION ANCHORAGE DETAIL FOR TRANSFORMER PRIOR TO INSTALLATION.
6. SEE "C" DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR SHALL VERIFY ACTUAL UTILITY LOCATIONS.
7. PROVIDE POSITIVE DRAINAGE AWAY FROM BLDG. SEE "C" DRAWINGS.
8. CONTRACTOR TO REFER TO "C" DRAWINGS FOR ALL HORIZONTAL CONTROL DIMENSIONS. SITE PLANS ARE FOR GUIDANCE AND STARTING LAYOUT POINTS.
9. SEE "C"DRAWINGS FOR FINISH GRADE ELEVATIONS.
10. CONCRETE SIDEWALKS TO BE A MINIMUM OF 4" THICK W/ TOOLED JOINTS AT 6' O.C. EXPANSION/CONSTRUCTION JOINTS SHALL BE A MAXIMUM 12' EA. WAY W/ 1:20 MAX. SLOPE. EXPANSION JOINTS TO HAVE COMPRESSIVE EXPANSION FILLER MATERIAL OF 1/4". FINISH TO BE A MEDIUM BROOM FINISH
11. U.N.O. PROVIDE KNOX BOXES AT ALL OFFICE ENTRANCES.
12. PAINT CURBS AND PROVIDE SIGNS TO INFORM OF FIRE LANES AS REQUIRED BY FIRE DEPARTMENT.
13. ON-SITE FIRE MAIN, FIRE SPRINKLER, AND SPRINKLER MONITORING SYSTEM SHALL BE SUBMITTED SEPARATELY TO THE FIRE DEPARTMENT FOR REVIEW AND PERMITTING.
14. ALL VERTICAL MOUNTING POLES OF FENCING SHALL BE CAPPED.
15. LANDSCAPED AREAS SHALL BE DELINEATED WITH A MINIMUM SIX INCHES (6") HIGH CURB
16. ALL INTERIOR AND EXTERIOR WALK SURFACES TO BE NON-SLIP TYPE

SITE PLAN GENERAL LEGEND

- CONCRETE PAVING. SEE "C" DRWGS. FOR THICKNESS
- STANDARD PARKING STALL (8'-6" X 18')
- CLEAN AIR/VANPOOL/EV WITH CHARGER
- CLEAN AIR/ VANPOOL/EV WITH CONDUIT STUB FOR FUTURE EV WITHOUT CHARGER
- TRAILER PARKING (10' X 53')
- NUMBER OF PARKING STALLS
- LANDSCAPED AREA
- ACCESSIBLE PARKING STALL (9' X 18') ACCESSIBLE AISLE
- ACCESSIBLE PARKING (VAN) STALL (12' X 18') + 5' W/ ACCESSIBLE AISLE
- PATH OF TRAVEL. MINIMUM WIDTH TO BE 4'. SLOPE NOT TO EXCEED 5% IN THE DIRECTION OF TRAVEL AND CROSS SLOPE NOT TO EXCEED 2%. SEE CIVIL FOR GRADING PLAN
- POTENTIAL OFFICE

Source: HPA, 2024

Exhibit 3: Site Plan

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Not to scale

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2.0 ENVIRONMENTAL SETTING

2.1 Greenhouse Gases and Climate Change

Certain gases in the earth's atmosphere classified as GHGs, play a critical role in determining the earth's surface temperature. Solar radiation enters the earth's atmosphere from space. A portion of the radiation is absorbed by the earth's surface and a smaller portion of this radiation is reflected back toward space. This absorbed radiation is then emitted from the earth as low-frequency infrared radiation. The frequencies at which bodies emit radiation are proportional to temperature. Because the earth has a much lower temperature than the sun, it emits lower-frequency radiation. Most solar radiation passes through GHGs; however, infrared radiation is absorbed by these gases. As a result, radiation that otherwise would have escaped back into space is instead "trapped," resulting in a warming of the atmosphere. This phenomenon, known as the greenhouse effect, is responsible for maintaining a habitable climate on earth.

The primary GHGs contributing to the greenhouse effect are carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O). Fluorinated gases also make up a small fraction of the GHGs that contribute to climate change. Examples of fluorinated gases include chlorofluorocarbons (CFCs), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF_6), and nitrogen trifluoride (NF_3); however, it is noted that these gases are not associated with typical land use development. Human-caused emissions of GHGs exceeding natural ambient concentrations are believed to be responsible for intensifying the greenhouse effect and leading to a trend of unnatural warming of the Earth's climate, known as global climate change or global warming.

GHGs are global pollutants, unlike criteria air pollutants and toxic air contaminants (TACs), which are pollutants of regional and local concern. Whereas pollutants with localized air quality effects have relatively short atmospheric lifetimes (about one day), GHGs have long atmospheric lifetimes (one to several thousand years). GHGs persist in the atmosphere for long enough time periods to be dispersed around the globe. Although the exact lifetime of a GHG molecule is dependent on multiple variables and cannot be pinpointed, more CO_2 is emitted into the atmosphere than is sequestered by ocean uptake, vegetation, or other forms of carbon sequestration. Of the total annual human-caused CO_2 emissions, approximately 55 percent is sequestered through ocean and land uptakes every year, averaged over the last 50 years, whereas the remaining 45 percent of human-caused CO_2 emissions remains stored in the atmosphere.[1] Table 1: Description of Greenhouse Gases describes the primary GHGs attributed to global climate change, including their physical properties.

[1] Intergovernmental Panel on Climate Change, *Carbon and Other Biogeochemical Cycles. In: Climate Change 2013: The Physical Science Basis, Contribution of Working Group I to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change*, 2013.

Table 1: Description of Greenhouse Gases

Greenhouse Gas	Description
Carbon Dioxide (CO_2)	CO_2 is a colorless, odorless gas that is emitted naturally and through human activities. Natural sources include decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic outgassing. Anthropogenic sources are from burning coal, oil, natural gas, and wood. The largest source of CO_2 emissions globally is the combustion of fossil fuels such as coal, oil, and gas in power plants, automobiles, and industrial facilities. The atmospheric lifetime of CO_2 is variable because it is readily exchanged in the atmosphere. CO_2 is the most widely emitted GHG and is the reference gas (Global Warming Potential of 1) for determining Global Warming Potentials for other GHGs.
Nitrous Oxide (N_2O)	N_2O is largely attributable to agricultural practices and soil management. Primary human-related sources of N_2O include agricultural soil management, sewage treatment, combustion of fossil fuels, and adipic and nitric acid production. N_2O is produced from biological sources in soil and water, particularly microbial action in wet tropical forests. The atmospheric lifetime of N_2O is approximately 120 years. The Global Warming Potential of N_2O is 298.
Methane (CH_4)	CH_4, a highly potent GHG, primarily results from off-gassing (the release of chemicals from nonmetallic substances under ambient or greater pressure conditions) and is largely associated with agricultural practices and landfills. Methane is the major component of natural gas, about 87 percent by volume. Human-related sources include fossil fuel production, animal husbandry, rice cultivation, biomass burning, and waste management. Natural sources of CH_4 include wetlands, gas hydrates, termites, oceans, freshwater bodies, non-wetland soils, and wildfires. The atmospheric lifetime of CH_4 is about 12 years and the Global Warming Potential is 25.
Hydrofluorocarbons (HFCs)	HFCs are typically used as refrigerants for both stationary refrigeration and mobile air conditioning. The use of HFCs for cooling and foam blowing is increasing, as the continued phase out of CFCs and HCFCs gains momentum. The 100-year Global Warming Potential of HFCs range from 124 for HFC-152 to 14,800 for HFC-23.
Perfluorocarbons (PFCs)	PFCs have stable molecular structures and only break down by ultraviolet rays about 60 kilometers above Earth's surface. Because of this, they have long lifetimes, between 10,000 and 50,000 years. Two main sources of PFCs are primary aluminum production and semiconductor manufacturing. Global Warming Potentials range from 6,500 to 9,200.
Chlorofluorocarbons (CFCs)	CFCs are gases formed synthetically by replacing all hydrogen atoms in methane or ethane with chlorine and/or fluorine atoms. They are nontoxic, nonflammable, insoluble, and chemically unreactive in the troposphere (the level of air at the earth's surface). CFCs were synthesized in 1928 for use as refrigerants, aerosol propellants, and cleaning solvents. The Montreal Protocol on Substances that Deplete the Ozone Layer prohibited their production in 1987. Global Warming Potentials for CFCs range from 3,800 to 14,400.
Sulfur Hexafluoride (SF_6)	SF_6 is an inorganic, odorless, colorless, and nontoxic, nonflammable gas. It has a lifetime of 3,200 years. This gas is manmade and used for insulation in electric power transmission equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas. The Global Warming Potential of SF_6 is 23,900.

Table 1: Description of Greenhouse Gases

Greenhouse Gas	Description
Hydrochlorofluoro-carbons (HCFCs)	HCFCs are solvents, similar in use and chemical composition to CFCs. The main uses of HCFCs are for refrigerant products and air conditioning systems. As part of the Montreal Protocol, HCFCs are subject to a consumption cap and gradual phase out. The United States is scheduled to achieve a 100 percent reduction to the cap by 2030. The 100-year Global Warming Potentials of HCFCs range from 90 for HCFC-123 to 1,800 for HCFC-142b.
Nitrogen Trifluoride (NF_3)	NF_3 was added to Health and Safety Code section 38505(g)(7) as a GHG of concern. This gas is used in electronics manufacture for semiconductors and liquid crystal displays. It has a high global warming potential of 17,200.

Source: Compiled from U.S. EPA, *Overview of Greenhouse Gases*, (https://www.epa.gov/ghgemissions/overview-greenhouse-gases), 2018; U.S. EPA, *Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2016*, 2018; Intergovernmental Panel on Climate Change, *Climate Change 2007: The Physical Science Basis*, 2007; National Research Council, *Advancing the Science of Climate Change*, 2010; U.S. EPA, *Methane and Nitrous Oxide Emission from Natural Sources*, April 2010, accessed September 2024.

3.0 REGULATORY SETTING

3.1 Federal

To date, national standards have not been established for nationwide GHG reduction targets, nor have any regulations or legislation been enacted specifically to address climate change and GHG emissions reduction at the Project level. Various efforts have been promulgated at the federal level to improve fuel economy and energy efficiency to address climate change and its associated effects.

Clean Air Act

In April 2007, in Massachusetts v. EPA, the U.S. Supreme Court directed the Administrator of the U.S. Environmental Protection Agency (U.S. EPA) to determine whether GHG emissions from new motor vehicles cause or contribute to air pollution that may reasonably be anticipated to endanger public health or welfare, or whether the science is too uncertain to make a reasoned decision. In making these decisions, the U.S. EPA Administrator was directed to follow the language of Section 202(a) of the Federal Clean Air Act (FCAA). In December 2009, the Administrator signed a final rule with two distinct findings regarding GHGs under Section 202(a) of the FCAA:

- Elevated concentrations of GHGs (CO_2, CH_4, N_2O, HFCs, PFCs, and SF_6) in the atmosphere threaten the public health and welfare of current and future generations. This is referred to as the "endangerment finding."
- The combined emissions of GHGs (CO_2, CH_4, N_2O, and HFCs) from new motor vehicles and new motor vehicle engines contribute to the GHG air pollution that endangers public health and welfare. This is referred to as the "cause or contribute finding."

These two findings were necessary to establish the foundation for regulation of GHGs from new motor vehicles as air pollutants under the FCAA.

Energy Independence and Security Act of 2007

The Energy Independence and Security Act of 2007 (December 2007), among other key measures, requires the following, which would aid in the reduction of national GHG emissions:

- Increase the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard requiring fuel producers to use at least 36 billion gallons of biofuel in 2022.
- Set a target of 35 miles per gallon for the combined fleet of cars and light trucks by model year 2020 and direct the National Highway Traffic Safety Administration (NHTSA) to establish a fuel economy program for medium- and heavy-duty trucks and create a separate fuel economy standard for work trucks.
- Prescribe or revise standards affecting regional efficiency for heating and cooling products and procedures for new or amended standards, energy conservation, energy efficiency labeling for consumer electronic products, residential boiler efficiency, electric motor efficiency, and home appliances.

Additional provisions of the Energy Independence and Security Act (EISA) address energy savings in government and public institutions, promote research for alternative energy, additional research in carbon capture, international energy programs, and the creation of "green jobs".

Federal Vehicle Standards

In response to the U.S. Supreme Court ruling discussed above, Executive Order 13432 was issued in 2007 directing the EPA, the Department of Transportation, and the Department of Energy to establish regulations that reduce GHG emissions from motor vehicles, non-road vehicles, and non-road engines by 2008. In 2009, the NHTSA issued a final rule regulating fuel efficiency and GHG emissions from cars and light-duty trucks for model year 2011, and in 2010, the EPA and NHTSA issued a final rule regulating cars and light-duty trucks for model years 2012–2016.

In 2010, an Executive Memorandum was issued directing the Department of Transportation, Department of Energy, EPA, and NHTSA to establish additional standards regarding fuel efficiency and GHG reduction, clean fuels, and advanced vehicle infrastructure. In response to this directive, the EPA and NHTSA proposed stringent, coordinated federal GHG and fuel economy standards for model years 2017–2025 light-duty vehicles. The proposed standards projected to achieve 163 grams per mile of CO_2 in model year 2025, on an average industry fleet-wide basis, which is equivalent to 54.5 miles per gallon if this level were achieved solely through fuel efficiency. The final rule was adopted in 2012 for model years 2017–2021, and NHTSA intends to set standards for model years 2022–2025 in a future rulemaking. On January 12, 2017, the EPA finalized its decision to maintain the current GHG emissions standards for model years 2022–2025 cars and light trucks.

In addition to the regulations applicable to cars and light-duty trucks described above, in 2011, the EPA and NHTSA announced fuel economy and GHG standards for medium- and heavy-duty trucks for model years 2014–2018. The standards for CO_2 emissions and fuel consumption are tailored to three main vehicle categories: combination tractors, heavy-duty pickup trucks and vans, and vocational vehicles. According to the EPA, this regulatory program will reduce GHG emissions and fuel consumption for the affected vehicles by 6 to 23 percent over the 2010 baselines.[2]

In August 2016, the EPA and NHTSA announced the adoption of the phase two program related to the fuel economy and GHG standards for medium- and heavy-duty trucks. The phase two program will apply to vehicles with model year 2018 through 2027 for certain trailers, and model years 2021 through 2027 for semi-trucks, large pickup trucks, vans, and all types and sizes of buses and work trucks. The final standards are expected to lower CO_2 emissions by approximately 1.1 billion metric tons and reduce oil consumption by up to 2 billion barrels over the lifetime of the vehicles sold under the program.

In 2018, the President and the U.S. EPA stated their intent to halt various federal regulatory activities to reduce GHG emission, including the phase two program. California and other states have stated their intent to challenge federal actions that would delay or eliminate GHG reduction measures and have committed to cooperating with other countries to implement global climate change initiatives.

On September 27, 2019, the U.S. EPA and the NHTSA published the "Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program." (84 Fed. Reg. 51,310 (Sept. 27, 2019.) The Part One Rule revokes California's authority to set its own GHG emissions standards and set zero-emission vehicle mandates in California. On March 31, 2020, the U.S. EPA and NHTSA finalized rulemaking for SAFE Part Two which sets CO_2 emissions standards and corporate average fuel

[2] U.S. EPA and NHTSA, *Greenhouse Gas Emissions and Fuel Efficiency Standards for Medium and Heavy-Duty Engines and Vehicles – Phase 2,* 2016. Available at https.//www.gpo.gov/fdsys/pkg/FR-2016-10-25/pdf/2016-21203.pdf. Accessed September 2024.

economy (CAFE) standards for passenger vehicles and light duty trucks, covering model years 2021-2026. The current U.S. EPA administration has repealed SAFE Rule Part One, effective January 28, 2022, and is reconsidering Part Two.

As of April 1, 2022, the CAFE standards require an industry-wide fleet average of approximately 49 mpg for passenger cars and light trucks in model year 2026. The new CAFE standards for model year 2024-2026 will reduce fuel use by more than 200 billion gallons through 2050, as compared to continuing under the old standards.[3]

On June 7, 2024, the NHTSA announced the final rule for passenger cars and light trucks for model years 2027-2031, which strengthened previous emission standards and proposed an industry-wide fleet average of approximately 50.4 mpg in model year 2031. The new CAFE standards for model years 2027-2031 would reduce fuel use by 70 billion gallons through 2050.[4]

In response to President Trump's "Unleashing American Energy" Executive Order, published on January 20, 2025, the U.S. EPA announced its intention to reconsider regulations and actions that rely on the Endangerment Finding on March 12, 2025. This includes the CAFE standards. On June 6, 2025, the NHTSA published an interpretive rule that established the NHTSA's authority to revise the CAFE standards without consideration of electrical vehicles. As discussed above, on February 12, 2026, the U.S. EPA finalized its rescission of the Endangerment Finding, revoking the U.S. EPA's authority to set GHG emission standards, including those developed as part of federal motor vehicle regulation. As a result, vehicle manufacturers are no longer subject to federal GHG emission measurement, control, or reporting requirements.[5]

3.2 State of California

California Air Resources Board

The California Air Resources Board (CARB) is responsible for the coordination and oversight of State and local air pollution control programs in California. Various statewide and local initiatives to reduce California's contribution to GHG emissions have raised awareness about climate change and its potential for severe long-term adverse environmental, social, and economic effects. California is a significant emitter of CO_2 equivalents (CO_2e) in the world and produced 371 million gross metric tons of CO_2e in 2022.[6] In the State, the transportation sector is the largest emitter of GHGs, followed by industrial operations such as manufacturing and oil and gas extraction.

The State of California legislature has enacted a series of bills that constitute the most aggressive program to reduce GHGs of any state in the nation. Some legislation, such as the landmark Assembly Bill (AB) 32, California Global Warming Solutions Act of 2006, was specifically enacted to address GHG emissions. Other legislation, such as Title 24 building efficiency standards and Title 20

[3] National Highway Traffic Safety Administration, *USDOT Announces New Vehicle Fuel Economy Standards for Model Year 2024-2026*, available at: https://www.nhtsa.gov/press-releases/usdot-announces-new-vehicle-fuel-economy-standards-model-year-2024-2026, accessed September 2024.

[4] National Highway Traffic Safety Administration, *NHTSA Announces Final Rule for CAFE and HDPUV Standards*, Available at: https://www.nhtsa.gov/laws-regulations/corporate-average-fuel-economy. Accessed March 2026.

[5] U.S. Environmental Protection Agency, *Final Rule: Rescission of the Greenhouse Gas Endangerment Finding and Motor Vehicle Greenhouse Gas Emission Standards Under the Clean Air Act*, Available at: https://www.epa.gov/regulations-emissions-vehicles-and-engines/final-rule-rescission-greenhouse-gas-endangerment. Accessed March 2026.

[6] California Air Resources Board, *Current California GHG Emission Inventory Data 2000-2022 GHG Inventory (2024 Edition)*, available at: https://ww2.arb.ca.gov/ghg-inventory-data

appliance energy standards, were originally adopted for other purposes such as energy and water conservation, but also provide GHG reductions. This section describes the major provisions of the legislation.

Assembly Bill 32 (California Global Warming Solutions Act of 2006)

AB 32 instructs the CARB to develop and enforce regulations for the reporting and verification of statewide GHG emissions. AB 32 also directed CARB to set a GHG emissions limit based on 1990 levels, to be achieved by 2020. It set a timeline for adopting a scoping plan for achieving GHG reductions in a technologically and economically feasible manner.

2017 CARB Scoping Plan

CARB adopted the Scoping Plan to achieve the goals of AB 32. The Scoping Plan establishes an overall framework for the measures that would be adopted to reduce California's GHG emissions. CARB determined that achieving the 1990 emissions level would require a reduction of GHG emissions of approximately 29 percent below what would otherwise occur in 2020 in the absence of new laws and regulations (referred to as "business-as-usual").[7] The Scoping Plan evaluates opportunities for sector-specific reductions, integrates early actions and additional GHG reduction measures by both CARB and the State's Climate Action Team, identifies additional measures to be pursued as regulations, and outlines the adopted role of a cap-and-trade program.[8] Additional development of these measures and adoption of the appropriate regulations occurred through the end of 2013. Key elements of the Scoping Plan include:

- Expanding and strengthening existing energy efficiency programs, as well as building and appliance standards.
- Achieving a statewide renewables energy mix of 33 percent by 2020.
- Developing a California cap-and-trade program that links with other programs to create a regional market system and caps sources contributing 85 percent of California's GHG emissions (adopted in 2011).
- Establishing targets for transportation-related GHG emissions for regions throughout California and pursuing policies and incentives to achieve those targets (several sustainable community strategies have been adopted).
- Adopting and implementing measures pursuant to existing State laws and policies, including California's clean car standards, heavy-duty truck measures, the Low Carbon Fuel Standard (amendments to the Pavley Standard adopted 2009; Advanced Clean Car standard adopted 2012), goods movement measures, and the Low Carbon Fuel Standard (adopted 2009).

[7] CARB defines business-as-usual (BAU) in its Scoping Plan as emissions levels that would occur if California continued to grow and add new GHG emissions but did not adopt any measures to reduce emissions. Projections for each emission-generating sector were compiled and used to estimate emissions for 2020 based on 2002–2004 emissions intensities. Under CARB's definition of BAU, new growth is assumed to have the same carbon intensities as was typical from 2002 through 2004.

[8] The Climate Action Team, led by the secretary of the California Environmental Protection Agency, is a group of State agency secretaries and heads of agencies, boards, and departments. Team members work to coordinate statewide efforts to implement global warming emissions reduction programs and the State's Climate Adaptation Strategy.

- Creating targeted fees, including a public goods charge on water use, fees on gasses with high global warming potential, and a fee to fund the administrative costs of the State of California's long-term commitment to AB 32 implementation.
- The California Sustainable Freight Action Plan was developed in 2016 and provides a vision for California's transition to a more efficient, more economically competitive, and less polluting freight transport system. This transition of California's freight transport system is essential to supporting the State's economic development in coming decades while reducing pollution.
- CARB's Mobile Source Strategy demonstrates how the State can simultaneously meet air quality standards, achieve GHG emission reduction targets, decrease health risk from transportation emissions, and reduce petroleum consumption over the next fifteen years. The mobile Source Strategy includes increasing ZEV buses and trucks.

In 2012, CARB released revised estimates of the expected 2020 emissions reductions. The revised analysis relied on emissions projections updated in light of current economic forecasts that accounted for the economic downturn since 2008, reduction measures already approved and put in place relating to future fuel and energy demand, and other factors. This update reduced the projected 2020 emissions from 596 million metric tons of CO_2e ($MMTCO_2e$) to 545 $MMTCO_2e$. The reduction in forecasted 2020 emissions means that the revised business-as-usual reduction necessary to achieve AB 32's goal of reaching 1990 levels by 2020 is now 21.7 percent, down from 29 percent. CARB also provided a lower 2020 inventory forecast that incorporated State-led GHG emissions reduction measures already in place. When this lower forecast is considered, the necessary reduction from business-as-usual needed to achieve the goals of AB 32 is approximately 16 percent.

CARB adopted the first major update to the Scoping Plan on May 22, 2014. The updated Scoping Plan summarizes the most recent science related to climate change, including anticipated impacts to California and the levels of GHG emissions reductions necessary to likely avoid risking irreparable damage. It identifies the actions California has already taken to reduce GHG emissions and focuses on areas where further reductions could be achieved to help meet the 2020 target established by AB32.

In 2016, the Legislature passed Senate Bill (SB) 32, which codifies a 2030 GHG emissions reduction target of 40 percent below 1990 levels. With SB 32, the Legislature passed companion legislation, AB 197, which provides additional direction for developing the Scoping Plan. On December 14, 2017, CARB adopted a second update to the Scoping Plan[9]. The 2017 Scoping Plan details how the State will reduce GHG emissions to meet the 2030 target set by Executive Order B-30-15 and codified by SB 32. Other objectives listed in the 2017 Scoping Plan are to provide direct GHG emissions reductions; support climate investment in disadvantaged communities; and support other federal actions.

2022 CARB Scoping Plan

Adopted December 15, 2022, CARB's *2022 Scoping Plan for Achieving Carbon Neutrality* (2022 Scoping Plan) sets a path to achieve targets for carbon neutrality and reduce anthropogenic GHG

[9] California Air Resources Board, *California's 2017 Climate Change Scoping Plan,* November 2017.

emissions by 85 percent below 1990 levels by 2045 in accordance with AB 1279. To achieve the targets of AB 1279, the 2022 Scoping Plan relies on existing and emerging fossil fuel alternatives and clean technologies, as well as carbon capture and storage. Specifically, the 2022 Scoping Plan focuses on zero-emission transportation; phasing out use of fossil gas use for heating homes and buildings; reducing chemical and refrigerants with high GWP; providing communities with sustainable options for walking, biking, and public transit; displacement of fossil-fuel fired electrical generation through use of renewable energy alternatives (e.g., solar arrays and wind turbines); and scaling up new options such as green hydrogen. The 2022 Scoping Plan sets one of the most aggressive approaches to reach carbon neutrality in the world. Unlike the 2017 Scoping Plan, CARB no longer includes a numeric per capita threshold and instead advocates for compliance with a local GHG reduction strategy (i.e., Climate Action Plan) consistent with CEQA Guidelines section 15183.5.

The key elements of the 2022 CARB Scoping Plan focus on transportation. Specifically, the 2022 Scoping Plan aims to rapidly move towards zero-emission transportation (i.e., electrifying cars, buses, trains, and trucks), which constitutes California's single largest source of GHGs. The regulations that impact the transportation sector are adopted and enforced by CARB on vehicle manufacturers and are outside the jurisdiction and control of local governments. The 2022 Scoping Plan accelerates development of new regulations as well as amendments to strengthen regulations and programs already in place.

Included in the 2022 Scoping Plan is a set of Local Actions (2022 Scoping Plan Appendix D) aimed at providing local jurisdictions with tools to reduce GHGs and assist the State in meeting the ambitious targets set forth in the 2022 Scoping Plan. Appendix D to the 2022 Scoping Plan includes a section on evaluating plan-level and project-level alignment with the State's Climate Goals in CEQA GHG analyses. In this section, CARB identifies several recommendations and strategies that should be considered for new development in order to determine consistency with the 2022 Scoping Plan. Notably, this section is focused on Residential and Mixed-Use Projects.[10] CARB specifically states that Appendix D does not address other land uses (e.g., industrial).[11] However, CARB plans to explore new approaches for other land use types in the future.[12] As such, it would be inappropriate to apply the requirements contained in Appendix D of the 2022 Scoping Plan to any land use types other than residential or mixed-use residential development.

Senate Bill 32 (California Global Warming Solutions Act of 2006: Emissions Limit)

Signed into law in September 2016, SB 32 codifies the 2030 GHG reduction target in Executive Order B-30-15 (40 percent below 1990 levels by 2030). The bill authorizes CARB to adopt an interim GHG emissions level target to be achieved by 2030. CARB also must adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective GHG reductions.

With SB 32, the Legislature passed companion legislation, AB 197, which provides additional direction for developing the Scoping Plan. On December 14, 2017, CARB adopted a second update to the Scoping Plan (CARB, 2017b). The 2017 Scoping Plan details how the State will reduce GHG

[10] California Air Resources Board, *2022 Scoping Plan for Achieving Carbon Neutrality*, *Appendix D: Local Actions*, November 2022, accessed September 2024.
[11] Ibid.
[12] Ibid.

emissions to meet the 2030 target set by Executive Order B-30-15 and codified by SB 32. Other objectives listed in the 2017 Scoping Plan are to provide direct GHG emissions reductions; support climate investment in disadvantaged communities and other federal actions. In 2022, CARB published the 2022 Scoping Plan, which is discussed above.

SB 375 (The Sustainable Communities and Climate Protection Act of 2008)

Signed into law on September 30, 2008, SB 375 provides a process to coordinate land use planning, regional transportation plans, and funding priorities to help California meet the GHG reduction goals established by AB 32. SB 375 requires metropolitan planning organizations to include sustainable community strategies in their regional transportation plans for reducing GHG emissions, aligns planning for transportation and housing, and creates specified incentives for the implementation of the strategies. The Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG) serve as the metropolitan planning organization for the nine counties in the Bay Area region. The applicable sustainable community strategy in the Bay Area is Plan Bay Area 2050, which sets out a path toward achieving a 20 percent per capita reduction in GHG emissions from passenger cars and light-duty trucks by 2035.

AB 1493 (Pavley Regulations and Fuel Efficiency Standards)

AB 1493, enacted on July 22, 2002, required CARB to develop and adopt regulations that reduce GHGs emitted by passenger vehicles and light duty trucks. Implementation of the regulation was delayed by lawsuits filed by automakers and by the EPA's denial of an implementation waiver. The EPA subsequently granted the requested waiver in 2009, which was upheld by the by the U.S. District Court for the District of Columbia in 2011. The regulations establish one set of emission standards for model years 2009–2016 and a second set of emissions standards for model years 2017 to 2025. By 2025, when all rules will be fully implemented, new automobiles will emit 34 percent fewer CO_2e emissions and 75 percent fewer smog-forming emissions. In 2018, the EPA proposed the SAFE Vehicles Rule, which would roll back fuel economy standards and revoke California's waiver. However, in December 2021, the NHTSA repealed the SAFE Vehicle Rule Part One.

SB 1368 (Emission Performance Standards)

SB 1368 is the companion bill of AB 32, which directs the California Public Utilities Commission (CPUC) to adopt a performance standard for GHG emissions for the future power purchases of California utilities. SB 1368 limits carbon emissions associated with electrical energy consumed in California by forbidding procurement arrangements for energy longer than 5 years from resources that exceed the emissions of a relatively clean, combined cycle natural gas power plant. The new law effectively prevents California's utilities from investing in, otherwise financially supporting, or purchasing power from new coal plants located in or out of the State. The CPUC adopted the regulations required by SB 1368 on August 29, 2007. The regulations implementing SB 1368 establish a standard for baseload generation owned by, or under long-term contract to publicly owned utilities, for 1,100 pounds of CO_2 per megawatt-hour.

AB 398 (Market-Based Compliance Mechanisms)

Signed on July 25, 2017, AB 398 extended the duration of the Cap-and-Trade program from 2020 to 2030. AB 398 required CARB to update the Scoping Plan and for all GHG rules and regulations

adopted by the State. It also designated CARB as the statewide regulatory body responsible for ensuring that California meets its statewide carbon pollution reduction targets, while retaining local air districts' responsibility and authority to curb toxic air contaminants and criteria pollutants from local sources that severely impact public health. AB 398 also decreased free carbon allowances over 40 percent by 2030 and prioritized Cap-and-Trade spending to various programs including reducing diesel emissions in impacted communities.

SB 150 (Regional Transportation Plans)

Signed on October 10, 2017, SB 150 aligns local and regional GHG reduction targets with State targets (i.e., 40 percent below their 1990 levels by 2030). SB 150 creates a process to include communities in discussions on how to monitor their regions' progress on meeting these goals. The bill also requires the CARB to regularly report on that progress, as well as on the successes and the challenges regions experience associated with achieving their targets. SB 150 provides for accounting of climate change efforts and GHG reductions and identify effective reduction strategies.

AB 1346 (Air Pollution: Small Off-Road Engines)

Signed into law in October 2021, AB 1346 requires CARB, to adopt cost-effective and technologically feasible regulations to prohibit engine exhaust and evaporative emissions from new small off-road engines, consistent with federal law, by July 1, 2022. The bill requires CARB to identify and, to the extent feasible, make available funding for commercial rebates or similar incentive funding as part of any updates to existing applicable funding program guidelines to local air pollution control districts and air quality management districts to implement to support the transition to zero-emission small off-road equipment operations.

AB 1279 (The California Climate Crisis Act)

AB 1279 establishes the policy of the State to achieve carbon neutrality as soon as possible, but no later than 2045; to maintain net negative GHG emissions thereafter; and to ensure that by 2045 statewide anthropogenic GHG emissions are reduced at least 85 percent below 1990 levels. The bill requires CARB to ensure that Scoping Plan updates identify and recommend measures to achieve carbon neutrality, and to identify and implement policies and strategies that enable CO_2 removal solutions and carbon capture, utilization, and storage technologies.

SB 905 (Carbon Sequestration Program)

Signed on September 16, 2022, SB 905 establishes regulatory framework and policies that involve carbon removal, carbon capture, utilization, and sequestration. It also prohibits the injecting of concentrated carbon dioxide fluid into a Class II injection well for the purpose of enhanced oil recovery.

AB 1757 (Nature-Based Solutions)

Signed on September 16, 2022, AB 1757 requires State agencies to develop a range of targets for natural carbon sequestration and nature-based climate solutions that reduce GHG emissions to meet the 2030, 2038, and 2045 goals which would be integrated into a scoping plan addressing natural and working lands.

Renewable Electricity Standards

Established in 2002, California's Renewables Portfolio Standard (RPS) requires electricity providers (i.e., utilities, cooperatives, and community choice aggregators) to ensure that renewable energy constitutes a specified minimum portion of their electric load. Since then, the State Legislature has modified, increased, and accelerated the RPS several times. Relevant RPS laws are summarized below.

SB 1078. SB 1078 (2002) requires California to generate 20 percent of its electricity from renewable energy by 2017.

SB 107. SB 107 (2006) accelerated the 20 percent RPS requirement from 2017 to 2010.

SB 2 (1X). SB 2 (1X) (2010) increased the RPS to 33 percent renewables by 2020 with compliance period targets of 20 percent by 2013 and 25 percent by 2016.

SB 350. SB 350 (2015) extended the RPS to 50 percent by 2030, with interim targets of 40 percent by 2024 and 45 percent by 2027. The bill also requires that 65 percent of RPS procurement must be derived from long-term contracts (10 years or more) starting in 2021.

SB 100. SB 100 (2018) increased California's renewable electricity portfolio to 60 percent by 2030, with interim targets of 44 percent by 2024 and 52 percent by 2027. SB 100 also established a further goal to have an electric grid that is entirely powered by clean energy by 2045.

SB 1020. SB 1020 (2022) provides additional goals for the path to the 2045 goal of 100 percent clean electricity retail sales. It creates a target of 90 percent clean electricity retail sales by 2035 and 95 percent clean electricity retail sales by 2040.

Executive Orders Related to GHG Emissions

California's Executive Branch has taken several actions to reduce GHGs using executive orders. Although not regulatory, they set the tone for the State and guide the actions of state agencies.

Executive Order S-3-05. Executive Order S-3-05 was issued on June 1, 2005, which established the following GHG emissions reduction targets:

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

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

Executive Order S-01-07. Issued on January 18, 2007, Executive Order S 01-07 mandates that a statewide goal shall be established to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020. The executive order established a Low Carbon Fuel Standard (LCFS) and directed the Secretary for Environmental Protection to coordinate the actions of the California Energy Commission, CARB, the University of California, and other agencies to develop and propose

protocols for measuring the "life-cycle carbon intensity" of transportation fuels. CARB adopted the LCFS on April 23, 2009.

Executive Order S-13-08. Issued on November 14, 2008, Executive Order S-13-08 facilitated the California Natural Resources Agency development of the 2009 California Climate Adaptation Strategy. Objectives include analyzing risks of climate change in California, identifying and exploring strategies to adapt to climate change, and specifying a direction for future research.

Executive Order S-14-08. Issued on November 17, 2008, Executive Order S-14-08 expands the State's Renewable Energy Standard to 33 percent renewable power by 2020. Additionally, Executive Order S-21-09 (signed on September 15, 2009) directs CARB to adopt regulations requiring 33 percent of electricity sold in the State come from renewable energy by 2020. CARB adopted the Renewable Electricity Standard on September 23, 2010, which requires 33 percent renewable energy by 2020 for most publicly owned electricity retailers.

Executive Order S-21-09. Issued on July 17, 2009, Executive Order S-21-09 directs CARB to adopt regulations to increase California's RPS to 33 percent by 2020. This builds upon SB 1078 (2002), which established the California RPS program, requiring 20 percent renewable energy by 2017, and SB 107 (2006), which advanced the 20 percent deadline to 2010, a goal which was expanded to 33 percent by 2020 in the 2005 Energy Action Plan II.

Executive Order B-30-15. Issued on April 29, 2015, Executive Order B-30-15 established a California GHG reduction target of 40 percent below 1990 levels by 2030 and directs CARB to update the Climate Change Scoping Plan to express the 2030 target in terms of million metric tons of CO_2e ($MMTCO_2e$). The 2030 target acts as an interim goal on the way to achieving reductions of 80 percent below 1990 levels by 2050, a goal set by Executive Order S-3-05. The executive order also requires the State's climate adaptation plan to be updated every three years and for the State to continue its climate change research program, among other provisions. With the enactment of SB 32 in 2016, the Legislature codified the goal of reducing GHG emissions by 2030 to 40 percent below 1990 levels.

Executive Order B-55-18. Issued on September 10, 2018, Executive Order B-55-18 establishes a goal to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net negative emissions thereafter. This goal is in addition to the existing statewide targets of reducing GHG emissions. The executive order requires CARB to work with relevant State agencies to develop a framework for implementing this goal. It also requires CARB to update the Scoping Plan to identify and recommend measures to achieve carbon neutrality. The executive order also requires State agencies to develop sequestration targets in the Natural and Working Lands Climate Change Implementation Plan.

Executive Order N-79-20. Signed in September 2020, Executive Order N-79-20 establishes as a goal that where feasible, all new passenger cars and trucks, as well as all drayage/cargo trucks and off-road vehicles and equipment, sold in California, will be zero-emission by 2035. The executive order sets a similar goal requiring that all medium and heavy-duty vehicles will be zero-emission by 2045 where feasible. It also directs CARB to develop and propose rulemaking for passenger vehicles and trucks, medium-and heavy-duty fleets where feasible, drayage trucks, and off-road vehicles and equipment "requiring increasing volumes" of new zero emission vehicles (ZEVs) "towards the target of 100 percent." The executive order directs the California Environmental Protection Agency, the

California Geologic Energy Management Division (CalGEM), and the California Natural Resources Agency to transition and repurpose oil production facilities with a goal toward meeting carbon neutrality by 2045. Executive Order N-79-20 builds upon the CARB Advanced Clean Trucks regulation, which was adopted by CARB in July 2020.

California Regulations and Building Codes

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

Title 20 Appliance Efficiency Regulations. The appliance efficiency regulations (California Code of Regulations [CCR] Title 20, Sections 1601-1608) include standards for new appliances. Twenty-three categories of appliances are included in the scope of these regulations. These standards include minimum levels of operating efficiency, and other cost-effective measures, to promote the use of energy- and water-efficient appliances.

Title 24 Building Energy Efficiency Standards. California's Energy Efficiency Standards for Residential and Nonresidential Buildings (CCR Title 24, Part 6) was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods. Energy efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases GHG emissions.

On August 11, 2021, the CEC adopted the 2022 Building Energy Efficiency Standards (2022 Energy Code), which were subsequently approved by the California Building Standards Commission for inclusion into the California Building Standards Code. The 2022 Energy Code encourages efficient electric heat pumps, establishes electric-ready requirements for new homes, expands solar photovoltaic and battery storage standards, strengthens ventilation standards, and more.

Title 24 California Green Building Standards Code. The California Green Building Standards Code (CCR Title 24, Part 11 code) commonly referred to as the CALGreen Code, is a statewide mandatory construction code developed and adopted by the California Building Standards Commission and the Department of Housing and Community Development. The CALGreen standards require new residential and commercial buildings to comply with mandatory measures under the topics of planning and design, energy efficiency, water efficiency/conservation, material conservation and resource efficiency, and environmental quality. CALGreen also provides voluntary tiers and measures that local governments may adopt that encourage or require additional measures in the five green building topics. The most recent update to the CALGreen Code went into effect January 1, 2023 (2022 CALGreen). The 2022 CALGreen standards continue to improve upon the existing standards for new construction of, and additions and alterations to, residential and nonresidential buildings.

California Vehicle Regulations

CARB recently adopted various regulations to reduce criteria pollutants including:

- **Advanced Clean Cars Program.** This program aims to make all new passenger cars, trucks,

and SUVs sold in California zero emissions by 2035.

- **Advanced Clean Truck Regulation.** CARB adopted the Advanced Clean Truck (ACT) Regulation in June 2020 requiring truck manufacturers to transition from diesel trucks and vans to electric zero-emission (ZE) trucks beginning in 2024. By 2045, every new truck sold in California is required to be ZE.

- **Low NO_X Heavy-Duty Omnibus Regulation.** Adopted in September 2021, the Heavy-Duty Engine and Vehicle Omnibus Regulation (Omnibus Regulation) will significantly increase the stringency of nitrogen oxides (NO_X) emissions standards for heavy-duty diesel engines for use in vehicles with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. The more stringent NO_X emission standards begin with the 2024 model year engines and become more stringent with 2027 and subsequent model year engines.

- **Advanced Clean Fleets Regulation.** Adopted in April 2023, the Advanced Clean Fleets Regulation (ACF) requires fleet owners to begin transitioning toward zero emissions vehicles (ZEVs) starting in 2024. Drayage trucks will need to be ZE by 2035, and all other fleet owners have the option to transition a percentage of their vehicles to meet expected ZE milestones, which gives owners the flexibility to continue operating combustion-powered vehicles as needed during the move toward cleaner technology.

On January 13, 2025, CARB withdrew their requests for FCAA waivers from the U.S. EPA needed to support four recently adopted vehicle emissions regulations: 1) the Advanced Clean Fleets Regulations; 2) the In-Use Locomotive Regulations; 3) part of the Commercial Harbor Craft and Ocean-Going Vessels At-Berth Regulations; and 4) part of the Transport Refrigeration Unit Engine Standards Regulations. Therefore, the implementation status of these regulations is currently unknown.

3.3 Regional

Bay Area Air District Thresholds

The Bay Area Air District is the primary agency responsible for addressing air quality concerns in the San Francisco Bay Area, including the City of Oakland. Bay Area Air District also recommends methods for analyzing project-related GHGs in CEQA analyses as well as multiple GHG reduction measures for land use development projects. Bay Area Air District released its *Justification Report CEQA Thresholds for Evaluating the Significance of Climate Impacts from Land Use Projects and Plans* (Bay Area Air District Justification Report) in April 2022. The GHG thresholds of significance have been updated to consider newer State reduction targets (e.g., SB 32) and plans for eventual carbon neutrality by 2045 (e.g., Executive Order B-55-18 and SB 1279), as well as evolving case law. The Bay Area Air District Justification Report (and thus the GHG thresholds) was adopted by the Board of Directors on April 20, 2022. In summary, the updated thresholds emphasize:

- Avoiding wasting electricity and developing fossil fuel infrastructure (i.e., natural gas plumbing or appliances) in new buildings that will be in place for decades and thus conflict with carbon neutrality by 2045.
- Compliance with California Green Building Standards Code (CALGreen) Tier 2 EV requirements and per capita VMT reductions consistent with SB 743.

- Consistency with a qualified GHG reduction strategy (also known as a Climate Action Plan).

Air quality plans developed to meet federal requirements are referred to as State Implementation Plans. The FCAA and California Clean Air Act require plans to be developed for areas designated as nonattainment (with the exception of areas designated as nonattainment for the State particulate matter 10 microns in diameter or less (PM_{10}) standard). The *2017 Clean Air Plan: Spare the Air, Cool the Climate* was adopted on April 19, 2017, by Bay Area Air District.

The 2017 Clean Air Plan provides a regional strategy to protect public health and protect the climate. To protect public health, the plan describes how Bay Area Air District will continue progress toward attaining all State and federal air quality standards and eliminating health risk disparities from exposure to air pollution among Bay Area communities. To protect the climate, the 2017 Clean Air Plan defines a vision for transitioning the region to a post-carbon economy needed to achieve ambitious GHG reduction targets for 2030 and 2050 and provides a regional climate protection strategy that will put the Bay Area on a pathway to achieve those GHG reduction targets.

The 2017 Clean Air Plan includes a wide range of control measures designed to decrease emissions of the air pollutants that are most harmful to Bay Area residents, such as particulate matter, ozone, and TACs; to reduce emissions of CH_4 and other "super-GHGs" that are potent climate pollutants in the near-term; and to decrease emissions of CO_2 by reducing fossil fuel combustion.

Metropolitan Transportation Commission/Associates of Bay Area Governments Sustainable Communities Strategy

MTC is the federally recognized MPO for the nine county Bay Area, which includes Alameda County and the City of Oakland. On July 18, 2013, the Plan Bay Area was jointly approved by ABAG's Executive Board and by MTC. The Plan includes the region's Sustainable Communities Strategy, as required under SB 375, and the 2040 Regional Transportation Plan. The Sustainable Communities Strategy lays out how the region will meet GHG reduction targets set by the California Air Resources Board (CARB).

3.4 Local

City of Oakland General Plan

The City of Oakland (General Plan) is a long-range planning document that provides a framework for action and the direction in which to focus that action. The City's Land Use and Transportation Element (LUTE), Open Space, Conservation, and Recreation (OSCAR) elements of the General Plan contains the following policies applicable to the proposed Project:

T.3.6: The City will require new development, rebuilding, or retrofit to incorporate design features in their projects that encourage use of alternative modes of transportation such as transit, bicycling, and walking.

CO.12.4: Require that development projects be designed in a manner which reduces potential adverse air quality impacts. This may include: (a) the use of vegetation and landscaping to absorb carbon monoxide and to buffer sensitive receptors; (b) the use of low-polluting energy sources and energy conservation measures; and

(c) designs which encourage transit use and facilitate bicycle and pedestrian travel.

CO.13.3: Encourage the use of energy-efficient construction and building materials. Encourage site plans for new development which maximize energy efficiency.

City of Oakland Equitable Climate Action Plan and GHG Reduction Targets

In October 2018, the Oakland City Council passed Resolution 87183 adopting an interim citywide GHG emissions reduction target of 56 percent below 2005 levels by 2030 to support the City's 2050 reduction targets. The City of Oakland *Equitable Climate Action Plan* (Equitable Climate Action Plan or ECAP) is the City's roadmap to bring about an equitable transition to a low-carbon economy with actions and strategies designed to meet equitable, realistic, ambitious, balanced, and adaptive criteria. The goal of this ECAP is to identify an equitable path toward cost-effectively reducing Oakland's local climate emissions a minimum of 56 percent transitioning away from fossil fuel dependence and ensuring that all of Oakland's communities are resilient to the foreseeable impacts of climate change, by 2030. The 2030 ECAP includes a set of 40 actions projected to result in a 60 percent reduction in GHG emissions by 2030, relative to Oakland's 2005 emission levels. The actions were split into seven sectors: Transportation and Land Use, Buildings, Material Consumption and Waste, Adaptation, Carbon Removal, City Leadership, and Port of Oakland.

City of Oakland 2021-2026 Hazard Mitigation Plan

The City of Oakland *Hazard Mitigation Plan* (HMP) was adopted to establish and promote a comprehensive mitigation strategy and efforts to protect the community and environment from identified manmade and natural hazards which includes climate change. The HMP notes that climate change may alter exposure and vulnerability of people, property, and critical facilities to hazards which include: dam failure, drought, earthquake, flood, landslides, sea-level rise, severe weather, tsunami/seiche, and wildfire. The HMP also includes a range of mitigation best practices that would mitigate risks from current and new risks that may result from climate change.

City of Oakland Green Building Ordinance

The City of Oakland adopted mandatory green building standards for private development projects on October 19, 2010. All buildings or projects are required to follow the California Building Energy Efficiency Standards and subsequent updates to those standards, as well as meet a variety checklist requirements. By following these standards, proposed buildings or projects would indirectly reduce GHGs through design features that lower building energy use.

City of Oakland Municipal Code

The Oakland Municipal Code (OMC) includes various directives to minimize GHG emissions in Oakland. Per the City of Oakland Municipal Code, Title 15 Buildings and Construction, Chapter 15.04 Oakland Amendments to California Model Building Construction Codes Part 11 requires all new multifamily and non-residential buildings to include full circuit infrastructure for plug-in electric vehicle (PEV) charging stations for at least 10 percent of the total parking spaces. In addition, inaccessible conduits for future expansion of PEV spaces must be installed 10 percent of the total parking at non-residential buildings. The new requirements are designed to accelerate the installation of vehicle chargers to address demand.

City of Oakland Energy Code Amendments

In September 2025, Oakland City Council passed the Oakland Amendments to the California Energy and Green Buildings Codes, expanding on state requirements related to energy efficiency. These amendments include stricter performance standards and promote enhanced air filtration and increased readiness for full electrification for new and existing buildings. The amendments were developed in support of the City's ECAP and Environmental Justice (EJ) Element, which requires the City to facilitate the transition to all-electric buildings.

City of Oakland Building Code Amendments

In September 2025, the Oakland City Council passed the Oakland Amendments to the 2025 California Model Building Construction Codes, expanding on state requirements related to building permits and inspections and construction practices. These amendments include requirements related to seismic safety, grading and fire-rated construction, and electrical requirements for both commercial and residential construction, in support of advancing sustainable infrastructure.

City of Oakland Standard Conditions of Approval

The Oakland Standard Conditions of Approval (SCAs) were designed to achieve consistency between project approvals and enforce environmental protection measures. If the Project is approved by the City, all applicable SCAs would be adopted as enforceable conditions of approval and required, as applicable, to be implemented during construction and operation of the Project. SCA's relevant to reducing greenhouse gas impacts applicable to the Project are listed below.

SCA-48. Greenhouse Gas (GHG) Reduction Plan.

a. *Greenhouse Gas (GHG) Reduction Plan Required*

The project applicant shall retain a qualified air quality consultant to develop a Greenhouse Gas (GHG) Reduction Plan for City review and approval and shall implement the approved GHG Reduction Plan:

The goal of the GHG Reduction Plan shall be to increase energy efficiency and to reduce GHG emissions to at least the amount that would be achieved by committing to all of the emissions reductions strategies identified on the ECAP Consistency Checklist as the City's project-level implementation of its Equitable Climate Action Plan (adopted in 2020), which calls for reducing city-wide GHG emissions by 56 percent below 2005 levels by 2030 and 83 percent by 2050. The GHG Reduction Plan shall include, at a minimum, (a) a detailed quantified GHG emissions inventory for the project taking into consideration energy efficiencies included as part of the project (including proposed mitigation measures, project design features, those strategies being implemented and other City requirements), (b) for each ECAP Consistency Checklist strategy that the project will not meet, a quantified calculation of the additional GHG emission reductions that would have occurred had it implemented the GHG emissions reduction measure consistent with the ECAP Consistency Checklist, (c) a quantified strategy for achieving an GHG emission reduction equivalent to the reduction that would have resulted from complying with the ECAP Consistency Checklist strategy, and (d) requirements for ongoing monitoring and reporting to demonstrate that the

additional GHG reduction measures are being implemented.

If the project is to be constructed in phases, the GHG Reduction Plan shall provide GHG emission scenarios by phase.

Potential additional GHG reduction measures to be considered include, but are not be limited to, measures recommended in Bay Area Air District's latest CEQA Air Quality Guidelines, the California Air Resources Board Scoping Plan (December 2008, as may be revised), the California Air Pollution Control Officers Association (CAPCOA) Quantifying Greenhouse Gas Mitigation Measures (August 2010, as may be revised), the California Attorney General's website, and Reference Guides on Leadership in Energy and Environmental Design (LEED) published by the U.S. Green Building Council.

The types of allowable GHG reduction measures include the following (listed in order of City preference): (1) physical design features; (2) operational features; and (3) the payment of fees to fund GHG-reducing programs (i.e., the purchase of "carbon credits") as explained below.

The allowable locations of the GHG reduction measures include the following (listed in order of City preference): (1) the project site; (2) off-site within the City of Oakland; (3) off-site within the San Francisco Bay Area Air Basin; then (4) off-site within the State of California.

As with preferred locations for the implementation of all GHG reductions measures, the preference for carbon credit purchases include those that can be achieved as follows (listed in order of City preference): (1) within the City of Oakland; (2) within the San Francisco Bay Area Air Basin; then (3) within the State of California. The cost of carbon credit purchases shall be based on current market value at the time purchased and shall be based on the project's net difference operational emissions estimated in the GHG Reduction Plan for the project as compared to the Checklist baseline.

For physical GHG reduction measures to be incorporated into the design of the project, the measures shall be included on the drawings submitted for construction-related permits.

b. GHG Reduction Plan Implementation During Construction

The project applicant shall implement the GHG Reduction Plan during construction of the project. For physical GHG reduction measures to be incorporated into the design of the project, the measures shall be implemented during construction. For physical GHG reduction measures to be incorporated into off-site projects, the project applicant shall obtain all necessary permits/approvals and the measures shall be included on drawings and submitted to the City Planning Director or his/her designee for review and approval. These off-site improvements shall be installed prior to completion of the subject project (or prior to completion of the project phase for phased projects). For GHG reduction measures involving the purchase of carbon credits, evidence of the payment/purchase shall be submitted to the City for review and approval prior to completion of the project (or prior to completion of the project phase, for phased projects).

c. GHG Reduction Plan Implementation After Construction

The project applicant shall implement the GHG Reduction Plan after construction of the project (or at the completion of the project phase for phased projects). For operational GHG reduction measures to be incorporated into the project or off-site projects, the measures shall be implemented on an indefinite and ongoing basis.

The project applicant shall satisfy the following requirements for ongoing monitoring and reporting to demonstrate that the additional GHG reduction measures are being implemented. The GHG Reduction Plan requires regular periodic evaluation over the life of the project (generally estimated to be at least 40 years) to determine how the Plan is achieving required GHG emissions reductions over time, as well as the efficacy of the specific additional GHG reduction measures identified in the Plan.

Annual Report. Implementation of the GHG reduction measures and related requirements shall be ensured through compliance with Conditions of Approval adopted for the project. Generally, starting two years after the City issues the first Certificate of Occupancy for the project, the project applicant shall prepare each year of the useful life of the project an Annual GHG Emissions Reduction Report ("Annual Report"), for review and approval by the City Planning Director or his/her designee. The Annual Report shall be submitted to an independent reviewer of the City's choosing, to be paid for by the project applicant.

The Annual Report shall summarize the project's implementation of GHG reduction measures over the preceding year, intended upcoming changes, compliance with the conditions of the Plan, and include a brief summary of the previous year's Annual Report results (starting the second year). The Annual Report shall include a comparison of annual project emissions to the Checklist baseline emissions reported in the GHG Plan.

The GHG Reduction Plan shall be considered fully attained when project emissions are less than the Checklist baseline, as confirmed by the City through an established monitoring program. Monitoring and reporting activities will continue at the City's discretion, as discussed below.

Corrective Procedure. If the third Annual Report, or any report thereafter, indicates that, in spite of the implementation of the GHG Reduction Plan, the project is not achieving the GHG reduction goal, the project applicant shall prepare a report for City review and approval, which proposes additional or revised GHG measures to better achieve the GHG emissions reduction goals, including without limitation, a discussion on the feasibility and effectiveness of the menu of other additional measures ("Corrective GHG Action Plan"). The project applicant shall then implement the approved Corrective GHG Action Plan.

If, one year after the Corrective GHG Action Plan is implemented, the required GHG emissions reduction target is still not being achieved, or if the project applicant fails to submit a report at the times described above, or if the reports do not meet City requirements outlined above, the City may, in addition to its other remedies, (a) assess the project applicant a financial penalty based upon actual percentage reduction in GHG emissions as compared to the percent reduction in GHG emissions established in the GHG Reduction Plan; or (b) refer the matter to the City Planning Commission for scheduling of a compliance hearing to determine whether the project's approvals should be revoked,

altered or additional conditions of approval imposed.

The penalty as described in (a) above shall be determined by the City Planning Director or his/her designee and be commensurate with the percentage GHG emissions reduction not achieved compared to the applicable numeric significance thresholds described in the GHG Reduction Plan.

In determining whether a financial penalty or other remedy is appropriate, the City shall not impose a penalty if the project applicant has made a good faith effort to comply with the GHG Reduction Plan.

The City would only have the ability to impose a monetary penalty after a reasonable cure period and in accordance with the enforcement process outlined in Planning Code Chapter 17.152. If a financial penalty is imposed, such penalty sums shall be used by the City solely toward the implementation of the Equitable Climate Action Plan.

Timeline Discretion and Summary. The City shall have the discretion to reasonably modify the timing of reporting, with reasonable notice and opportunity to comment by the applicant, to coincide with other related monitoring and reporting required for the project.

4.0 SIGNIFICANCE CRITERIA AND METHODOLOGY

4.1 Thresholds and Significance Criteria

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:

- Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, based on any applicable threshold of significance[13]; or
- Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs.

Bay Area Air District's approach to developing a threshold of significance for GHG emissions for local development projects that are not stationary sources is to identify features that, if included, would show that the project would not interfere with the state's goal to have net zero emissions by 2045. Under the Bay Area Air District thresholds a project that meets either A or B is a project that would make a less than cumulatively considerable contribution to significant cumulative climate change impacts:

A. Projects must include, at a minimum, the following Project design elements:
    1. Buildings
        a. The Project would not include natural gas appliances or natural gas plumbing (in both residential and nonresidential development).
        b. The Project would not result in any wasteful, inefficient, or unnecessary energy usage as determined by the analysis required under CEQA Section 21100(b)(3) and Section 15126.2(b) of the State CEQA Guidelines.
    2. Transportation
        a. Achieve a reduction in project-generated vehicle miles traveled (VMT) below the regional average consistent with the current version of the California Climate Change Scoping Plan (currently 15 percent) or meet a locally adopted SB 743 VMT target, reflecting the recommendations provided in the Governor's Office of Planning and Research's Technical Advisory on Evaluating Transportation Impacts in CEQA:
            i. Residential projects: 15 percent below the existing VMT per capita
            ii. Office projects: 15 percent below the existing VMT per employee
            iii. Retail projects: no net increase in existing VMT
        b. Achieve compliance with electric vehicle requirements in the most recently adopted version of CALGreen Tier 2.

B. Be consistent with a local GHGRS that meets the criteria under the CEQA Guidelines section 15183.5(b)

[13] This threshold supersedes the Bay Area Air District threshold previously used by the City with the adoption of the ECAP.

A qualified GHGRS adopted by a local jurisdiction shall include the following elements as described in the State CEQA Guidelines Section 15183.5(b)(1):

i. Quantify GHG emissions, both existing and projected over a specified time period, resulting from activities within a defined geographic area;

ii. Establish a level, based on substantial evidence, below which the contribution to GHG emissions from activities covered by the plan would not be cumulatively considerable;

iii. Identify and analyze the GHG emissions resulting from specific actions or categories of actions anticipated within the geographic area;

iv. Specify measures or a group of measures, including performance standards, that substantial evidence demonstrates, if implemented on a project-by-project basis, would collectively achieve the specified emissions level;

v. Establish a mechanism to monitor the plan's progress toward achieving the level and to require amendment if the plan is not achieving specified levels; and

vi. Be adopted in a public process following environmental review.

It shall be noted that Bay Area Air District does not have an adopted threshold of significance for construction-related GHG emissions. Bay Area Air District recommends that the Lead Agency shall make a determination on the significance of these construction generated GHG emission impacts in relation to meeting AB 32 GHG reduction goals, as required by the Public Resources Code, Section 21082.2. The Lead Agency is encouraged to incorporate best management practices to reduce GHG emissions during construction, as feasible and applicable.

The City of Oakland has established thresholds of significance for CEQA impacts which are consistent with those in State CEQA Guidelines Appendix G. These adopted thresholds are presented below.

The Project would have a significant impact on the environment if it would:

1. For a project involving a stationary source, produce total emissions of more than 10,000 metric tons of CO_2e annually.

2. For a project involving a land use development, fail to demonstrate consistency with the 2030 Equitable Climate Action Plan (ECAP) adopted by the City Council on July 28, 2020. Consistency with the 2030 ECAP can be shown by either:

    a. committing to all of the GHG emissions reductions strategies described on the ECAP Consistency Checklist, or

    b. complying with the GHG Reduction Standard Condition of Approval that requires a project-level GHG Reduction Plan quantifying how alternative reduction measures will achieve the same or greater emissions than would be achieved by meeting the ECAP Consistency Checklist.

The City of Oakland has established consistency with their ECAP would result in a less than cumulatively considerable impact. The City of Oakland does not have a construction-related GHG

emission threshold. The ECAP meets the requirements of CEQA Guidelines section 15183.5.

It is noted that both Appendix G criterion (a) "Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, based on any applicable threshold of significance" and criterion (b) "Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs" are addressed through the City's criteria 1 and 2 above.

4.2 Methodology

Global climate change is, by definition, a cumulative impact of GHG emissions. Therefore, there is no project-level analysis. The baseline against which to compare potential impacts of the Project includes the natural and anthropogenic drivers of global climate change, including world-wide GHG emissions from human activities which almost doubled between 1970 and 2010 from approximately 27 gigatonnes (Gt) of CO_2/year to nearly 49 $GtCO_2$/year. Further, average annual GHG emissions during 2010–2019 were higher than in any previous decade on record, while the rate of growth between 2010 and 2019 (1.3 percent per year) was lower than that between 2000 and 2009 (2.1 percent per year) and world-wide GHG emissions in 2019 were estimated to be 59 $GtCO_2$/year. As such, the geographic extent of climate change and GHG emissions' cumulative impact discussion is worldwide.

The Project's construction and operational emissions were calculated using the California Emissions Estimator Model version 2022.1 (CalEEMod). Details of the modeling assumptions and emission factors are provided in Appendix A: Greenhouse Gas Emissions Data. For construction, CalEEMod calculates emissions from off-road equipment usage and on-road vehicle travel associated with haul, delivery, and construction worker trips. The Project's construction-related GHG emissions were forecasted based on the proposed construction schedule and applying the mobile-source emissions factors derived from CalEEMod. The Project's construction-related GHG emissions would be generated from off-road construction equipment, on-road hauling and vendor (material delivery) trucks, and worker vehicles. The Project's operations-related GHG emissions would be generated by vehicular traffic, area sources (e.g., landscaping maintenance, consumer products), electrical generation, water supply and wastewater treatment, and solid waste. In addition, the Project is evaluated for consistency with the ECAP.

5.0 POTENTIAL IMPACTS

5.1 Greenhouse Gas Emissions

Threshold 5.1 Would the Project generate GHG emissions, either directly or indirectly, that could have a significant impact on the environment?

ECAP and GHG Reduction Plan

Both Bay Area Air District and CAPCOA consider GHG impacts to be exclusively cumulative impacts in that no single project could, by itself, result in a substantial change in climate. Therefore, the evaluation of GHG emissions impacts assesses whether the Project would make a considerable contribution to cumulative climate change effects. The City of Oakland's current adopted thresholds for GHG emissions rely upon the technical and scientific basis for the City's 2030 ECAP, which provide substantial evidence that adherence to the 2030 ECAP action items will achieve GHG emissions reduction targets of at least 56 percent below 2005 levels by 2030 and 83 percent below 2005 levels by 2050. These reduction targets are more aggressive than the state's adopted 2030 reduction target of 40 percent below 1990 levels (per SB 32).

ECAP Consistency Checklist

The Project Applicant prepared an ECAP Consistency Checklist (ECAP Checklist) for the Project (see Appendix B). The purpose of the ECAP Checklist is to determine, for purposes of compliance with CEQA, whether a development project complies with the ECAP and the City's GHG emissions reduction targets. According to the Project's ECAP Checklist, the Project has not committed to all applicable GHG emissions reduction strategies, and would, therefore, be required to comply with SCA-48, GHG Reduction Plan, that requires a project-level GHG Reduction Plan quantifying how alternative reduction measures will achieve the same or greater emissions than would be achieved by meeting the ECAP Checklist. According to the ECAP Checklist, the Project complies with all applicable ECAP Checklist items, with the exception of Checklist Item #2. Therefore, a GHG Reduction Plan (GHG Reduction Plan, see Appendix B) has been prepared for the Project per SCA-48. The GHG Reduction Plan demonstrates how the Project would reduce GHG emissions through alternative reduction measures and achieve the same or greater emissions reductions than would be achieved by meeting the ECAP Checklist Item #2 (See Appendix B).

GHG Reduction Plan Summary

The ECAP Checklist Item #2 requires industrial developments in "Transit Accessible Areas" as defined in the Planning Code, to provide less than one space per 3,500 square feet of floor area if total size exceeds 25,000 square feet. Projects that provide more than one space per 3,500 square feet of floor area (if total building size exceeds 25,000 square feet) would be considered inconsistent with the ECAP Checklist Item #2.

Regarding ECAP Checklist Item #2, while parking provided by the Project is consistent with the amount of parking allowed under the Planning Code, it exceeds the minimum parking requirements. The City of Oakland Planning Code Section 17.116.090 establishes minimum parking requirements for the Project. The Project has minimum required off-street parking of 1.0 spaces per 3,500 sf of floor area for industrial activities. Since the office component of the Project is an accessory part of the warehouse, the parking requirement for industrial use applies to the whole Project. Therefore,

the Project is required to provide a minimum of 89 parking spaces.[14]

While parking provided by the Project is consistent with the amount of parking allowed under the Planning Code, the Project's proposed 288 off-street parking spaces exceeds the minimum parking requirements by 199 spaces.[15] For a conservative analysis of the GHG impacts associated with the additional parking, it is assumed that each parking space eliminated onsite would result in two fewer daily employee one-way trips, for a total of 398 fewer one-way trips per day associated with 199 parking spaces.[16]

Based on the *Transportation Analysis* prepared by Kimley-Horn (April 2025), the Project would generate approximately 1,439 trips per day. Of the daily trips associated with the warehouse component of the project, 1,259 trips would be associated with passenger automobiles, and the remainder would be associated with trucks. If parking were reduced by 199 spaces, the number of passenger vehicle trips would be reduced by 398 one-way trips, and the overall number of passenger automobile trips associated with the warehouse component of the Project would be reduced from 1,259 one-way trips per day to 861 one-way trips per day.[17]

In order to determine the GHG reductions that would result from minimizing the allowable parking on the Project site, mobile source emissions were calculated for the reduced parking scenario, based on the assumption that reduced parking would reduce the number of daily automobile trips associated with the warehouse component of the Project by 398 daily trips. Mobile-source emissions under the reduced parking scenario were then compared to mobile-source emissions that would result from the Project, as proposed. Overall, it was determined that reducing parking to the minimum required by Code would result in an annual reduction of 431.80 MT CO_2e.

GHG Reduction Plan - Alternative Reduction Measures. The GHG Reduction Plan identified two alternative reduction measures: (1) implement a mandatory commute trip reduction program and (2) provide transit-oriented development. In addition, should future CAPCOA measures, City adopted SCAs, or comparable programs become available that would achieve similar reductions, the Project will evaluate and incorporate such measures where feasible. As discussed in Appendix B, the two alternative measures would result in emission reductions of 444.68 MT CO_2e per year which is greater than the emissions that would have been reduced with implementation of ECAP Checklist Item #2 (431.80 MT CO_2e). SCA-48 also contains reporting requirements and corrective procedures to ensure the implementation of the GHG Reduction Plan. Therefore, with implementation of SCA-48, Project GHG emissions associated with land use development would be less than significant.

GHG Reduction Plan – Stationary Sources. The Project would include a backup diesel emergency fire

[14] The required parking for industrial use is (310,717 square feet) * (1 parking space / 3,500 square feet) = 89 parking spaces

[15] Project site plans have been refined since preparation of this analysis, resulting in a reduction in the number of proposed parking spaces. However, this analysis conservatively assumes 288 parking spaces to represent a worst-case scenario.

[16] This is a conservative assumption because it assumes that all the Project's parking spaces are fully occupied every day, and each parking space accommodates one worker's daily commute (two one-way trips).

[17] The emissions reductions that would be achieved by reducing onsite parking to the minimum amount required by code was calculated by assuming that the 199 excess parking spaces and associated 398 trips per day would be removed from the warehouse component of the Project.

pump, which would represent a new stationary source of GHG emissions. According to the City's GHG thresholds, for projects that involve both a stationary source and a land use development, the stationary source emissions should be calculated separately and compared to the stationary source threshold. Table 2: Stationary Source Greenhouse Gas Emissions compares the estimated GHG emissions from the generator to the City's threshold of 10,000 metric tons of CO_2e for stationary sources. Stationary source-related emissions would total approximately 2 $MTCO_2e$ annually, which is below City and Bay Area Air District threshold for stationary sources of 10,000 $MTCO_2e$ per year. Therefore, GHG emissions associated with the Project's emergency fire pump (stationary source) would be less than significant.

Table 2: Stationary Source Greenhouse Gas Emissions

Emissions Source	**$MTCO_2e$ per Year**
Emergency Fire Pump	2
City of Oakland Stationary Source Threshold	*10,000*
Exceed Threshold?	**No**
Source: Refer to Appendix A for model outputs.	

Mitigation Measures: No mitigation is required.

Level of Significance: Less than significant impact with compliance with SCA-48.

The Project is evaluated for consistency with the Oakland ECAP in the Threshold 5.1 discussion above, the following analysis is provided for informational purposes only.

Emissions Estimates

Project-related GHG emissions fall into two categories: construction emissions, and on-going operational emissions. Estimated construction- and operation-related emissions are presented in Table 3: Construction-Related Greenhouse Gas Emissions and Table 4: Project Greenhouse Gas Emissions, respectively.

Construction Greenhouse Gas Emissions

The Project would result in direct emissions of GHGs from construction. The approximate quantity of daily GHG emissions generated by construction equipment utilized to build the Project is depicted in Table 3: Construction-Related Greenhouse Gas Emissions.

Table 3: Construction-Related Greenhouse Gas Emissions

Category	**$MTCO_2e$**
Construction (2027)	1,499
Construction (2028)	590
Construction (2029)	3
Total Construction Emissions	**2,093**
30-Year Amortized Construction	70

Note: Totals may not add up due to rounding.
Source: CalEEMod version 2022.1. Refer to Appendix A for model outputs.

Table 3 shows that the Project would result in the generation of approximately 2,093 $MTCO_2e$ over the course of construction. Construction GHG emissions are typically summed and amortized over a 30-year period, then added to the operational emissions. The amortized Project construction emissions would be 70 $MTCO_2e$ per year. Once construction is complete, the generation of these GHG emissions would cease.

Long-Term Operational Greenhouse Gas Emissions

Operational or long-term emissions occur over the life of the Project. GHG emissions would result from direct emissions such as Project generated vehicular traffic, on-site combustion of natural gas, and operation of any landscaping equipment. Operational GHG emissions would also result from indirect sources, such as off-site generation of electrical power, the energy required to convey water to, and wastewater from the Project, the emissions associated with solid waste generated from the Project, and any fugitive refrigerants from air conditioning. Total GHG emissions associated with the Project are summarized in Table 4: Project Greenhouse Gas Emissions.

Table 4: Project Greenhouse Gas Emissions

Emissions Source	$MTCO_2e$ per Year	Percent of Total
Construction Amortized Over 30 Years	70	3%
Area Source	5	0.2%
Energy	320	15%
Mobile	1,513	71%
Off-Road Equipment[2]	-	-
Waste	91	4%
Water and Wastewater	142	7%
Total Project Emissions	**2,143**	**100%**

1. Totals may not add up due to rounding.
2. The Project is estimated to include 10 electric forklifts and 1 emergency fire pump.

Source: CalEEMod version 2022.1. Refer to Appendix A for model outputs.

Threshold 5.2 Would the Project conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing GHG emissions?

Consistency with the 2022 CARB Scoping Plan

The 2022 CARB Scoping Plan sets a path to achieve targets for carbon neutrality and reduce anthropogenic GHG emissions by 85 percent below 1990 levels by 2045 in accordance with AB 1279. The transportation, electricity, and industrial sectors are the largest GHG contributors in the State. The 2022 Scoping Plan plans to achieve the AB 1279 targets primarily through zero-emission transportation (e.g., electrifying cars, buses, trains, and trucks). Additional GHG reductions are achieved through decarbonizing the electricity and industrial sectors.

Statewide strategies to reduce GHG emissions in the latest 2022 Scoping Plan include implementing SB 100, which would achieve 100 percent clean electricity by 2045; achieving 100 percent zero emission vehicle sales in 2035 through Advanced Clean Cars II and other regulations. Additional transportation policies include the Off-Road Zero-Emission Targeted Manufacturer rule, Clean Off-Road Fleet Recognition Program, In-use Off-Road Diesel-Fueled Fleets Regulation, Off-Road Zero-Emission Targeted Manufacturer rule, Clean Off-Road Fleet Recognition Program, and Amendments to the In-use Off-Road Diesel-Fueled Fleets Regulation. The 2022 Scoping Plan would continue to implement SB 375. GHGs would be further reduced through the Cap-and-Trade Program carbon pricing and SB 905. SB 905 requires CARB to create the Carbon Capture, Removal, Utilization, and Storage Program to evaluate, demonstrate, and regulate carbon dioxide removal projects and technology.

As indicated in Table 4, approximately 71 percent of the Project's GHG emissions are from mobile sources which would be further reduced by the 2022 Scoping Plan measures discussed above. It should be noted that the City has no control over vehicle emissions. However, these emissions would decline in the future due to Statewide measures discussed above, as well as cleaner technology and fleet turnover. Statewide GHG emissions reduction strategies in the latest 2022 Scoping Plan include implementing SB 100, which would achieve 100 percent clean electricity by 2045; achieving 100 percent zero emission vehicle sales in 2035 through Advanced Clean Cars II; and implementing the Advanced Clean Fleets regulation to deploy zero-emission vehicle (ZEV) buses and trucks. Several of the State's plans and policies would contribute to a reduction in mobile source emissions from the Project. These include the following:

- **CARB's Advanced Clean Truck Regulation**: Adopted in June 2020, CARB's Advanced Clean Truck Regulation requires truck manufacturers to transition from diesel trucks and vans to electric zero-emission trucks beginning in 2024. By 2045, every new truck sold in California is required to be zero-emission. The Advanced Clean Truck Regulation accelerates the transition of zero-emission medium-and heavy-duty vehicles from Class 2b to Class 8.

- **Executive Order N-79-20 and ZEV Action Plan**: Executive Order N-79-20 establishes the goal for all new passenger cars and trucks, as well as all drayage/cargo trucks and off-road vehicles and equipment, sold in California, will be zero-emission by 2035 and all medium and heavy-duty vehicles will be zero-emission by 2045. It also directs CARB to develop and propose rulemaking for passenger vehicles and trucks, medium-and heavy-duty fleets where feasible, drayage trucks, and off-road vehicles and equipment "requiring increasing volumes" of new ZEVs "towards the target of 100 percent."

- **CARB's Mobile Source Strategy**: CARB's Mobile Source Strategy takes an integrated planning approach to identify the level of transition to cleaner mobile source technologies needed to achieve all of California's targets by increasing the adoption of ZEV buses and trucks.

- **CARB's Sustainable Freight Action Plan**: The Sustainable Freight Action Plan which improves freight system efficiency, utilizes near-zero emissions technology, and deployment of ZEV trucks. This Plan applies to all trucks accessing the Project site and may include existing trucks or new trucks that are part of the statewide goods movement sector.

- **CARB's Emissions Reduction Plan for Ports and Goods Movement**: CARB's Emissions Reduction Plan for Ports and Goods Movement identifies measures to improve goods movement efficiencies such as advanced combustion strategies, friction reduction, waste heat recovery, and electrification of accessories.

- **In-Use Off-Road Diesel-Fueled Fleets Regulation**. CARB's In-Use Off-Road Diesel-Fueled Fleets Regulation reduces emissions from in-use (existing) off-road heavy-duty diesel vehicles in California. CARB is currently proposing amendments to this regulation to further reduce emissions. The Proposed Amendments would reduce emissions by requiring that fleets phaseout operation of their oldest and highest emitting off road diesel vehicles, prohibiting the addition of high emitting vehicles to a fleet, and requiring the use of R99 or R100 renewable diesel[18] in off road diesel vehicles.

- **Clean Off-Road Fleet Voucher Incentive Program**. CARB's Clean Off-Road Equipment Voucher Incentive Project (CORE) is intended to accelerate deployment of advanced technology in the off-road sector by providing a streamlined way for fleets to access funding that helps offset the incremental cost of such technology.

- **Low Carbon Transportation Investments and the Air Quality Improvement Program**. This program provides mobile source incentives to reduce GHG, criteria pollutant, and toxic air contaminant emissions through the deployment of advanced technology and clean transportation in the light-duty and heavy-duty sectors. Low Carbon Transportation Investments are supported by Cap-and-Trade auction proceeds.

- **Clean Miles Standard and Incentive Program**. The Clean Miles Standard and Incentive Program requires CARB to adopt and for the California Public Utilities Commission to implement annual GHG reduction targets consistent with the Zero-Emission Vehicle Action Plan.

While these measures are not directly applicable to the Project, any commercial activity associated with goods movement would be required to comply with these measures as adopted. The Project would not obstruct or interfere with efforts to increase ZEVs or State efforts to improve system efficiency. As such, the Project would not interfere with their implementation.

Following compliance with all applicable regulations, the proposed Project would not conflict with the State's progress towards carbon neutrality under the 2022 Scoping Plan.

Plan Bay Area

The Project would not conflict with the overall goals of Plan Bay Area 2050 to provide housing, healthy and safe communities, and climate protection with an overall goal to reduce adverse health impacts. Plan Bay Area 2050 is based on the land uses in the City's General Plan. As noted above, the Project would construct a new one-story warehouse building. The Project would add employment and vehicle trips related to new employees that work directly at the Project site but such trips are anticipated by Plan Bay Area as the Project is consistent with the City' General Plan land use

[18] Renewable diesel is a transportation fuel produced from non-petroleum renewable sources, including vegetable oils and animal fats. Renewable diesel is chemically the same as diesel, but it is made of recently living biomass.

designation. Further, the Plan Bay Area seeks to decrease vehicle per capita emissions to 20 percent below 2005 levels by 2035. Achievement of the decrease in vehicle per capita emissions is conducted by regional planning efforts through the MTC and other agencies with regard to land use and transportation decision making. The Project would not impede the region from reaching its GHG reductions required under Plan Bay Area.

Thus, implementation of the Project would not conflict with the Plan Bay Area, an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs, and this impact would be less than significant.

Consistency with Applicable Plans and Policies

The Project would be subject to compliance with all building codes in effect at the time of construction, which would include energy conservation measures mandated by Title 24 of the California Building Standards Code – Energy Efficiency Standards. It should be noted that the operational emissions provided by CalEEMod reflect Project energy consumption based on the 2019 Title 24 Part 6 (Building Energy Efficiency Standards) and therefore the emissions provided in Table 4 are conservative. The standards require updated thermal envelope standards (preventing heat transfer from the interior to exterior and vice versa), residential and nonresidential ventilation requirements, and nonresidential lighting requirements that would cut residential energy use by more than 50 percent (with solar) and nonresidential energy use by 30 percent. The standards also encourage demand responsive technologies including battery storage and heat pump water heaters and improve the building's thermal envelope through high performance attics, walls and windows to improve comfort and energy savings.[19] As noted above, the 2022 Energy Code became effective on January 1, 2023 and strengthens ventilation standards, includes new electric heat pump requirements, promotes electric-ready requirements for new homes (including the addition of circuitry for electric appliances, battery storage panels, and dedicated infrastructure), and expands solar photovoltaic and battery storage standards. The Project would be required to comply with the 2022 Energy Code.[20]

The Project would be constructed according to the 2022 CALGreen standards, which includes water conserving plumbing fixtures and fittings, electric heat pump technology, electric-ready requirements when natural gas is installed, and strengthening ventilation standards. The Project would also comply with the appliance energy efficiency standards in Title 20 of the California Code of Regulations. The Title 20 standards include minimum levels of operating efficiency, and other cost-effective measures, to promote the use of energy- and water-efficient appliances.

At the state and global level, improvements in technology, policy, and social behavior can also influence and reduce operational emissions generated by a project. The State is currently on a pathway to achieving the Renewable Portfolio Standards goal of 60 percent renewables by 2030 per SB 100 and 100 percent clean electricity by 2045 per AB 1279. The majority of the Project's emissions would be from mobile and energy sources. Future mobile source emissions are greatly dependent on changes in vehicle technology, fuels, and social behavior, which can be influenced by policies to

[19] California Energy Commission, *2019 Building Energy Efficiency Standards*, 2018. Available at: https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2019-building-energy-efficiency.

[20] California Energy Commission, *2022 Building Energy Efficiency Standards*, 2022. Available at: https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2022-building-energy-efficiency.

varying degrees.

The primary source of Project emissions (approximately 71 percent) would occur from mobile sources. CARB is directly responsible for regulating mobile and transportation source emissions in the State. Regarding the first parameter, California addresses emissions control technology through a variety of legislation and regulatory schemes, including the state's Low Carbon Fuel Standard (Executive Order S-01-07) (LCFS), a regulatory program designed to encourage the use of cleaner low-carbon transportation fuels in California, encourage the production of those fuels, and therefore, reduce GHG emissions and decrease petroleum dependence in the transportation sector. The regulatory standards are expressed in terms of the "carbon intensity" of gasoline and diesel fuel and their substitutes. Different types of fuels are evaluated to determine their "life cycle emissions" which include the emissions associated with producing, transporting, and using the fuels. Each fuel is then given a carbon intensity score and compared against a declining carbon intensity benchmark for each year. Providers of transportation fuels must demonstrate that the mix of fuels they supply for use in California meets these declining benchmarks for each annual compliance period. In 2018, CARB approved amendments to the LCFS, which strengthened the carbon intensity benchmarks through 2030 to ensure they are in-line with California's 2030 GHG emission reduction target enacted through SB 32. This ensures that the transportation sector is meeting its obligations to achieve California's GHG reduction targets. The State is also implementing legislation and regulations to address the second parameter affecting transportation related GHG emissions by controlling for VMT. Examples of this include SB 375, which links land use and transportation funding and provides one incentive for regions to achieve reductions in VMT, and SB 743, which discourages VMT increases for passenger car trips above a region-specific benchmark. As such, the Project has no regulatory control over emissions control technology and therefore limited ability to control or mitigate emissions associated with mobile source emissions associated with this Project.

Therefore, the proposed Project would be consistent with applicable plans, policies, and regulations related to the reduction of GHG emissions, and a less than significant impact with mitigation incorporated would occur.

Mitigation Measures: No mitigation is required.

Level of Significance: Less than significant impact with compliance with SCA-48.

5.2 Cumulative Setting, Impacts, and Mitigation Measures

Cumulative Setting

Climate change is a global problem. GHGs are global pollutants, unlike criteria air pollutants and toxic air contaminants, which are pollutants of regional and local concern. Whereas pollutants with localized air quality effects have relatively short atmospheric lifetimes (approximately one day), GHGs have much longer atmospheric lifetimes of one year to several thousand years that allow them to be dispersed around the globe.

Cumulative Impacts and Mitigation Measures

It is generally the case that an individual project of the Project's size and nature is of insufficient magnitude by itself to influence climate change or result in a substantial contribution to the global

GHG inventory.[21] State CEQA Guidelines generally address GHG emissions as a cumulative impact because of the global nature of climate change.[22] As the California Supreme Court explained, "because of the global scale of climate change, any one project's contribution is unlikely to be significant by itself".[23] As such, GHG impacts are recognized as exclusively cumulative impacts; there are no non-cumulative GHG emission impacts from a climate change perspective. The additive effect of Project-related GHG emissions would not result in a cumulatively considerable contribution to global climate change. As shown in Appendix B and discussed in Threshold 5.1 and 5.2 above, the Project would comply with the City of Oakland's ECAP through implementation of the GHGRP, current City Sustainability Programs, as well as General Plan policies and regulations and other local, regional and statewide plans, policies and regulations related to GHG emissions reduction. Thus, the Project would not conflict with any applicable GHG reduction plan and would not interfere with the State's goal to achieve carbon neutrality by 2045. Therefore, the Project's cumulative contribution of GHG emissions would be less than cumulatively considerable.

Mitigation Measures: No mitigation is required.

Level of Significance: Less than cumulatively considerable impacts.

[21] California Air Pollution Control Officers Association, *CEQA and Climate Change: Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act, page 31*, 2008.
[22] P.R.C. § 21083(b)(2)
[23] Cleveland National Forest Foundation v. San Diego Association of Governments, 2017.

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Greenhouse Gas Emissions Data

Oakland Foundry Detailed Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Oakland Foundry
Construction Start Date	4/1/2027
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.90000
Precipitation (days)	39.0000
Location	7825 San Leandro St, Oakland, CA 94621, USA
County	Alameda
City	Oakland
Air District	Bay Area AQMD
Air Basin	San Francisco Bay Area
TAZ	1435
EDFZ	1
Electric Utility	Pacific Gas & Electric Company
Gas Utility	Pacific Gas & Electric
App Version	2022.1.1.43

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	310.717	1000sqft	7.13308	310,717	78,408.0	—	—	—
Parking Lot	338.373	1000sqft	7.76798	0.00000	0.00000	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

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

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	5.57930	3.28278	62.4431	40.4026	0.30404	1.76870	13.9416	15.7103	1.44337	4.25068	5.69406	—	42,890.2	42,890.2	1.99675	5.87986	75.6218	44,768.0
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	52.4353	52.2102	25.6303	27.8797	0.06093	1.04307	3.75473	4.79780	0.95962	1.46372	2.42334	—	6,752.80	6,752.80	0.27162	0.26361	0.16458	6,777.62
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	7.42862	7.20636	19.4883	16.2143	0.06655	0.65361	4.54465	5.19827	0.57311	1.36691	1.94001	—	8,765.35	8,765.35	0.40420	0.92691	5.09411	9,056.76
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.35572	1.31516	3.55662	2.95911	0.01215	0.11928	0.82940	0.94868	0.10459	0.24946	0.35405	—	1,451.20	1,451.20	0.06692	0.15346	0.84339	1,499.45

2.2. Construction Emissions by Year

2.2.1. Total Construction Emissions by Year, Unmitigated

Includes both onsite and offsite emissions.

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	5.57930	3.28278	62.4431	40.4026	0.30404	1.76870	13.9416	15.7103	1.44337	4.25068	5.69406	—	42,890.2	42,890.2	1.99675	5.87986	75.6218	44,768.0
2028	2.20364	1.83700	12.8817	20.6975	0.04515	0.39861	1.43762	1.83623	0.36823	0.35200	0.72024	—	6,076.16	6,076.16	0.22206	0.22595	6.34618	6,155.39
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	3.56769	3.00089	25.6303	27.8797	0.06093	1.04307	3.75473	4.79780	0.95962	1.46372	2.42334	—	6,752.80	6,752.80	0.27162	0.06045	0.01468	6,777.62
2028	52.4353	52.2102	13.0122	20.2192	0.04515	0.39861	1.43762	1.83623	0.36823	0.35200	0.72024	—	6,000.17	6,000.17	0.22782	0.26361	0.16458	6,084.58
2029	50.7304	50.7072	0.85124	1.80438	0.00173	0.01284	0.21576	0.22860	0.01181	0.05057	0.06239	—	328.476	328.476	0.01002	0.00954	0.01531	331.586
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	2.16582	1.59669	19.4883	16.2143	0.06655	0.65361	4.54465	5.19827	0.57311	1.36691	1.94001	—	8,765.35	8,765.35	0.40420	0.92691	5.09411	9,056.76
2028	7.42862	7.20636	8.10663	12.6518	0.02664	0.26050	0.79168	1.05217	0.24046	0.19329	0.43376	—	3,515.42	3,515.42	0.13179	0.14255	1.52279	3,562.72
2029	3.07751	3.07607	0.05116	0.10829	0.00010	0.00078	0.01276	0.01354	0.00072	0.00299	0.00370	—	20.0076	20.0076	0.00057	0.00058	0.01548	20.2099
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	0.39526	0.29140	3.55662	2.95911	0.01215	0.11928	0.82940	0.94868	0.10459	0.24946	0.35405	—	1,451.20	1,451.20	0.06692	0.15346	0.84339	1,499.45
2028	1.35572	1.31516	1.47946	2.30896	0.00486	0.04754	0.14448	0.19202	0.04388	0.03528	0.07916	—	582.017	582.017	0.02182	0.02360	0.25212	589.848
2029	0.56165	0.56138	0.00934	0.01976	0.00002	0.00014	0.00233	0.00247	0.00013	0.00054	0.00068	—	3.31249	3.31249	0.00009	0.00010	0.00256	3.34599

2.2.2. Onsite 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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	3.74034	3.14292	28.7848	29.2967	0.06093	1.19316	9.77769	10.5736	1.09770	3.94048	5.03819	—	6,598.08	6,598.08	0.26765	0.05353	0.00000	6,620.72
2028	1.70813	1.43116	11.1662	15.8845	0.03572	0.37975	0.00000	0.37975	0.34937	0.00000	0.34937	—	3,731.27	3,731.27	0.15136	0.03027	0.00000	3,744.08

Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	3.50534	2.94546	25.5801	27.2816	0.06093	1.04307	3.58940	4.63247	0.95962	1.42496	2.38459	—	6,598.08	6,598.08	0.26765	0.05353	0.00000	6,620.72
2028	52.3032	52.0932	11.1662	15.8845	0.03572	0.39451	0.00000	0.39451	0.36295	0.00000	0.36295	—	3,731.27	3,731.27	0.15136	0.03027	0.00000	3,744.08
2029	50.6610	50.6395	0.79416	1.11216	0.00173	0.01284	0.00000	0.01284	0.01181	0.00000	0.01181	—	133.510	133.510	0.00542	0.00108	0.00000	133.968
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	1.80166	1.51356	13.3147	13.8032	0.02882	0.54223	2.93110	3.47333	0.49885	0.92771	1.42655	—	3,109.05	3,109.05	0.12612	0.02522	0.00000	3,119.72
2028	7.15812	6.98486	7.13006	10.2553	0.02160	0.25042	0.00000	0.25042	0.23039	0.00000	0.23039	—	2,260.06	2,260.06	0.09168	0.01834	0.00000	2,267.81
2029	3.07337	3.07206	0.04818	0.06747	0.00010	0.00078	0.00000	0.00078	0.00072	0.00000	0.00072	—	8.09941	8.09941	0.00033	0.00007	0.00000	8.12721
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	0.32880	0.27623	2.42994	2.51909	0.00526	0.09896	0.53493	0.63388	0.09104	0.16931	0.26035	—	514.738	514.738	0.02088	0.00418	0.00000	516.504
2028	1.30636	1.27474	1.30124	1.87159	0.00394	0.04570	0.00000	0.04570	0.04205	0.00000	0.04205	—	374.178	374.178	0.01518	0.00304	0.00000	375.462
2029	0.56089	0.56065	0.00879	0.01231	0.00002	0.00014	0.00000	0.00014	0.00013	0.00000	0.00013	—	1.34095	1.34095	0.00005	0.00001	0.00000	1.34555

2.2.3. Offsite 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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	2.07396	0.33732	36.8630	13.1210	0.24311	0.72563	10.3358	11.0614	0.48375	2.82323	3.30699	—	36,292.2	36,292.2	1.72910	5.82633	75.6218	38,147.3
2028	0.49551	0.40584	1.71551	4.81302	0.00943	0.01886	1.43762	1.45648	0.01886	0.35200	0.37087	—	2,344.89	2,344.89	0.07070	0.19568	6.34618	2,411.31
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	0.06235	0.05542	0.05022	0.59803	0.00000	0.00000	0.16533	0.16533	0.00000	0.03875	0.03875	—	154.722	154.722	0.00397	0.00692	0.01468	156.899
2028	0.48176	0.39033	1.84597	4.33466	0.00943	0.01886	1.43762	1.45648	0.01886	0.35200	0.37087	—	2,268.90	2,268.90	0.07646	0.23334	0.16458	2,340.51
2029	0.06945	0.06773	0.05708	0.69222	0.00000	0.00000	0.21576	0.21576	0.00000	0.05057	0.05057	—	194.967	194.967	0.00460	0.00846	0.01531	197.618

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	0.36416	0.08313	6.17359	2.41110	0.03774	0.11139	1.61355	1.72494	0.07426	0.43920	0.51346	—	5,656.30	5,656.30	0.27809	0.90169	5.09411	5,937.05
2028	0.27050	0.22150	0.97657	2.39653	0.00504	0.01008	0.79168	0.80175	0.01008	0.19329	0.20337	—	1,255.36	1,255.36	0.04012	0.12422	1.52279	1,294.90
2029	0.00414	0.00400	0.00298	0.04082	0.00000	0.00000	0.01276	0.01276	0.00000	0.00299	0.00299	—	11.9082	11.9082	0.00024	0.00051	0.01548	12.0827
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	0.06646	0.01517	1.12668	0.44003	0.00689	0.02033	0.29447	0.31480	0.01355	0.08015	0.09371	—	936.465	936.465	0.04604	0.14928	0.84339	982.946
2028	0.04937	0.04042	0.17822	0.43737	0.00092	0.00184	0.14448	0.14632	0.00184	0.03528	0.03711	—	207.839	207.839	0.00664	0.02057	0.25212	214.386
2029	0.00076	0.00073	0.00054	0.00745	0.00000	0.00000	0.00233	0.00233	0.00000	0.00054	0.00054	—	1.97154	1.97154	0.00004	0.00008	0.00256	2.00043

3. Construction Emissions Details

3.1. Demolition (2027)

3.1.1. Onsite - 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
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.63907	2.21478	19.9005	18.6307	0.03253	0.79594	—	0.79594	0.73226	—	0.73226	—	3,426.90	3,426.90	0.13901	0.02780	—	3,438.66
Demolition	—	—	—	—	—	—	9.77769	9.77769	—	1.48062	1.48062	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.31813	0.26699	2.39897	2.24589	0.00392	0.09595	—	0.09595	0.08827	—	0.08827	—	413.105	413.105	0.01676	0.00335	—	414.523
Demolition	—	—	—	—	—	—	1.17868	1.17868	—	0.17849	0.17849	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05806	0.04873	0.43781	0.40988	0.00072	0.01751	—	0.01751	0.01611	—	0.01611	—	68.3943	68.3943	0.00277	0.00055	—	68.6290
Demolition	—	—	—	—	—	—	0.21511	0.21511	—	0.03257	0.03257	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.1.2. Offsite - 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
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04775	0.04289	0.02794	0.50659	0.00000	0.00000	0.12400	0.12400	0.00000	0.02906	0.02906	—	125.073	125.073	0.00198	0.00486	0.42381	126.995
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.82307	0.18994	13.4708	5.44122	0.07821	0.22346	3.13199	3.35545	0.14897	0.85748	1.00646	—	11,373.8	11,373.8	0.62196	1.83236	23.1138	11,958.5
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.00556	0.00493	0.00395	0.05245	0.00000	0.00000	0.01457	0.01457	0.00000	0.00341	0.00341	—	14.0833	14.0833	0.00032	0.00059	0.02208	14.2880
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.09832	0.02245	1.68494	0.65907	0.00943	0.02694	0.37035	0.39729	0.01796	0.10157	0.11952	—	1,371.40	1,371.40	0.07498	0.22089	1.20184	1,440.30
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00101	0.00090	0.00072	0.00957	0.00000	0.00000	0.00266	0.00266	0.00000	0.00062	0.00062	—	2.33165	2.33165	0.00005	0.00010	0.00366	2.36554
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.01794	0.00410	0.30750	0.12028	0.00172	0.00492	0.06759	0.07250	0.00328	0.01854	0.02181	—	227.051	227.051	0.01241	0.03657	0.19898	238.459

3.2. Site Preparation (2027)

3.2.1. Onsite - 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
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.74034	3.14292	28.7848	29.2967	0.05021	1.19316	—	1.19316	1.09770	—	1.09770	—	5,439.54	5,439.54	0.22065	0.04413	—	5,458.21
Dust From Material Movement	—	—	—	—	—	—	7.66973	7.66973	—	3.94048	3.94048	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.22545	0.18944	1.73497	1.76583	0.00303	0.07192	—	0.07192	0.06616	—	0.06616	—	327.863	327.863	0.01330	0.00266	—	328.988
Dust From Material Movement	—	—	—	—	—	—	0.46229	0.46229	—	0.23751	0.23751	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04114	0.03457	0.31663	0.32226	0.00055	0.01312	—	0.01312	0.01207	—	0.01207	—	54.2814	54.2814	0.00220	0.00044	—	54.4677
Dust From Material Movement	—	—	—	—	—	—	0.08437	0.08437	—	0.04335	0.04335	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.2.2. Offsite - 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
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06367	0.05719	0.03726	0.67545	0.00000	0.00000	0.16533	0.16533	0.00000	0.03875	0.03875	—	166.763	166.763	0.00265	0.00648	0.56509	169.326
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.05825	0.01344	0.95327	0.38505	0.00553	0.01581	0.22164	0.23745	0.01054	0.06068	0.07122	—	804.871	804.871	0.04401	0.12967	1.63566	846.249
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00370	0.00329	0.00264	0.03497	0.00000	0.00000	0.00972	0.00972	0.00000	0.00227	0.00227	—	9.38886	9.38886	0.00021	0.00039	0.01472	9.52531
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00348	0.00079	0.05962	0.02332	0.00033	0.00095	0.01310	0.01406	0.00064	0.00359	0.00423	—	48.5240	48.5240	0.00265	0.00782	0.04252	50.9619
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00068	0.00060	0.00048	0.00638	0.00000	0.00000	0.00177	0.00177	0.00000	0.00041	0.00041	—	1.55443	1.55443	0.00004	0.00006	0.00244	1.57702
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00063	0.00014	0.01088	0.00426	0.00006	0.00017	0.00239	0.00257	0.00012	0.00066	0.00077	—	8.03370	8.03370	0.00044	0.00129	0.00704	8.43732

3.3. Grading (2027)

3.3.1. Onsite - 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
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.50534	2.94546	25.5801	27.2816	0.06093	1.04307	—	1.04307	0.95962	—	0.95962	—	6,598.08	6,598.08	0.26765	0.05353	—	6,620.72
Dust From Material Movement	—	—	—	—	—	—	3.60581	3.60581	—	1.42745	1.42745	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Roa Equipment	0.40335	0.33893	2.94346	3.13926	0.00701	0.12002	—	0.12002	0.11042	—	0.11042	—	759.231	759.231	0.03080	0.00616	—	761.836
Dust From Material Movement	—	—	—	—	—	—	0.41492	0.41492	—	0.16425	0.16425	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Roa d Equipm ent	0.07361	0.06185	0.53718	0.57291	0.00128	0.02190	—	0.02190	0.02015	—	0.02015	—	125.699	125.699	0.00510	0.00102	—	126.131
Dust From Material Movement	—	—	—	—	—	—	0.07572	0.07572	—	0.02998	0.02998	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.3.2. Offsite - 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
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06367	0.05719	0.03726	0.67545	0.00000	0.00000	0.16533	0.16533	0.00000	0.03875	0.03875	—	166.763	166.763	0.00265	0.00648	0.56509	169.326
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	2.01029	0.28013	36.8257	12.4455	0.24311	0.72563	10.1704	10.8961	0.48375	2.78448	3.26823	—	36,125.4	36,125.4	1.72646	5.81984	75.0567	37,977.9
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.00707	0.00628	0.00503	0.06675	0.00000	0.00000	0.01855	0.01855	0.00000	0.00434	0.00434	—	17.9242	17.9242	0.00041	0.00075	0.02810	18.1847
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.23104	0.03209	4.40674	1.43308	0.02797	0.08350	1.14796	1.23145	0.05566	0.31482	0.37049	—	4,157.00	4,157.00	0.19866	0.66968	3.72531	4,365.25
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00129	0.00115	0.00092	0.01218	0.00000	0.00000	0.00338	0.00338	0.00000	0.00079	0.00079	—	2.96755	2.96755	0.00007	0.00012	0.00465	3.01068
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.04216	0.00586	0.80423	0.26154	0.00511	0.01524	0.20950	0.22474	0.01016	0.05745	0.06761	—	688.238	688.238	0.03289	0.11087	0.61677	722.717

3.4. Infrastructure Improvements (2027)

3.4.1. Onsite - 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
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.50534	2.94546	25.5801	27.2816	0.06093	1.04307	—	1.04307	0.95962	—	0.95962	—	6,598.08	6,598.08	0.26765	0.05353	—	6,620.72
Dust From Material Movement	—	—	—	—	—	—	3.58940	3.58940	—	1.42496	1.42496	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.50534	2.94546	25.5801	27.2816	0.06093	1.04307	—	1.04307	0.95962	—	0.95962	—	6,598.08	6,598.08	0.26765	0.05353	—	6,620.72

Dust From Material Movement	—	—	—	—	—	—	3.58940	3.58940	—	1.42496	1.42496	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.85473	0.71821	6.23734	6.65224	0.01486	0.25434	—	0.25434	0.23399	—	0.23399	—	1,608.85	1,608.85	0.06526	0.01305	—	1,614.37
Dust From Material Movement	—	—	—	—	—	—	0.87522	0.87522	—	0.34746	0.34746	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15599	0.13107	1.13831	1.21403	0.00271	0.04642	—	0.04642	0.04270	—	0.04270	—	266.363	266.363	0.01080	0.00216	—	267.277
Dust From Material Movement	—	—	—	—	—	—	0.15973	0.15973	—	0.06341	0.06341	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.4.2. Offsite - 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
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.06367	0.05719	0.03726	0.67545	0.00000	0.00000	0.16533	0.16533	0.00000	0.03875	0.03875	—	166.763	166.763	0.00265	0.00648	0.56509	169.326
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06235	0.05542	0.05022	0.59803	0.00000	0.00000	0.16533	0.16533	0.00000	0.03875	0.03875	—	154.722	154.722	0.00397	0.00692	0.01468	156.899
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01499	0.01330	0.01067	0.14145	0.00000	0.00000	0.03930	0.03930	0.00000	0.00920	0.00920	—	37.9822	37.9822	0.00086	0.00158	0.05954	38.5342
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00274	0.00243	0.00195	0.02582	0.00000	0.00000	0.00717	0.00717	0.00000	0.00168	0.00168	—	6.28838	6.28838	0.00014	0.00026	0.00986	6.37978
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.5. Building Construction (2028)

3.5.1. Onsite - 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
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.70813	1.43116	11.1662	15.8845	0.03572	0.37975	—	0.37975	0.34937	—	0.34937	—	3,731.27	3,731.27	0.15136	0.03027	—	3,744.08

Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.70813	1.43116	11.1662	15.8845	0.03572	0.37975	—	0.37975	0.34937	—	0.34937	—	3,731.27	3,731.27	0.15136	0.03027	—	3,744.08
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.91256	0.76459	5.96551	8.48624	0.01908	0.20288	—	0.20288	0.18665	—	0.18665	—	1,993.42	1,993.42	0.08086	0.01617	—	2,000.26
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.16654	0.13954	1.08871	1.54874	0.00348	0.03703	—	0.03703	0.03406	—	0.03406	—	330.033	330.033	0.01339	0.00268	—	331.166
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.5.2. Offsite - 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
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.40682	0.36452	0.24023	4.15936	0.00000	0.00000	1.07879	1.07879	0.00000	0.25287	0.25287	—	1,068.84	1,068.84	0.01726	0.00863	3.31176	1,075.15
Vendor	0.08870	0.04132	1.47528	0.65366	0.00943	0.01886	0.35883	0.37769	0.01886	0.09914	0.11800	—	1,276.05	1,276.05	0.05344	0.18705	3.03442	1,336.16

Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.39531	0.35014	0.28828	3.66192	0.00000	0.00000	1.07879	1.07879	0.00000	0.25287	0.25287	—	991.703	991.703	0.02302	0.04517	0.08568	1,005.83
Vendor	0.08645	0.04019	1.55769	0.67274	0.00943	0.01886	0.35883	0.37769	0.01886	0.09914	0.11800	—	1,277.19	1,277.19	0.05344	0.18817	0.07889	1,334.68
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.20812	0.18552	0.15094	1.90011	0.00000	0.00000	0.56190	0.56190	0.00000	0.13148	0.13148	—	533.404	533.404	0.01076	0.02259	0.76378	541.170
Vendor	0.04679	0.02207	0.81431	0.35401	0.00504	0.01008	0.18766	0.19774	0.01008	0.05195	0.06203	—	681.980	681.980	0.02855	0.09993	0.70177	713.175
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03798	0.03386	0.02755	0.34677	0.00000	0.00000	0.10255	0.10255	0.00000	0.02400	0.02400	—	88.3111	88.3111	0.00178	0.00374	0.12645	89.5968
Vendor	0.00854	0.00403	0.14861	0.06461	0.00092	0.00184	0.03425	0.03609	0.00184	0.00948	0.01132	—	112.910	112.910	0.00473	0.01654	0.11619	118.074
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.6. Paving (2028)

3.6.1. Onsite - 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
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.17372	0.98625	8.86019	13.5678	0.01920	0.37915	—	0.37915	0.34882	—	0.34882	—	2,079.67	2,079.67	0.08436	0.01687	—	2,086.80

Paving	0.46255	0.46255	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14149	0.11889	1.06808	1.63557	0.00231	0.04571	—	0.04571	0.04205	—	0.04205	—	250.700	250.700	0.01017	0.00203	—	251.560
Paving	0.05576	0.05576	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02582	0.02170	0.19492	0.29849	0.00042	0.00834	—	0.00834	0.00767	—	0.00767	—	41.5062	41.5062	0.00168	0.00034	—	41.6486
Paving	0.01018	0.01018	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.6.2. Offsite - 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
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05301	0.04695	0.03866	0.49106	0.00000	0.00000	0.14466	0.14466	0.00000	0.03391	0.03391	—	132.986	132.986	0.00309	0.00606	0.01149	134.880
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00630	0.00561	0.00457	0.05749	0.00000	0.00000	0.01700	0.01700	0.00000	0.00398	0.00398	—	16.1398	16.1398	0.00033	0.00068	0.02311	16.3748
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00115	0.00102	0.00083	0.01049	0.00000	0.00000	0.00310	0.00310	0.00000	0.00073	0.00073	—	2.67213	2.67213	0.00005	0.00011	0.00383	2.71103
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.7. Architectural Coating (2028)

3.7.1. Onsite - 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
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12985	0.10731	0.80814	1.11833	0.00173	0.01536	—	0.01536	0.01413	—	0.01413	—	133.517	133.517	0.00542	0.00108	—	133.975
Architectural Coatings	50.5371	50.5371	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Roa Equipment	0.01550	0.01281	0.09647	0.13350	0.00021	0.00183	—	0.00183	0.00169	—	0.00169	—	15.9384	15.9384	0.00065	0.00013	—	15.9931
Architectural Coatings	6.03281	6.03281	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00283	0.00234	0.01761	0.02436	0.00004	0.00033	—	0.00033	0.00031	—	0.00031	—	2.63879	2.63879	0.00011	0.00002	—	2.64784
Architectural Coatings	1.10099	1.10099	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.7.2. Offsite - 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
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07906	0.07003	0.05766	0.73238	0.00000	0.00000	0.21576	0.21576	0.00000	0.05057	0.05057	—	198.341	198.341	0.00460	0.00903	0.01714	201.165
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.00930	0.00829	0.00675	0.08491	0.00000	0.00000	0.02511	0.02511	0.00000	0.00588	0.00588	—	23.8371	23.8371	0.00048	0.00101	0.03413	24.1841
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00170	0.00151	0.00123	0.01550	0.00000	0.00000	0.00458	0.00458	0.00000	0.00107	0.00107	—	3.94650	3.94650	0.00008	0.00017	0.00565	4.00396
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.8. Architectural Coating (2029)

3.8.1. Onsite - 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
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12385	0.10236	0.79416	1.11216	0.00173	0.01284	—	0.01284	0.01181	—	0.01181	—	133.510	133.510	0.00542	0.00108	—	133.968
Architectural Coatings	50.5371	50.5371	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.00751	0.00621	0.04818	0.06747	0.00010	0.00078	—	0.00078	0.00072	—	0.00072	—	8.09941	8.09941	0.00033	0.00007	—	8.12721
Architectural Coatings	3.06585	3.06585	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00137	0.00113	0.00879	0.01231	0.00002	0.00014	—	0.00014	0.00013	—	0.00013	—	1.34095	1.34095	0.00005	0.00001	—	1.34555
Architectural Coatings	0.55952	0.55952	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.8.2. Offsite - 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
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06945	0.06773	0.05708	0.69222	0.00000	0.00000	0.21576	0.21576	0.00000	0.05057	0.05057	—	194.967	194.967	0.00460	0.00846	0.01531	197.618
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00414	0.00400	0.00298	0.04082	0.00000	0.00000	0.01276	0.01276	0.00000	0.00299	0.00299	—	11.9082	11.9082	0.00024	0.00051	0.01548	12.0827
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00076	0.00073	0.00054	0.00745	0.00000	0.00000	0.00233	0.00233	0.00000	0.00054	0.00054	—	1.97154	1.97154	0.00004	0.00008	0.00256	2.00043
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

4. Operations Emissions Details

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

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

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

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

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

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

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

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

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

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	4/1/2027	6/1/2027	5.00000	44.0000	—
Site Preparation	Site Preparation	6/2/2027	7/1/2027	5.00000	22.0000	—
Grading	Grading	7/2/2027	8/30/2027	5.00000	42.0000	—
Infrastructure Improvements	Grading	8/31/2027	12/31/2027	5.00000	89.0000	—
Building Construction	Building Construction	1/3/2028	9/29/2028	5.00000	195.000	—

Paving	Paving	10/2/2028	11/30/2028	5.00000	44.0000	—
Architectural Coating	Architectural Coating	11/1/2028	1/31/2029	5.00000	66.0000	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	Diesel	Average	1.000000	8.00000	33.0000	0.73000
Demolition	Excavators	Diesel	Average	3.00000	8.00000	36.0000	0.38000
Demolition	Rubber Tired Dozers	Diesel	Average	2.00000	8.00000	367.000	0.40000
Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00000	8.00000	367.000	0.40000
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	4.00000	8.00000	84.0000	0.37000
Site Preparation	Excavators	Diesel	Average	1.000000	8.00000	36.0000	0.38000
Grading	Excavators	Diesel	Average	2.00000	8.00000	36.0000	0.38000
Grading	Graders	Diesel	Average	1.000000	8.00000	148.000	0.41000
Grading	Rubber Tired Dozers	Diesel	Average	1.000000	8.00000	367.000	0.40000
Grading	Tractors/Loaders/Backhoes	Diesel	Average	2.00000	8.00000	84.0000	0.37000
Grading	Scrapers	Diesel	Average	2.00000	8.00000	423.000	0.48000
Infrastructure Improvements	Excavators	Diesel	Average	2.00000	8.00000	36.0000	0.38000
Infrastructure Improvements	Graders	Diesel	Average	1.000000	8.00000	148.000	0.41000
Infrastructure Improvements	Rubber Tired Dozers	Diesel	Average	1.000000	8.00000	367.000	0.40000
Infrastructure Improvements	Scrapers	Diesel	Average	2.00000	8.00000	423.000	0.48000
Infrastructure Improvements	Tractors/Loaders/Backhoes	Diesel	Average	2.00000	8.00000	84.0000	0.37000

Building Construction	Cranes	Diesel	Average	1.000000	7.00000	367.000	0.29000
Building Construction	Forklifts	Diesel	Average	3.00000	8.00000	82.0000	0.20000
Building Construction	Generator Sets	Diesel	Average	1.000000	8.00000	14.0000	0.74000
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	3.00000	7.00000	84.0000	0.37000
Building Construction	Welders	Diesel	Average	1.000000	8.00000	46.0000	0.45000
Building Construction	Off-Highway Trucks	Diesel	Average	1.000000	8.00000	376.000	0.38000
Paving	Pavers	Diesel	Average	2.00000	8.00000	81.0000	0.42000
Paving	Paving Equipment	Diesel	Average	2.00000	8.00000	89.0000	0.36000
Paving	Rollers	Diesel	Average	2.00000	8.00000	36.0000	0.38000
Paving	Graders	Diesel	Average	1.000000	8.00000	148.000	0.41000
Architectural Coating	Air Compressors	Diesel	Average	1.000000	6.00000	37.0000	0.48000

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	Worker	15.0000	11.7000	LDA,LDT1,LDT2
Demolition	Vendor	—	8.40000	HHDT,MHDT
Demolition	Hauling	168.932	20.0000	HHDT
Demolition	Onsite truck	—	—	HHDT
Site Preparation	Worker	20.0000	11.7000	LDA,LDT1,LDT2
Site Preparation	Vendor	—	8.40000	HHDT,MHDT
Site Preparation	Hauling	11.9545	20.0000	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	Worker	20.0000	11.7000	LDA,LDT1,LDT2
Grading	Vendor	—	8.40000	HHDT,MHDT
Grading	Hauling	55.9762	196.000	HHDT
Grading	Onsite truck	—	—	HHDT

Infrastructure Improvements	Worker	20.0000	11.7000	LDA,LDT1,LDT2
Infrastructure Improvements	Vendor	—	8.40000	HHDT,MHDT
Infrastructure Improvements	Hauling	0.00000	20.0000	HHDT
Infrastructure Improvements	Onsite truck	—	—	HHDT
Building Construction	Worker	130.501	11.7000	LDA,LDT1,LDT2
Building Construction	Vendor	50.9265	8.40000	HHDT,MHDT
Building Construction	Hauling	0.00000	20.0000	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	Worker	17.5000	11.7000	LDA,LDT1,LDT2
Paving	Vendor	—	8.40000	HHDT,MHDT
Paving	Hauling	0.00000	20.0000	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	Worker	26.1002	11.7000	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	8.40000	HHDT,MHDT
Architectural Coating	Hauling	0.00000	20.0000	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	0.00000	0.00000	466,076	155,359	20,302.4

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 (Building Square Footage)	Acres Paved (acres)
Demolition	0.00000	0.00000	0.00000	646,343	0.00000
Site Preparation	—	2,100.00	33.0000	0.00000	0.00000
Grading	18,806.0	—	126.000	0.00000	0.00000
Infrastructure Improvements	—	—	267.000	0.00000	0.00000
Paving	0.00000	0.00000	0.00000	0.00000	7.76798

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%
Water Demolished Area	2	36%	36%

5.7. Construction Paving

Phase Name	Land Use	Area Paved (acres)	% Asphalt
Paving	Unrefrigerated Warehouse-No Rail	0.00000	0%
Paving	Parking Lot	7.76798	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2027	0.00000	203.983	0.03300	0.00400
2028	0.00000	203.983	0.03300	0.00400
2029	0.00000	203.983	0.03300	0.00400

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. Biomass Cover Type

5.18.1.1. Unmitigated

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)

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	7.75000	annual days of extreme heat
Extreme Precipitation	7.20000	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	8.96000	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	N/A	N/A	N/A	N/A
Extreme Precipitation	2	0	0	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	N/A	N/A	N/A	N/A
Extreme Precipitation	2	1	1	3
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	6.38457
AQ-PM	26.2726
AQ-DPM	77.0877
Drinking Water	4.20882
Lead Risk Housing	94.0391
Pesticides	0.00000
Toxic Releases	63.9035
Traffic	33.5750
Effect Indicators	—
CleanUp Sites	96.9018
Groundwater	92.6615

Haz Waste Facilities/Generators	91.0126
Impaired Water Bodies	12.4528
Solid Waste	63.6655
Sensitive Population	—
Asthma	99.6760
Cardio-vascular	90.4661
Low Birth Weights	78.9967
Socioeconomic Factor Indicators	—
Education	89.0534
Housing	93.3333
Linguistic	55.1495
Poverty	85.4397
Unemployment	65.6299

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	4.555370204
Employed	6.967791608
Median HI	1.668163737
Education	—
Bachelor's or higher	10.61208777
High school enrollment	14.96214552
Preschool enrollment	49.04401386
Transportation	—
Auto Access	2.617733864
Active commuting	94.71320416

Social	—
2-parent households	21.14718337
Voting	25.7153856
Neighborhood	—
Alcohol availability	13.60195047
Park access	81.35506224
Retail density	85.32015912
Supermarket access	27.01142051
Tree canopy	29.65481843
Housing	—
Homeownership	17.86218401
Housing habitability	7.493904786
Low-inc homeowner severe housing cost burden	2.34826126
Low-inc renter severe housing cost burden	8.135506224
Uncrowded housing	22.16091364
Health Outcomes	—
Insured adults	8.122674195
Arthritis	15.6
Asthma ER Admissions	0.9
High Blood Pressure	13.8
Cancer (excluding skin)	68.9
Asthma	3.1
Coronary Heart Disease	12.2
Chronic Obstructive Pulmonary Disease	6.0
Diagnosed Diabetes	3.7
Life Expectancy at Birth	23.4
Cognitively Disabled	13.1
Physically Disabled	5.0

Heart Attack ER Admissions	13.7
Mental Health Not Good	6.9
Chronic Kidney Disease	3.6
Obesity	3.2
Pedestrian Injuries	91.9
Physical Health Not Good	6.4
Stroke	2.3
Health Risk Behaviors	—
Binge Drinking	87.0
Current Smoker	6.5
No Leisure Time for Physical Activity	5.8
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	40.4
Children	24.2
Elderly	60.7
English Speaking	18.3
Foreign-born	55.7
Outdoor Workers	5.4
Climate Change Adaptive Capacity	—
Impervious Surface Cover	13.3
Traffic Density	27.3
Traffic Access	87.4
Other Indices	—
Hardship	93.4
Other Decision Support	—
2016 Voting	3.9

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	90.0000
Healthy Places Index Score for Project Location (b)	6.00000
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	Yes
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

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

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

8.1. Justifications

Screen	Justification
Construction: Construction Phases	Anticipated schedule
Construction: Trips and VMT	Anticipated distance for hazardous material disposal

8.4. Construction

8.4.1. Construction Phases

Phase Type	Phase Name	Model Parameter	Default Value	New Value

Demolition	Demolition	End Date	4/29/2027	6/1/2027
Demolition	Demolition	Work Days per Phase	20.0000	44.0000
Site Preparation	Site Preparation	Start Date	4/30/2027	6/2/2027
Site Preparation	Site Preparation	End Date	5/14/2027	7/1/2027
Site Preparation	Site Preparation	Work Days per Phase	10.00000	22.0000
Grading	Grading	Start Date	5/15/2027	7/2/2027
Grading	Grading	End Date	6/26/2027	8/30/2027
Grading	Grading	Work Days per Phase	30.0000	42.0000
Building Construction	Building Construction	Start Date	6/27/2027	1/3/2028
Building Construction	Building Construction	End Date	8/20/2028	9/29/2028
Building Construction	Building Construction	Work Days per Phase	300.000	195.000
Paving	Paving	Start Date	8/21/2028	10/2/2028
Paving	Paving	End Date	9/18/2028	11/30/2028
Paving	Paving	Work Days per Phase	20.0000	44.0000
Architectural Coating	Architectural Coating	Start Date	9/19/2028	11/1/2028
Architectural Coating	Architectural Coating	End Date	10/17/2028	1/31/2029
Architectural Coating	Architectural Coating	Work Days per Phase	20.0000	66.0000

8.4.6. Trips and VMT

Phase Name	Trip Type	Model Parameter	Default Value	New Value
Grading	Hauling	Miles per Trip	20.0000	196.000

Oakland Foundry_Ops Detailed Report

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8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Oakland Foundry_Ops
Operational Year	2029
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.90
Precipitation (days)	39.0
Location	7825 San Leandro St, Oakland, CA 94621, USA
County	Alameda
City	Oakland
Air District	Bay Area AQMD
Air Basin	San Francisco Bay Area
TAZ	1435
EDFZ	1
Electric Utility	Pacific Gas & Electric Company
Gas Utility	Pacific Gas & Electric
App Version	2022.1.1.29

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Unrefrigerated Warehouse-No Rail	311	1000sqft	7.13	310,717	78,408	—	—	—
Parking Lot	338	1000sqft	7.77	0.00	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.4. Operations Emissions Compared Against Thresholds

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

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	14.2	13.6	5.30	45.5	0.09	0.08	8.26	8.34	0.07	2.10	2.17	295	11,637	11,933	30.6	0.87	23.4	12,979
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	11.7	11.3	5.80	30.6	0.09	0.06	8.26	8.32	0.06	2.10	2.15	295	11,104	11,399	30.6	0.90	0.61	12,433
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	12.8	12.3	5.60	36.1	0.09	0.07	8.05	8.13	0.06	2.05	2.11	295	11,170	11,465	30.6	0.89	10.1	12,505
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.34	2.25	1.02	6.59	0.02	0.01	1.47	1.48	0.01	0.37	0.39	48.9	1,849	1,898	5.07	0.15	1.68	2,070

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	4.23	3.83	5.18	32.0	0.09	0.06	8.26	8.32	0.06	2.10	2.15	—	9,408	9,408	0.41	0.49	23.4	9,587

Area	10.00	9.81	0.11	13.5	< 0.005	0.02	—	0.02	0.02	—	0.02	—	55.6	55.6	< 0.005	< 0.005	—	55.8
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	1,911	1,911	0.31	0.04	—	1,930
Water	—	—	—	—	—	—	—	—	—	—	—	138	262	400	14.2	0.34	—	856
Waste	—	—	—	—	—	—	—	—	—	—	—	157	0.00	157	15.7	0.00	—	551
Total	14.2	13.6	5.30	45.5	0.09	0.08	8.26	8.34	0.07	2.10	2.17	295	11,637	11,933	30.6	0.87	23.4	12,979
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	4.10	3.68	5.80	30.6	0.09	0.06	8.26	8.32	0.06	2.10	2.15	—	8,930	8,930	0.45	0.52	0.61	9,096
Area	7.59	7.59	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	1,911	1,911	0.31	0.04	—	1,930
Water	—	—	—	—	—	—	—	—	—	—	—	138	262	400	14.2	0.34	—	856
Waste	—	—	—	—	—	—	—	—	—	—	—	157	0.00	157	15.7	0.00	—	551
Total	11.7	11.3	5.80	30.6	0.09	0.06	8.26	8.32	0.06	2.10	2.15	295	11,104	11,399	30.6	0.90	0.61	12,433
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	4.05	3.64	5.54	29.5	0.09	0.06	8.05	8.11	0.06	2.05	2.10	—	8,968	8,968	0.43	0.51	10.1	9,140
Area	8.78	8.68	0.06	6.66	< 0.005	0.01	—	0.01	0.01	—	0.01	—	27.4	27.4	< 0.005	< 0.005	—	27.5
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	1,911	1,911	0.31	0.04	—	1,930
Water	—	—	—	—	—	—	—	—	—	—	—	138	262	400	14.2	0.34	—	856
Waste	—	—	—	—	—	—	—	—	—	—	—	157	0.00	157	15.7	0.00	—	551
Total	12.8	12.3	5.60	36.1	0.09	0.07	8.05	8.13	0.06	2.05	2.11	295	11,170	11,465	30.6	0.89	10.1	12,505
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.74	0.66	1.01	5.38	0.02	0.01	1.47	1.48	0.01	0.37	0.38	—	1,485	1,485	0.07	0.08	1.68	1,513
Area	1.60	1.58	0.01	1.22	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.54	4.54	< 0.005	< 0.005	—	4.55
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	316	316	0.05	0.01	—	320
Water	—	—	—	—	—	—	—	—	—	—	—	22.8	43.5	66.3	2.34	0.06	—	142
Waste	—	—	—	—	—	—	—	—	—	—	—	26.1	0.00	26.1	2.60	0.00	—	91.2
Total	2.34	2.25	1.02	6.59	0.02	0.01	1.47	1.48	0.01	0.37	0.39	48.9	1,849	1,898	5.07	0.15	1.68	2,070

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	0.24	0.14	2.26	1.67	0.01	0.01	0.22	0.23	0.01	0.06	0.07	—	849	849	0.09	0.13	1.31	891
Parking Lot	3.99	3.68	2.93	30.4	0.08	0.05	8.04	8.09	0.05	2.04	2.09	—	8,559	8,559	0.32	0.36	22.1	8,696
Total	4.23	3.83	5.18	32.0	0.09	0.06	8.26	8.32	0.06	2.10	2.15	—	9,408	9,408	0.41	0.49	23.4	9,587
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.23	0.13	2.39	1.78	0.01	0.01	0.22	0.23	0.01	0.06	0.07	—	851	851	0.09	0.13	0.03	892
Parking Lot	3.87	3.55	3.41	28.8	0.08	0.05	8.04	8.09	0.05	2.04	2.09	—	8,078	8,078	0.36	0.39	0.57	8,204
Total	4.10	3.68	5.80	30.6	0.09	0.06	8.26	8.32	0.06	2.10	2.15	—	8,930	8,930	0.45	0.52	0.61	9,096
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Unrefrigerated Warehouse-No Rail	0.04	0.02	0.42	0.31	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	—	141	141	0.01	0.02	0.09	147
Parking Lot	0.70	0.64	0.59	5.06	0.01	0.01	1.43	1.44	0.01	0.36	0.37	—	1,344	1,344	0.06	0.06	1.58	1,366
Total	0.74	0.66	1.01	5.38	0.02	0.01	1.47	1.48	0.01	0.37	0.38	—	1,485	1,485	0.07	0.08	1.68	1,513

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	1,746	1,746	0.28	0.03	—	1,763
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	166	166	0.03	< 0.005	—	167
Total	—	—	—	—	—	—	—	—	—	—	—	—	1,911	1,911	0.31	0.04	—	1,930
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	1,746	1,746	0.28	0.03	—	1,763
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	166	166	0.03	< 0.005	—	167

Total	—	—	—	—	—	—	—	—	—	—	—	—	1,911	1,911	0.31	0.04	—	1,930
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	289	289	0.05	0.01	—	292
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	27.4	27.4	< 0.005	< 0.005	—	27.7
Total	—	—	—	—	—	—	—	—	—	—	—	—	316	316	0.05	0.01	—	320

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

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

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

Total	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
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
Total	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00

4.3. Area Emissions by Source

4.3.1. Unmitigated

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

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	6.68	6.68	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.91	0.91	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	2.41	2.22	0.11	13.5	< 0.005	0.02	—	0.02	0.02	—	0.02	—	55.6	55.6	< 0.005	< 0.005	—	55.8
Total	10.00	9.81	0.11	13.5	< 0.005	0.02	—	0.02	0.02	—	0.02	—	55.6	55.6	< 0.005	< 0.005	—	55.8
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Consum Products	6.68	6.68	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.91	0.91	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	7.59	7.59	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	1.22	1.22	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.17	0.17	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.22	0.20	0.01	1.22	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.54	4.54	< 0.005	< 0.005	—	4.55
Total	1.60	1.58	0.01	1.22	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.54	4.54	< 0.005	< 0.005	—	4.55

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	—	—	—	—	—	—	—	—	—	—	—	138	262	400	14.2	0.34	—	856

Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	138	262	400	14.2	0.34	—	856
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	138	262	400	14.2	0.34	—	856
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	138	262	400	14.2	0.34	—	856
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	22.8	43.5	66.3	2.34	0.06	—	142
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	22.8	43.5	66.3	2.34	0.06	—	142

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 Wareho Rail	—	—	—	—	—	—	—	—	—	—	—	157	0.00	157	15.7	0.00	—	551
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	157	0.00	157	15.7	0.00	—	551
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	157	0.00	157	15.7	0.00	—	551
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	157	0.00	157	15.7	0.00	—	551
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	26.1	0.00	26.1	2.60	0.00	—	91.2
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	26.1	0.00	26.1	2.60	0.00	—	91.2

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

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	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. 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	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. 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	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

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

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

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

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

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

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

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

Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.9. 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	180	180	180	65,699	256	256	256	93,419
Parking Lot	1,259	1,259	1,259	459,529	11,393	11,393	11,393	4,158,577

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

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	466,076	155,359	20,302

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	180

5.11. Operational Energy Consumption

5.11.1. Unmitigated

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

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Unrefrigerated Warehouse-No Rail	3,123,866	204	0.0330	0.0040	0.00
Parking Lot	296,415	204	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	71,853,306	890,817
Parking Lot	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	292	—
Parking Lot	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

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

5.16. 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. Biomass Cover Type

5.18.1.1. Unmitigated

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)

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	7.75	annual days of extreme heat
Extreme Precipitation	7.20	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	8.96	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	N/A	N/A	N/A	N/A
Extreme Precipitation	2	0	0	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	N/A	N/A	N/A	N/A
Extreme Precipitation	2	1	1	3
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	6.38
AQ-PM	26.3
AQ-DPM	77.1
Drinking Water	4.21
Lead Risk Housing	94.0
Pesticides	0.00
Toxic Releases	63.9
Traffic	33.6
Effect Indicators	—
CleanUp Sites	96.9
Groundwater	92.7
Haz Waste Facilities/Generators	91.0
Impaired Water Bodies	12.5
Solid Waste	63.7
Sensitive Population	—
Asthma	99.7
Cardio-vascular	90.5
Low Birth Weights	79.0

Socioeconomic Factor Indicators	—
Education	89.1
Housing	93.3
Linguistic	55.1
Poverty	85.4
Unemployment	65.6

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	4.555370204
Employed	6.967791608
Median HI	1.668163737
Education	—
Bachelor's or higher	10.61208777
High school enrollment	14.96214552
Preschool enrollment	49.04401386
Transportation	—
Auto Access	2.617733864
Active commuting	94.71320416
Social	—
2-parent households	21.14718337
Voting	25.7153856
Neighborhood	—
Alcohol availability	13.60195047
Park access	81.35506224
Retail density	85.32015912

Supermarket access	27.01142051
Tree canopy	29.65481843
Housing	—
Homeownership	17.86218401
Housing habitability	7.493904786
Low-inc homeowner severe housing cost burden	2.34826126
Low-inc renter severe housing cost burden	8.135506224
Uncrowded housing	22.16091364
Health Outcomes	—
Insured adults	8.122674195
Arthritis	15.6
Asthma ER Admissions	0.9
High Blood Pressure	13.8
Cancer (excluding skin)	68.9
Asthma	3.1
Coronary Heart Disease	12.2
Chronic Obstructive Pulmonary Disease	6.0
Diagnosed Diabetes	3.7
Life Expectancy at Birth	23.4
Cognitively Disabled	13.1
Physically Disabled	5.0
Heart Attack ER Admissions	13.7
Mental Health Not Good	6.9
Chronic Kidney Disease	3.6
Obesity	3.2
Pedestrian Injuries	91.9
Physical Health Not Good	6.4
Stroke	2.3

Health Risk Behaviors	—
Binge Drinking	87.0
Current Smoker	6.5
No Leisure Time for Physical Activity	5.8
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	40.4
Children	24.2
Elderly	60.7
English Speaking	18.3
Foreign-born	55.7
Outdoor Workers	5.4
Climate Change Adaptive Capacity	—
Impervious Surface Cover	13.3
Traffic Density	27.3
Traffic Access	87.4
Other Indices	—
Hardship	93.4
Other Decision Support	—
2016 Voting	3.9

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	90.0
Healthy Places Index Score for Project Location (b)	6.00
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	Yes
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

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

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Construction: Construction Phases	Anticipated schedule
Construction: Off-Road Equipment	Anticipated equipment
Construction: Trips and VMT	Anticipated distance for hazardous material disposal
Operations: Vehicle Data	Anticipated trip gen Warehouse = truck trips Pavement = Passenger
Operations: Fleet Mix	Anticipated fleet mix Warehouse = truck trips Pavement = Passenger
Operations: Energy Use	No Natural Gas

Appendix B

ECAP Checklist and GHGRP

CITY OF OAKLAND
Equitable Climate Action Plan Consistency Checklist

250 Frank H. Ogawa Plaza, Suite 2114, Oakland, CA 94612-2031
Zoning Information: 510-238-3911
https://www.oaklandca.gov/topics/planning

The purpose of this Equitable Climate Action Plan (ECAP) Consistency Checklist is to assess whether a development project is consistent with the City of Oakland ECAP and the City of Oakland's greenhouse gas (GHG) emissions reduction targets. This Checklist must be submitted concurrently with the City of Oakland Basic Application.

For projects subject to discretionary review, the California Environmental Quality Act (CEQA) requires the analysis of GHG emissions impacts from new development.

- If a discretionary development project demonstrates compliance with the Checklist items as part of the project's design, or alternatively, demonstrate to the City's satisfaction why the item is not applicable, then the project will be considered in compliance with the City's CEQA GHG Threshold of Significance.
- If a discretionary development project cannot meet all of the Checklist items, the project will alternatively need to demonstrate consistency with the ECAP by complying with the City of Oakland GHG Reduction Plan Condition of Approval.
- If the project cannot demonstrate consistency with the ECAP, the City will consider the project to have a significant effect on the environment related to GHG emissions.

The City additionally requires residential development projects subject to by right review to complete the Checklist to demonstrate that the project will not impede the City from achieving its GHG reduction targets. Accessory Dwelling Unit (ADU) projects are not required to complete this Checklist and are instead reviewed by applying state and local ADU approval criteria.

- If a by right residential development project demonstrates compliance with the Checklist items as part of the project's design, or alternatively demonstrates to the City's satisfaction why the item is not applicable, then the project will be considered to not impede the City from reaching its GHG emissions reductions targets.
- If a by right residential development project cannot meet all of the Checklist items and cannot demonstrate through a quantitative analysis alternate means of equivalent greenhouse gas reductions, the project will not be eligible for approval under a by right review process. The applicant may revise the project to comply with the Checklist or alternatively utilize the City's discretionary review process.

Application Information

Applicant's Name/Company: Blair Rushing / Prologis

Property Address: 7825 San Leandro Street, Oakland, CA

Assessor's Parcel Number: 41-4208-1; 41-4209-8-1; 41-4209-3-2; 41-4209-7; 41-4209-1-1; 41-4209-1-2; 41-4175-19; 41-4175-18; 41-4175-17; 41-4175-16; 41-4175-6; 41-4175-10; 41-4175-5; 41-4175-3-2

Phone Number: (510) 661-4019

E-mail: jrushing@prologis.com

Checklist Item (Check the appropriate box and provide explanation for your answer).			
Transportation & Land Use			
1. For residential and mixed-use development, if the project is located on a parcel designated in the City of Oakland Housing Element as a Housing Inventory Site, is the proposed project a majority residential use (at least two-thirds of the square footage utilized for residential purposes) with either i) a minimum residential unit count no less than seventy-five percent of the realistic capacity designated for the site or ii) a minimum density of 30 dwelling units/acre? For non-residential development, is the proposed project substantially consistent with the City's over-all goals for land use and urban form, and/or taking advantage of allowable density and/or floor area ratio (FAR) standards in the City's General Plan? (TLU1, 2023-2031 Housing Element, 2022 CARB Scoping Plan Appx. D.)	**Yes**	**No**	**N/A**
	✓		
Please explain how the proposed project meets this action item. The proposed non-residential project is consistent with the City's General Plan and zoning code.			
2. For developments in "Transit Accessible Areas" as defined in the Planning Code, would the project provide less than the following off-street parking: - For Residential Activities, less than one parking space per dwelling unit? - For Commercial Activities, less than one parking space per 600 square feet of floor area on the ground floor and one parking space per 1,000 square feet of floor area on other floors? - For Industrial Activities, less than one space per 3,500 square feet of floor area if total size exceeds 25,000 square feet, and less than one space per 1,00 square feet in all other circumstances? - For Agricultural and Extractive Activities, less than one space per 1,000 square feet of floor area and outdoor sales area Where developments contain a mix of activities, each standard above should be applied to the respective component. (TLU1, 2022 CARB Scoping Plan, Appx. D, Oakland Planning Code Ch. 17.116 prior to ECAP effective date of July 2020.)	**Yes**	**No**	**N/A**
	✓		
Please explain how the proposed project meets this action item. The proposed industrial project proposes more parking stalls than required by Oakland planning code.			

	Yes	No	N/A
3. For projects including structured parking, would the structured parking be designed for future adaptation to other uses? (Examples include, but are not limited to: the use of speed ramps instead of sloped floors.). (TLU1)			✓
Please explain how the proposed project meets this action item. No structured parking is proposed.			
4. For projects that ***are*** subject to a Transportation Demand Management Program, would the project include transit passes for employees and/or residents? (TLU1)	✓		
Please explain how the proposed project meets this action item. The project will consider transit passes for employees as part of the TDM measures, but the project will select from the available options as the TDM program is finalized.			
5. For projects that are ***not*** subject to a Transportation Demand Management Program, would the project incorporate one or more of the optional Transportation Demand Management measures that reduce dependency on single-occupancy vehicles? (Examples include but are not limited to transit passes or subsidies to employees and/or residents; carpooling; vanpooling; or shuttle programs; on-site carshare program; guaranteed ride home programs) (TLU1 & TLU8)			✓
Please explain how the proposed project meets this action item.			
6. Does the project comply with the Plug-In Electric Vehicle (PEV) Charging Infrastructure requirements (Chapter 15.04 of the Oakland Municipal Code), if applicable? (TLU2 & TLU-5)	✓		
Please explain how the proposed project meets this action item. Yes, the proposed project will include PEV charging infrastructure that meets the requirements spelled out in Chapter 15.04			

	Yes	No	N/A
7. Would the project reduce or prevent the direct displacement of residents and essential businesses? (For residential projects, would the project comply with SB 330, if applicable? For projects that demolish an existing commercial space, would the project include comparable square footage of neighborhood serving commercial floor space. (TLU3)			✓
Please explain how the proposed project meets this action item.			
8. Would the project prioritize sidewalk and curb space consistent with the City's adopted Bike and Pedestrian Plans? (The project should not prevent the City's Bike and Pedestrian Plans from being implemented. For example, do not install a garage entrance where a planned bike path would be unless otherwise infeasible due to Planning Code requirements, limited frontage or other constraints.) (TLU7)	Yes	No	N/A
			✓
Please explain how the proposed project meets this action item. The proposed project will not impact bike and pedestrians plans.			
Buildings			
9. Does the project not create any new natural gas connections/hook-ups? (B1 & B2)	**Yes**	**No**	**N/A**
	✓		
Please explain how the proposed project meets this action item. The proposed project will be an all electric facility and will not include any natural gas connections.			
10. Does the project comply with the City of Oakland Green Building Ordinance (Chapter 18.02 of the Oakland Municipal Code), if applicable? (B4)	**Yes**	**No**	**N/A**
	✓		
Please explain how the proposed project meets this action item. The project is being designed to meet a minimum standard for LEED Silver designation.			

	Yes	No	N/A
11. For retrofits of City-owned or City-controlled buildings: Would the project be all-electric, eliminate gas infrastructure from the building, and integrate energy storage wherever technically feasible and appropriate? (B5)			✓
Please explain how the proposed project meets this action item.			

Material Consumption & Waste			
12. Would the project reduce demolition waste from construction and renovation and facilitate material reuse in compliance with the Construction Demolition Ordinance (Chapter 15.34 of the Oakland Municipal Code)? (MCW6)	✓		
Please explain how the proposed project meets this action item. The project will comply with the requirements of Chapter 15.34 for construction and demolition.			

City Leadership			
13. For City projects: Have opportunities to eliminate/minimize fossil fuel dependency been analyzed in project design and construction? (CL2)			✓
Please explain how the proposed project meets this action item.			

Adaptation			
14. For new projects in the Designated Very High Wildfire Severity Zone: Would the project incorporate wildfire safety requirements such creation of defensible space around the house, pruning, clearing and removal of vegetation, replacement of fire resistant plants, as required in the Vegetation Management Plan? (A4)			✓
Please explain how the proposed project meets this action item.			

Carbon Removal			
15. Would the project replace a greater number of trees than will be removed in compliance with the Tree Preservation Ordinance (Chapter 12.36 of the Oakland Municipal Code) and Planning Code if applicable and feasible given competing site constraints? (CR-2)	**Yes**	**No**	**N/A**
	✓		
Please explain how the proposed project meets this action item. The proposed project will remove 3 trees during redevelopment, but will replace with 130 new trees.			
16. Does the project comply with the Creek Protection, Stormwater Management and Discharge Control Ordinance (Chapter 13.16 of the Oakland Municipal Code), as applicable? (CR-3)	**Yes**	**No**	**N/A**
	✓		
Please explain how the proposed project meets this action item. The proposed project will comply with Chapter 13.16 of the Municipal Code.			

I understand that answering ***yes*** to all of these questions, means that the project ***is in compliance with*** the City's Energy and Climate Action Plan as adopted on July 24, 2020 and requires that staff apply the Project Compliance with the Equitable Climate Action Plan (ECAP) Consistency Checklist Condition of Approval as adopted by the Planning Commission on _____and all Checklist items must be incorporated into the project

I understand that answering ***no*** to any of these questions, means that the project ***is not in compliance*** with the City's Energy and Climate Action Plan as adopted on July 24, 2020 and requires that staff apply the Greenhouse Gas (GHG) Reduction Plan Condition of Approval as adopted by the Planning Commission on _____ which will require that the applicant prepare a quantitative GHG analysis and GHG Reduction Plan for staff's review and approval. The GHG Reduction Plan and all GHG Reduction measures shall be incorporated into the project and implemented during construction and after construction for the life of the project.

_____ 2024.04.20 17:15:22-07'00' Blair Rushing — 4/20/2024

Name and Signature of Preparer — Date

Greenhouse Gas Reduction Plan

7825 San Leandro Street Project

Prepared for:

Blair Rushing
Prologis, Inc.
Pier 1, Bay 1,
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Prepared by:

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April 2026

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List of Abbreviated Terms

AB	Assembly Bill
CARB	California Air Resource Board
CCR	California Code of Regulations
CalEEMod	California Emissions Estimator Model
CEQA	California Environmental Quality Act
CALGreen Code	California Green Building Standards Code
CPUC	California Public Utilities Commission
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalent
CFC	Chlorofluorocarbon
CPP	Clean Power Plan
CCSP	Climate Change Scoping Plan
cy	cubic yard
EPA	Environmental Protection Agency
FCAA	Federal Clean Air Act
FR	Federal Register
GHG	greenhouse gas
HCFC	Hydrochlorofluorocarbon
HFC	Hydrofluorocarbon
LCFS	Low Carbon Fuel Standard
CH_4	Methane
$MMTCO_2e$	million metric tons of carbon dioxide equivalent
$MTCO_2e$	million tons of carbon dioxide equivalent
NHTSA	National Highway Traffic Safety Administration
NF_3	nitrogen trifluoride
N_2O	nitrous oxide
PFC	Perfluorocarbon
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
SB	Senate Bill
Sf	square foot
SF_6	sulfur hexafluoride
TAC	toxic air contaminants

1.0 INTRODUCTION

This Greenhouse Gas Reduction Plan ("GHGRP") has been prepared pursuant to the City's Standard Condition of Approval (SCA) 42. Since the Project does not commit to implementing all the GHG emission reduction strategies detailed in the City's 2030 Equitable Climate Action Plan (ECAP) Consistency Checklist (ECAP Checklist) as adopted by the Planning Commissions on December 16, 2020, the Project is required to comply with SCA-48, which includes a project level GHGRP quantifying how alternative reduction measures will achieve the same or greater emissions than would be achieved by meeting the ECAP Checklist.

2.0 PROJECT OVERVIEW

The Project proposes to construct an approximately 311,000 square foot (sf) industrial building. The Applicant proposes a speculative warehouse at this time, as the future tenant and nature of the ultimate use are currently unknown.

The Project has minimum required off-street parking of 1.0 spaces per 3,500 sf of floor area for industrial activities. Since the office component of the Project is an accessory part of the warehouse, the parking requirement for industrial use applies to the whole Project. Therefore, the Project is required to provide a minimum of 89 parking spaces.[1]

While parking provided by the Project is consistent with the amount of parking allowed under the Planning Code, the Project's proposed 288 off-street parking spaces exceeds the minimum parking requirements by 199 spaces.[2]

3.0 CITY OF OAKLAND EQUITABLE CLIMATE ACTION PLAN AND GHG REDUCTION TARGETS

In October 2018, the Oakland City Council passed Resolutions 87183 adopting an interim citywide GHG emissions reduction target of 56 percent below 2005 levels by 2030 to support the City's 2050 reduction targets. The City of Oakland Equitable Climate Action Plan (Equitable Climate Action Plan or ECAP) is the City's roadmap to bring about an equitable transition to a low-carbon economy with actions and strategies designed to meet equitable, realistic, ambitious, balanced, and adaptive criteria. The goal of this ECAP is to identify an equitable path toward cost-effectively reducing Oakland's local climate emissions a minimum of 56% transitioning away from fossil fuel dependence and ensuring that all of Oakland's communities are resilient to the foreseeable impacts of climate change, by 2030. The 2030 ECAP includes a set of 40 Actions projected to result in a 60 percent reduction in GHG emissions by 2030, relative to Oakland's 2005 emission levels. The actions were split into seven sectors: Transportation and Land Use, Buildings, Material Consumption and Waste, Adaptation, Carbon Removal, City Leadership, and Port of Oakland

[1] The required parking for industrial use is 89 space (310,717 / 3,500 = 89)

[2] Project site plans have been refined since preparation of this analysis, resulting in a reduction in the number of proposed parking spaces. However, this analysis conservatively assumes 288 parking spaces to represent a worst-case scenario.

3.1 ECAP Checklist

The City has developed the ECAP Checklist to determine, for purposes of compliance with the California Environmental Quality Act (CEQA), whether a development project complies with the ECAP and the City of Oakland's GHG emissions reduction targets. The ECAP Checklist includes a series of design measures and infrastructure systems that, if implemented, would systematically achieve cost-effective GHG emission reductions intended to meet ECAP emission reduction targets. As part of a new development's analysis of GHG emissions and potential climate change impacts required under CEQA, if the project completes this Checklist and can qualitatively demonstrate compliance with the Checklist items as part of the project's design, or alternatively, demonstrate to the City's satisfaction why the item is not applicable, then the project will be considered to be in compliance with the City's ECAP and by extension the City's GHG reduction targets. If a development project cannot meet all of the Checklist items, the project will alternatively need to demonstrate consistency with the ECAP by complying with the City of Oakland GHG Reduction Plan Standard Condition of Approval (SCA 42).

3.2 SCA-48. Greenhouse Gas Reduction Plan

SCA-48 applies to projects under two scenarios: Scenario A: Projects which involve land use development (i.e., a project that does not require a permit from the Bay Area Air District to operate), and do not commit to all of the GHG emissions reductions strategies described on the ECAP Consistency Checklist, as originally adopted by the Planning Commission on December 16, 2020. Scenario B: Projects which involve a stationary source of GHG (i.e., a project that requires a permit from Bay Area Air District to operate) and after a GHG analysis is prepared would produce total GHG emissions of more than 10,000 metric tons of CO_2e annually [$MTCO_2e$ per year]). For projects that do not comply with all emission reduction strategies in the ECAP Checklist, SCA GHG-1 requires that the project applicant shall retain a qualified air quality consultant to develop a GHGRP for City review and approval and shall implement the approved GHG Reduction Plan. The goal of the GHGRP shall be to reduce GHG emissions by at least the amount that would be achieved by committing to all of the emissions reductions strategies identified on the ECAP Consistency Checklist as the City's project-level implementation of its ECAP.

The GHG Reduction Plan shall include, at a minimum:

(a) a detailed quantified GHG emissions inventory for the project taking into consideration energy efficiencies included as part of the project (including proposed mitigation measures, project design features, those strategies being implemented and other City requirements),

(b) for each ECAP Consistency Checklist strategy that the project will not meet, a quantified calculation of the additional GHG emission reductions that would have occurred had it implemented the GHG emissions reduction measure consistent with the ECAP Consistency Checklist,

(c) a quantified strategy for achieving an GHG emission reduction equivalent to the reduction that would have resulted from complying with the ECAP Consistency Checklist strategy, and

(d) requirements for ongoing monitoring and reporting to demonstrate that the additional GHG reduction measures are being implemented.

4.0 PROJECT GHG REDUCTION PLAN

4.1 Project GHG Emissions Inventory

Short-Term Construction Greenhouse Gas Emissions

The Project would result in direct emissions of GHGs from construction. The approximate quantity of daily GHG emissions generated by construction equipment utilized to build the Project is depicted in Table 1: Construction-Related Greenhouse Gas Emissions.

Table 1: Construction-Related Greenhouse Gas Emissions

Category	$MTCO_2e$
Construction (2027)	1,499
Construction (2028)	590
Construction (2029)	3
Total Construction Emissions	**2,093**
30-Year Amortized Construction	70

Source: CalEEMod version 2022.1. Refer to Appendix A for model outputs.
Note: Totals may not add up due to rounding.

As shown, the Project would result in the generation of approximately 2,093 $MTCO_2e$ over the course of construction. Construction GHG emissions are typically summed and amortized over a 30-year period, then added to the operational emissions.[3] The amortized Project construction emissions would be 70 $MTCO_2e$ per year. Once construction is complete, the generation of these GHG emissions would cease.

Long-Term Operational Greenhouse Gas Emissions

Operational or long-term emissions occur over the life of the Project. GHG emissions would result from direct emissions such as Project generated vehicular traffic, on-site combustion of natural gas, and operation of any landscaping equipment. Operational GHG emissions would also result from indirect sources, such as off-site generation of electrical power, the energy required to convey water to, and wastewater from the Project, the emissions associated with solid waste generated from the Project, and any fugitive refrigerants from air conditioning or refrigerators. Total GHG emissions associated with the Project are summarized in Table 2: Project Greenhouse Gas Emissions.

Table 2: Project Greenhouse Gas Emissions

Emissions Source	$MTCO_2e$ per Year
Construction Amortized Over 30 Years	70
Area Source	5
Energy	320

[3] The amortization period of 30-years is based on the standard assumption of the South Coast Air Quality Management District (South Coast Air Quality Management District, *Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #13,* August 26, 2009).

Table 2: Project Greenhouse Gas Emissions	
Emissions Source	**$MTCO_2e$ per Year**
Mobile	1,513
Waste	2
Water and Wastewater	91
Total Project Emissions	**2,001**
Source: CalEEMod version 2022.1. Refer to Appendix A for model outputs. Note: 1. Totals may not add up due to rounding.	

Emissions from the proposed diesel emergency fire pump were estimated assuming a maximum of 50 hours per year of operation for non-emergency purposes of testing and maintenance consistent with Bay Area Air District permitting requirements for emergency fire pumps. Table 3 compares the estimated GHG emissions from the generator to the City's threshold of 10,000 $MTCO_2e$ for stationary sources.

Table 3: Stationary Source Greenhouse Gas Emissions	
Emissions Source	**$MTCO_2e$ per Year**
Emergency Fire Pump	2
City of Oakland Stationary Source Threshold	*10,000*
Exceed Threshold?	**No**
Source: Appendix A	

4.2 Project Consistency with the City of Oakland Equitable Climate Action Plan

Based on the ECAP Checklist completed by the Project Applicant, the Project would not comply with the following transportation and land use strategies in the ECAP Checklist hence necessitating the preparation of this GHGRP:

2. For developments in "Transit Accessible Areas" as defined in the Planning Code, would the project provide: i) less than half the maximum allowable parking, ii) the minimum allowable parking, or iii) take advantage of available parking reductions?

The City of Oakland Planning Code Section 17.116.090 establishes minimum parking requirements for the Project. No maximum parking requirement is applicable to the site. The Project has minimum required off-street parking of 1.0 spaces per 3,500 sf of floor area for industrial activities. Since the office component of the Project is an accessory part of the warehouse, the parking requirement for industrial use applies to the whole Project. Therefore, the Project is required to provide a minimum of 89 parking spaces.[4]

While parking provided by the Project is consistent with the amount of parking allowed under the Planning Code, the Project's proposed 288 off-street parking spaces exceeds the minimum parking requirements by 199 spaces. For a conservative analysis of the GHG impacts of this measure for the

[4] The required parking for industrial use is 89 space (310,717 / 3,500 = 89)

purposes of this GHGRP, it is assumed that each parking space eliminated onsite would result in two fewer daily employee one-way trips, for a total of 398 fewer one-way trips per day associated with 199 parking spaces.[5]

Based on the *Transportation Analysis* prepared by Kimley-Horn (January 2025), the Project would generate approximately 1,439 trips per day. Of the daily trips associated with the industrial component of the project, 1,259 trips would be associated with passenger automobiles, and the remainder would be associated with trucks. If parking were reduced by 199 spaces, the number of passenger vehicle trips would be reduced by 398 one-way trips, and the overall number of passenger automobile trips associated with the industrial component of the Project would be reduced from 1,259 one-way trips per day to 861 one-way trips per day.[6]

To determine the GHG reductions that would result from minimizing the allowable parking on the Project site, mobile source emissions were calculated using CalEEMod for the reduced parking scenario, based on the assumption that reduced parking would reduce the number of daily automobile trips associated with the industrial component of the Project by 398 daily trips. Mobile-source emissions under the reduced parking scenario were then compared to mobile source emissions that would result from the Project, as proposed. Overall, it was determined that reducing parking to the minimum required by Code would result in an annual reduction of 431.80 $MTCO_2e$. See Appendix A for GHGRP emission reduction measure calculations.

4.3 Project GHG Emissions with GHG Reduction Strategies

Had the Project implemented all measures in the ECAP Checklist, the Project would have achieved an additional reduction of approximately 431.80 $MTCO_2e$ per year from mobile sources. This section identifies equivalent reduction in GHG emissions that the Project could achieve through other offsets.

The greatest source of Project-generated GHG emissions is attributed to mobile sources. As shown in Table 3, above, mobile sources account for 2,143 $MTCO_2e$ per year, or approximately 71 percent of the total annual operational GHG emissions for the Project. Of this total, approximately 1,356 $MTCO_2e$ per year is associated with light-duty vehicles for the warehouse land use. Therefore, this GHGRP includes the following specific reduction measures as the best opportunity to reduce GHG emissions by 431.80 $MTCO_2e$ and satisfy SCA GHG-48's requirements for consistency with the ECAP Checklist:

Commute Trip Reduction Program (Mandatory Implementation and Monitoring): this mandatory Commute Trip Reduction (CTR) program would be implemented by the applicant. CTR programs discourage single-occupancy vehicle trips and encourage alternative modes of transportation such as carpooling, taking transit, walking, and biking, thereby reducing VMT and GHG emissions. Based on CAPCOA methods, a mandatory CTR program is estimated to result in a 26 percent reduction in employee VMT. However, the mandatory CTR must include the following elements:

[5] This is a conservative assumption because it assumes that all the Project's parking spaces are fully occupied every day, and each parking space accommodates one worker's daily commute (two one-way trips).
[6] The emissions reductions that would be achieved by reducing onsite parking to the minimum amount required by code was calculated by assuming that the 199 excess parking spaces and associated 398 trips per day would be removed from the industrial component of the Project.

- **Commute Trip Reduction Marketing**: a marketing strategy to promote the project site employer's CTR program. Information sharing and marketing promote and educate employees about their travel choices to the employment location beyond driving such as carpooling, taking transit, walking, and biking, thereby reducing VMT and GHG emissions. The following features (or similar alternatives) of the marketing strategy are essential for effectiveness.
    - Onsite or online commuter information services.
    - Employee transportation coordinators.
    - Onsite or online transit pass sales.
    - Guaranteed ride home service.
- **Ridesharing Program:** a ridesharing program and establish a permanent transportation management association with funding requirements for employers. Ridesharing encourages carpooled vehicle trips in place of single-occupied vehicle trips, thereby reducing the number of trips, VMT, and GHG emissions. Ridesharing must be promoted through a multifaceted approach. Examples include the following.
    - Designating a certain percentage of desirable parking spaces for ridesharing vehicles.
    - Designating adequate passenger loading and unloading and waiting areas for ridesharing vehicles.
    - Providing an app or website for coordinating rides.
- **Subsidized or Discounted Transit Program**: provide subsidized or discounted, or free transit passes for employees and/or residents. Reducing the out-of-pocket cost for choosing transit improves the competitiveness of transit against driving, increasing the total number of transit trips and decreasing vehicle trips. This decrease in vehicle trips results in reduced VMT and thus a reduction in GHG emissions. This measure is also required by the ECAP Checklist.
- **End-of-Trip Bicycle Facilities:** This measure will install and maintain end-of-trip facilities for employee use. End-of-trip facilities include bike parking, bike lockers, showers, and personal lockers. The provision and maintenance of secure bike parking and related facilities encourages commuting by bicycle, thereby reducing VMT and GHG emissions.
- **Employer-Sponsored Vanpool:** This measure will implement an employer-sponsored vanpool service. Vanpooling is a flexible form of public transportation that provides groups of 5 to 15 people with a cost-effective and convenient rideshare option for commuting. The mode shift from long-distance, single-occupied vehicles to shared vehicles reduces overall commute VMT, thereby reducing GHG emissions.

The ECAP Checklist separately requires the provisions of subsidized or discounted transit passes as a component of the project. Therefore, if the Project were to implement CTR Program, a 20 percent

reduction in warehouse employee VMT would occur, rather than the 26 percent reduction specified by CAPCOA.[7]

Provide Transit-Oriented Development: This measure would reduce project VMT in the study area relative to the same project sited in a non-transit-oriented development (TOD) location. Project site employees and visitors would have easy access to high-quality public transit, thereby encouraging transit ridership and reducing the number of single-occupancy vehicle trips and associated GHG emissions. The Project is located 250 feet south of Bay Area Rapid Transit (BART) lines which would be considered a "high frequency transit station" identified within this CAPCOA measure. Further, the Project site is located within 0.5 mile of several AC Transit bus stops. Based on CAPCOA methods, transit-oriented development would result in up to a 31 $MTCO_2e$ GHG emissions reduction from project VMT in the study area.

By implementing the Project's proposed GHGRP, the Project would achieve a reduction of up to 444.68 $MTCO_2e$ per year, greater than what would be achieved by meeting all the criteria of the ECAP Checklist (431.80 $MTCO_2e$ per year).

[7] According to CAPCOA, providing subsidized or discounted transit passes could reduce VMT up to 5.5 percent.

Appendix A

GHGRP Emission Reduction Measure Calculations

CITY OF OAKLAND
Equitable Climate Action Plan Consistency Checklist

250 Frank H. Ogawa Plaza, Suite 2114, Oakland, CA 94612-2031
Zoning Information: 510-238-3911
https://www.oaklandca.gov/topics/planning

The purpose of this Equitable Climate Action Plan (ECAP) Consistency Checklist is to assess whether a development project is consistent with the City of Oakland ECAP and the City of Oakland's greenhouse gas (GHG) emissions reduction targets. This Checklist must be submitted concurrently with the City of Oakland Basic Application.

For projects subject to discretionary review, the California Environmental Quality Act (CEQA) requires the analysis of GHG emissions impacts from new development.

- If a discretionary development project demonstrates compliance with the Checklist items as part of the project's design, or alternatively, demonstrate to the City's satisfaction why the item is not applicable, then the project will be considered in compliance with the City's CEQA GHG Threshold of Significance.
- If a discretionary development project cannot meet all of the Checklist items, the project will alternatively need to demonstrate consistency with the ECAP by complying with the City of Oakland GHG Reduction Plan Condition of Approval.
- If the project cannot demonstrate consistency with the ECAP, the City will consider the project to have a significant effect on the environment related to GHG emissions.

The City additionally requires residential development projects subject to by right review to complete the Checklist to demonstrate that the project will not impede the City from achieving its GHG reduction targets. Accessory Dwelling Unit (ADU) projects are not required to complete this Checklist and are instead reviewed by applying state and local ADU approval criteria.

- If a by right residential development project demonstrates compliance with the Checklist items as part of the project's design, or alternatively demonstrates to the City's satisfaction why the item is not applicable, then the project will be considered to not impede the City from reaching its GHG emissions reductions targets.
- If a by right residential development project cannot meet all of the Checklist items and cannot demonstrate through a quantitative analysis alternate means of equivalent greenhouse gas reductions, the project will not be eligible for approval under a by right review process. The applicant may revise the project to comply with the Checklist or alternatively utilize the City's discretionary review process.

Application Information

Applicant's Name/Company: Blair Rushing / Prologis

Property Address: 7825 San Leandro Street, Oakland, CA

Assessor's Parcel Number: 41-4208-1; 41-4209-8-1; 41-4209-3-2; 41-4209-7; 41-4209-1-1; 41-4209-1-2; 41-4175-19; 41-4175-18; 41-4175-17; 41-4175-16; 41-4175-6; 41-4175-10; 41-4175-5; 41-4175-3-2

Phone Number: (510) 661-4019

E-mail: jrushing@prologis.com

Checklist Item (Check the appropriate box and provide explanation for your answer).			
Transportation & Land Use			
1. For residential and mixed-use development, if the project is located on a parcel designated in the City of Oakland Housing Element as a Housing Inventory Site, is the proposed project a majority residential use (at least two-thirds of the square footage utilized for residential purposes) with either i) a minimum residential unit count no less than seventy-five percent of the realistic capacity designated for the site or ii) a minimum density of 30 dwelling units/acre? For non-residential development, is the proposed project substantially consistent with the City's over-all goals for land use and urban form, and/or taking advantage of allowable density and/or floor area ratio (FAR) standards in the City's General Plan? (TLU1, 2023-2031 Housing Element, 2022 CARB Scoping Plan Appx. D.)	**Yes**	**No**	**N/A**
	✓		
Please explain how the proposed project meets this action item. The proposed non-residential project is consistent with the City's General Plan and zoning code.			
2. For developments in "Transit Accessible Areas" as defined in the Planning Code, would the project provide less than the following off-street parking: - For Residential Activities, less than one parking space per dwelling unit? - For Commercial Activities, less than one parking space per 600 square feet of floor area on the ground floor and one parking space per 1,000 square feet of floor area on other floors? - For Industrial Activities, less than one space per 3,500 square feet of floor area if total size exceeds 25,000 square feet, and less than one space per 1,00 square feet in all other circumstances? - For Agricultural and Extractive Activities, less than one space per 1,000 square feet of floor area and outdoor sales area Where developments contain a mix of activities, each standard above should be applied to the respective component. (TLU1, 2022 CARB Scoping Plan, Appx. D, Oakland Planning Code Ch. 17.116 prior to ECAP effective date of July 2020.)	**Yes**	**No**	**N/A**
	✓		
Please explain how the proposed project meets this action item. The proposed industrial project proposes more parking stalls than required by Oakland planning code.			

	Yes	No	N/A
3. For projects including structured parking, would the structured parking be designed for future adaptation to other uses? (Examples include, but are not limited to: the use of speed ramps instead of sloped floors.). (TLU1)			✓
Please explain how the proposed project meets this action item. No structured parking is proposed.			
4. For projects that ***are*** subject to a Transportation Demand Management Program, would the project include transit passes for employees and/or residents? (TLU1)	✓		
Please explain how the proposed project meets this action item. The project will consider transit passes for employees as part of the TDM measures, but the project will select from the available options as the TDM program is finalized.			
5. For projects that are ***not*** subject to a Transportation Demand Management Program, would the project incorporate one or more of the optional Transportation Demand Management measures that reduce dependency on single-occupancy vehicles? (Examples include but are not limited to transit passes or subsidies to employees and/or residents; carpooling; vanpooling; or shuttle programs; on-site carshare program; guaranteed ride home programs) (TLU1 & TLU8)			✓
Please explain how the proposed project meets this action item.			
6. Does the project comply with the Plug-In Electric Vehicle (PEV) Charging Infrastructure requirements (Chapter 15.04 of the Oakland Municipal Code), if applicable? (TLU2 & TLU-5)	✓		
Please explain how the proposed project meets this action item. Yes, the proposed project will include PEV charging infrastructure that meets the requirements spelled out in Chapter 15.04			

	Yes	No	N/A
7. Would the project reduce or prevent the direct displacement of residents and essential businesses? (For residential projects, would the project comply with SB 330, if applicable? For projects that demolish an existing commercial space, would the project include comparable square footage of neighborhood serving commercial floor space. (TLU3)			✓
Please explain how the proposed project meets this action item.			
8. Would the project prioritize sidewalk and curb space consistent with the City's adopted Bike and Pedestrian Plans? (The project should not prevent the City's Bike and Pedestrian Plans from being implemented. For example, do not install a garage entrance where a planned bike path would be unless otherwise infeasible due to Planning Code requirements, limited frontage or other constraints.) (TLU7)	Yes	No	N/A
			✓
Please explain how the proposed project meets this action item. The proposed project will not impact bike and pedestrians plans.			
Buildings			
9. Does the project not create any new natural gas connections/hook-ups? (B1 & B2)	**Yes**	**No**	**N/A**
	✓		
Please explain how the proposed project meets this action item. The proposed project will be an all electric facility and will not include any natural gas connections.			
10. Does the project comply with the City of Oakland Green Building Ordinance (Chapter 18.02 of the Oakland Municipal Code), if applicable? (B4)	**Yes**	**No**	**N/A**
	✓		
Please explain how the proposed project meets this action item. The project is being designed to meet a minimum standard for LEED Silver designation.			

	Yes	No	N/A
11. For retrofits of City-owned or City-controlled buildings: Would the project be all-electric, eliminate gas infrastructure from the building, and integrate energy storage wherever technically feasible and appropriate? (B5)			✓
Please explain how the proposed project meets this action item.			

Material Consumption & Waste			
12. Would the project reduce demolition waste from construction and renovation and facilitate material reuse in compliance with the Construction Demolition Ordinance (Chapter 15.34 of the Oakland Municipal Code)? (MCW6)	✓		
Please explain how the proposed project meets this action item. The project will comply with the requirements of Chapter 15.34 for construction and demolition.			

City Leadership			
13. For City projects: Have opportunities to eliminate/minimize fossil fuel dependency been analyzed in project design and construction? (CL2)			✓
Please explain how the proposed project meets this action item.			

Adaptation			
14. For new projects in the Designated Very High Wildfire Severity Zone: Would the project incorporate wildfire safety requirements such creation of defensible space around the house, pruning, clearing and removal of vegetation, replacement of fire resistant plants, as required in the Vegetation Management Plan? (A4)			✓
Please explain how the proposed project meets this action item.			

Carbon Removal			
15. Would the project replace a greater number of trees than will be removed in compliance with the Tree Preservation Ordinance (Chapter 12.36 of the Oakland Municipal Code) and Planning Code if applicable and feasible given competing site constraints? (CR-2)	**Yes**	**No**	**N/A**
	✓		
Please explain how the proposed project meets this action item. The proposed project will remove 3 trees during redevelopment, but will replace with 130 new trees.			
16. Does the project comply with the Creek Protection, Stormwater Management and Discharge Control Ordinance (Chapter 13.16 of the Oakland Municipal Code), as applicable? (CR-3)	**Yes**	**No**	**N/A**
	✓		
Please explain how the proposed project meets this action item. The proposed project will comply with Chapter 13.16 of the Municipal Code.			

I understand that answering ***yes*** to all of these questions, means that the project ***is in compliance with*** the City's Energy and Climate Action Plan as adopted on July 24, 2020 and requires that staff apply the Project Compliance with the Equitable Climate Action Plan (ECAP) Consistency Checklist Condition of Approval as adopted by the Planning Commission on _____and all Checklist items must be incorporated into the project

I understand that answering ***no*** to any of these questions, means that the project ***is not in compliance*** with the City's Energy and Climate Action Plan as adopted on July 24, 2020 and requires that staff apply the Greenhouse Gas (GHG) Reduction Plan Condition of Approval as adopted by the Planning Commission on _____ which will require that the applicant prepare a quantitative GHG analysis and GHG Reduction Plan for staff's review and approval. The GHG Reduction Plan and all GHG Reduction measures shall be incorporated into the project and implemented during construction and after construction for the life of the project.

_____ 2024.04.20 17:15:22-07'00' Blair Rushing — 4/20/2024

Name and Signature of Preparer — Date

Orginal Project Trip Generation	Size (KSF)	Trip Rate	Daily Trips
Warehouse (truck)	310.717	0.5793	180
Pavement (passenger)	338.37	3.7208	1259

Parking Stall Trip Reduction Calulations

Less than one space per 3,500 sqaure feet

88.78	Allowed Spaces under the ECAP
288.00	Spaces proposed
199.22	GHGRP Spaces Exceedance
	Each parking space eliminated onsite would result in two fewer daily
398.45	employee one-way trips
1,259	total passenger trips
860.55	**Trips from Parking Exceedance**

Parking Reduction Project Trip Generation	Size (KSF)	Trip Rate	Daily Trips	
Warehouse (truck)	310.717	0.0000	0	Note: Truck trips are not included in the CalEEmod
Pavement (passenger)	338.37	2.5432	860.55	

GHGRP Calcuations

Project Emissions (Passenger Vehicles Only)

Sector	CO_2e
Mobile	1365.904054

Parking Reduction Emissions (Passenger Vehicles Only)

Sector	CO_2e
Mobile	934.1099433

GHGRP Reduction from 398 Fewer Trips (GHGRP Parking Complian

Sector	CO_2e
Mobile	431.794111

Project Emissions (All Vehicles)

Sector	CO_2e
Mobile	2070.300688

Project Emissions Incorporating CAPCOA Measures

Sector	CO_2e
Mobile	1625.62

Minimum Reduction per GHGRP	431.794111
Reduction Achieved?	**444.6806879**

Oakland Foundry_GHGRS_Passenger Detailed Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Oakland Foundry_GHGRS_Passenger
Operational Year	2029
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.90
Precipitation (days)	39.0
Location	7825 San Leandro St, Oakland, CA 94621, USA
County	Alameda
City	Oakland
Air District	Bay Area AQMD
Air Basin	San Francisco Bay Area
TAZ	1435
EDFZ	1
Electric Utility	Pacific Gas & Electric Company
Gas Utility	Pacific Gas & Electric
App Version	2022.1.1.30

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	311	1000sqft	7.13	310,717	78,408	—	—	—
Parking Lot	338	1000sqft	7.77	0.00	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.4. Operations Emissions Compared Against Thresholds

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

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	14.0	13.5	3.04	43.9	0.08	0.07	8.04	8.12	0.06	2.04	2.10	295	10,788	11,084	30.5	0.74	22.1	12,088
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	11.5	11.1	3.41	28.8	0.08	0.05	8.04	8.09	0.05	2.04	2.09	295	10,252	10,547	30.6	0.77	0.57	11,541
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	12.6	12.2	3.28	34.4	0.08	0.06	7.84	7.90	0.06	1.99	2.04	295	10,321	10,616	30.5	0.76	9.56	11,614
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.30	2.22	0.60	6.28	0.01	0.01	1.43	1.44	0.01	0.36	0.37	48.9	1,709	1,758	5.06	0.13	1.58	1,923

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	3.99	3.68	2.93	30.4	0.08	0.05	8.04	8.09	0.05	2.04	2.09	—	8,559	8,559	0.32	0.36	22.1	8,696

Area	10.00	9.81	0.11	13.5	< 0.005	0.02	—	0.02	0.02	—	0.02	—	55.6	55.6	< 0.005	< 0.005	—	55.8
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	1,911	1,911	0.31	0.04	—	1,930
Water	—	—	—	—	—	—	—	—	—	—	—	138	262	400	14.2	0.34	—	856
Waste	—	—	—	—	—	—	—	—	—	—	—	157	0.00	157	15.7	0.00	—	551
Total	14.0	13.5	3.04	43.9	0.08	0.07	8.04	8.12	0.06	2.04	2.10	295	10,788	11,084	30.5	0.74	22.1	12,088
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	3.87	3.55	3.41	28.8	0.08	0.05	8.04	8.09	0.05	2.04	2.09	—	8,078	8,078	0.36	0.39	0.57	8,204
Area	7.59	7.59	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	1,911	1,911	0.31	0.04	—	1,930
Water	—	—	—	—	—	—	—	—	—	—	—	138	262	400	14.2	0.34	—	856
Waste	—	—	—	—	—	—	—	—	—	—	—	157	0.00	157	15.7	0.00	—	551
Total	11.5	11.1	3.41	28.8	0.08	0.05	8.04	8.09	0.05	2.04	2.09	295	10,252	10,547	30.6	0.77	0.57	11,541
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	3.82	3.50	3.22	27.7	0.08	0.05	7.84	7.89	0.05	1.99	2.04	—	8,119	8,119	0.34	0.38	9.56	8,250
Area	8.78	8.68	0.06	6.66	< 0.005	0.01	—	0.01	0.01	—	0.01	—	27.4	27.4	< 0.005	< 0.005	—	27.5
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	1,911	1,911	0.31	0.04	—	1,930
Water	—	—	—	—	—	—	—	—	—	—	—	138	262	400	14.2	0.34	—	856
Waste	—	—	—	—	—	—	—	—	—	—	—	157	0.00	157	15.7	0.00	—	551
Total	12.6	12.2	3.28	34.4	0.08	0.06	7.84	7.90	0.06	1.99	2.04	295	10,321	10,616	30.5	0.76	9.56	11,614
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.70	0.64	0.59	5.06	0.01	0.01	1.43	1.44	0.01	0.36	0.37	—	1,344	1,344	0.06	0.06	1.58	1,366
Area	1.60	1.58	0.01	1.22	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.54	4.54	< 0.005	< 0.005	—	4.55
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	316	316	0.05	0.01	—	320
Water	—	—	—	—	—	—	—	—	—	—	—	22.8	43.5	66.3	2.34	0.06	—	142
Waste	—	—	—	—	—	—	—	—	—	—	—	26.1	0.00	26.1	2.60	0.00	—	91.2
Total	2.30	2.22	0.60	6.28	0.01	0.01	1.43	1.44	0.01	0.36	0.37	48.9	1,709	1,758	5.06	0.13	1.58	1,923

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	3.99	3.68	2.93	30.4	0.08	0.05	8.04	8.09	0.05	2.04	2.09	—	8,559	8,559	0.32	0.36	22.1	8,696
Total	3.99	3.68	2.93	30.4	0.08	0.05	8.04	8.09	0.05	2.04	2.09	—	8,559	8,559	0.32	0.36	22.1	8,696
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	3.87	3.55	3.41	28.8	0.08	0.05	8.04	8.09	0.05	2.04	2.09	—	8,078	8,078	0.36	0.39	0.57	8,204
Total	3.87	3.55	3.41	28.8	0.08	0.05	8.04	8.09	0.05	2.04	2.09	—	8,078	8,078	0.36	0.39	0.57	8,204
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Unrefrigerated Warehouse-No Rail	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.70	0.64	0.59	5.06	0.01	0.01	1.43	1.44	0.01	0.36	0.37	—	1,344	1,344	0.06	0.06	1.58	1,366
Total	0.70	0.64	0.59	5.06	0.01	0.01	1.43	1.44	0.01	0.36	0.37	—	1,344	1,344	0.06	0.06	1.58	1,366

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	1,746	1,746	0.28	0.03	—	1,763
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	166	166	0.03	< 0.005	—	167
Total	—	—	—	—	—	—	—	—	—	—	—	—	1,911	1,911	0.31	0.04	—	1,930
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	1,746	1,746	0.28	0.03	—	1,763
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	166	166	0.03	< 0.005	—	167

Total	—	—	—	—	—	—	—	—	—	—	—	—	1,911	1,911	0.31	0.04	—	1,930
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	289	289	0.05	0.01	—	292
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	27.4	27.4	< 0.005	< 0.005	—	27.7
Total	—	—	—	—	—	—	—	—	—	—	—	—	316	316	0.05	0.01	—	320

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

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

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

Total	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
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
Total	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00

4.3. Area Emissions by Source

4.3.1. Unmitigated

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

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	6.68	6.68	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.91	0.91	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	2.41	2.22	0.11	13.5	< 0.005	0.02	—	0.02	0.02	—	0.02	—	55.6	55.6	< 0.005	< 0.005	—	55.8
Total	10.00	9.81	0.11	13.5	< 0.005	0.02	—	0.02	0.02	—	0.02	—	55.6	55.6	< 0.005	< 0.005	—	55.8
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Consum Products	6.68	6.68	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.91	0.91	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	7.59	7.59	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	1.22	1.22	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.17	0.17	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.22	0.20	0.01	1.22	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.54	4.54	< 0.005	< 0.005	—	4.55
Total	1.60	1.58	0.01	1.22	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.54	4.54	< 0.005	< 0.005	—	4.55

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	—	—	—	—	—	—	—	—	—	—	—	138	262	400	14.2	0.34	—	856

Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	138	262	400	14.2	0.34	—	856
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	138	262	400	14.2	0.34	—	856
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	138	262	400	14.2	0.34	—	856
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	22.8	43.5	66.3	2.34	0.06	—	142
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	22.8	43.5	66.3	2.34	0.06	—	142

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 Wareho Rail	—	—	—	—	—	—	—	—	—	—	—	157	0.00	157	15.7	0.00	—	551
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	157	0.00	157	15.7	0.00	—	551
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	157	0.00	157	15.7	0.00	—	551
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	157	0.00	157	15.7	0.00	—	551
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	26.1	0.00	26.1	2.60	0.00	—	91.2
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	26.1	0.00	26.1	2.60	0.00	—	91.2

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

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	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. 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	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. 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	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

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

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

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

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

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

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

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

Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.9. 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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	1,259	1,259	1,259	459,529	11,393	11,393	11,393	4,158,577

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

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	466,076	155,359	20,302

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	180

5.11. Operational Energy Consumption

5.11.1. Unmitigated

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

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Unrefrigerated Warehouse-No Rail	3,123,866	204	0.0330	0.0040	0.00
Parking Lot	296,415	204	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	71,853,306	890,817
Parking Lot	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	292	—
Parking Lot	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

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

5.16. 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. Biomass Cover Type

5.18.1.1. Unmitigated

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)

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	7.75	annual days of extreme heat
Extreme Precipitation	7.20	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	8.96	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	N/A	N/A	N/A	N/A
Extreme Precipitation	2	0	0	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	N/A	N/A	N/A	N/A
Extreme Precipitation	2	1	1	3
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	6.38
AQ-PM	26.3
AQ-DPM	77.1
Drinking Water	4.21
Lead Risk Housing	94.0
Pesticides	0.00
Toxic Releases	63.9
Traffic	33.6
Effect Indicators	—
CleanUp Sites	96.9
Groundwater	92.7
Haz Waste Facilities/Generators	91.0
Impaired Water Bodies	12.5
Solid Waste	63.7
Sensitive Population	—
Asthma	99.7
Cardio-vascular	90.5
Low Birth Weights	79.0

Socioeconomic Factor Indicators	—
Education	89.1
Housing	93.3
Linguistic	55.1
Poverty	85.4
Unemployment	65.6

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	4.555370204
Employed	6.967791608
Median HI	1.668163737
Education	—
Bachelor's or higher	10.61208777
High school enrollment	14.96214552
Preschool enrollment	49.04401386
Transportation	—
Auto Access	2.617733864
Active commuting	94.71320416
Social	—
2-parent households	21.14718337
Voting	25.7153856
Neighborhood	—
Alcohol availability	13.60195047
Park access	81.35506224
Retail density	85.32015912

Supermarket access	27.01142051
Tree canopy	29.65481843
Housing	—
Homeownership	17.86218401
Housing habitability	7.493904786
Low-inc homeowner severe housing cost burden	2.34826126
Low-inc renter severe housing cost burden	8.135506224
Uncrowded housing	22.16091364
Health Outcomes	—
Insured adults	8.122674195
Arthritis	15.6
Asthma ER Admissions	0.9
High Blood Pressure	13.8
Cancer (excluding skin)	68.9
Asthma	3.1
Coronary Heart Disease	12.2
Chronic Obstructive Pulmonary Disease	6.0
Diagnosed Diabetes	3.7
Life Expectancy at Birth	23.4
Cognitively Disabled	13.1
Physically Disabled	5.0
Heart Attack ER Admissions	13.7
Mental Health Not Good	6.9
Chronic Kidney Disease	3.6
Obesity	3.2
Pedestrian Injuries	91.9
Physical Health Not Good	6.4
Stroke	2.3

Health Risk Behaviors	—
Binge Drinking	87.0
Current Smoker	6.5
No Leisure Time for Physical Activity	5.8
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	40.4
Children	24.2
Elderly	60.7
English Speaking	18.3
Foreign-born	55.7
Outdoor Workers	5.4
Climate Change Adaptive Capacity	—
Impervious Surface Cover	13.3
Traffic Density	27.3
Traffic Access	87.4
Other Indices	—
Hardship	93.4
Other Decision Support	—
2016 Voting	3.9

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	90.0
Healthy Places Index Score for Project Location (b)	6.00
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	Yes
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

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

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Construction: Construction Phases	Anticipated schedule
Construction: Off-Road Equipment	Anticipated equipment
Construction: Trips and VMT	Anticipated distance for hazardous material disposal
Operations: Vehicle Data	Anticipated trip gen Warehouse = truck trips Pavement = Passenger
Operations: Fleet Mix	Anticipated fleet mix Warehouse = truck trips Pavement = Passenger
Operations: Energy Use	No Natural Gas

Oakland Foundry_Ops_GHGRS Detailed Report

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4.2.1. Electricity Emissions By Land Use - Unmitigated

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

4.3. Area Emissions by Source

4.3.1. Unmitigated

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

5. Activity Data

5.9. Operational Mobile Sources

5.9.1. Unmitigated

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.2. Architectural Coatings

5.10.3. Landscape Equipment

5.11. Operational Energy Consumption

5.11.1. Unmitigated

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

5.13. Operational Waste Generation

5.13.1. Unmitigated

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

5.16.2. Process Boilers

5.17. User Defined

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

5.18.2. Sequestration

5.18.2.1. Unmitigated

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

6.2. Initial Climate Risk Scores

6.3. Adjusted Climate Risk Scores

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

7.2. Healthy Places Index Scores

7.3. Overall Health & Equity Scores

7.4. Health & Equity Measures

7.5. Evaluation Scorecard

7.6. Health & Equity Custom Measures

8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Oakland Foundry_Ops_GHGRS
Operational Year	2029
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.90
Precipitation (days)	39.0
Location	7825 San Leandro St, Oakland, CA 94621, USA
County	Alameda
City	Oakland
Air District	Bay Area AQMD
Air Basin	San Francisco Bay Area
TAZ	1435
EDFZ	1
Electric Utility	Pacific Gas & Electric Company
Gas Utility	Pacific Gas & Electric
App Version	2022.1.1.30

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	311	1000sqft	7.13	310,717	78,408	—	—	—
Parking Lot	338	1000sqft	7.77	0.00	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.4. Operations Emissions Compared Against Thresholds

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

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	12.7	12.3	2.11	34.3	0.06	0.06	5.50	5.56	0.05	1.39	1.44	295	8,083	8,378	30.4	0.62	15.1	9,339
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	10.2	10.0	2.33	19.7	0.05	0.03	5.50	5.53	0.03	1.39	1.43	295	7,699	7,994	30.4	0.65	0.39	8,947
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	11.4	11.1	2.26	25.6	0.05	0.05	5.36	5.41	0.04	1.36	1.40	295	7,754	8,049	30.4	0.64	6.53	9,006
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.08	2.02	0.41	4.68	0.01	0.01	0.98	0.99	0.01	0.25	0.26	48.9	1,284	1,333	5.04	0.11	1.08	1,491

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	2.73	2.52	2.00	20.8	0.06	0.03	5.50	5.53	0.03	1.39	1.43	—	5,853	5,853	0.22	0.25	15.1	5,947

Area	10.00	9.81	0.11	13.5	< 0.005	0.02	—	0.02	0.02	—	0.02	—	55.6	55.6	< 0.005	< 0.005	—	55.8
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	1,911	1,911	0.31	0.04	—	1,930
Water	—	—	—	—	—	—	—	—	—	—	—	138	262	400	14.2	0.34	—	856
Waste	—	—	—	—	—	—	—	—	—	—	—	157	0.00	157	15.7	0.00	—	551
Total	12.7	12.3	2.11	34.3	0.06	0.06	5.50	5.56	0.05	1.39	1.44	295	8,083	8,378	30.4	0.62	15.1	9,339
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	2.65	2.43	2.33	19.7	0.05	0.03	5.50	5.53	0.03	1.39	1.43	—	5,525	5,525	0.24	0.27	0.39	5,611
Area	7.59	7.59	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	1,911	1,911	0.31	0.04	—	1,930
Water	—	—	—	—	—	—	—	—	—	—	—	138	262	400	14.2	0.34	—	856
Waste	—	—	—	—	—	—	—	—	—	—	—	157	0.00	157	15.7	0.00	—	551
Total	10.2	10.0	2.33	19.7	0.05	0.03	5.50	5.53	0.03	1.39	1.43	295	7,699	7,994	30.4	0.65	0.39	8,947
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	2.61	2.40	2.20	19.0	0.05	0.03	5.36	5.40	0.03	1.36	1.39	—	5,553	5,553	0.23	0.26	6.53	5,642
Area	8.78	8.68	0.06	6.66	< 0.005	0.01	—	0.01	0.01	—	0.01	—	27.4	27.4	< 0.005	< 0.005	—	27.5
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	1,911	1,911	0.31	0.04	—	1,930
Water	—	—	—	—	—	—	—	—	—	—	—	138	262	400	14.2	0.34	—	856
Waste	—	—	—	—	—	—	—	—	—	—	—	157	0.00	157	15.7	0.00	—	551
Total	11.4	11.1	2.26	25.6	0.05	0.05	5.36	5.41	0.04	1.36	1.40	295	7,754	8,049	30.4	0.64	6.53	9,006
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.48	0.44	0.40	3.46	0.01	0.01	0.98	0.98	0.01	0.25	0.25	—	919	919	0.04	0.04	1.08	934
Area	1.60	1.58	0.01	1.22	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.54	4.54	< 0.005	< 0.005	—	4.55
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	316	316	0.05	0.01	—	320
Water	—	—	—	—	—	—	—	—	—	—	—	22.8	43.5	66.3	2.34	0.06	—	142
Waste	—	—	—	—	—	—	—	—	—	—	—	26.1	0.00	26.1	2.60	0.00	—	91.2
Total	2.08	2.02	0.41	4.68	0.01	0.01	0.98	0.99	0.01	0.25	0.26	48.9	1,284	1,333	5.04	0.11	1.08	1,491

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	2.73	2.52	2.00	20.8	0.06	0.03	5.50	5.53	0.03	1.39	1.43	—	5,853	5,853	0.22	0.25	15.1	5,947
Total	2.73	2.52	2.00	20.8	0.06	0.03	5.50	5.53	0.03	1.39	1.43	—	5,853	5,853	0.22	0.25	15.1	5,947
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	2.65	2.43	2.33	19.7	0.05	0.03	5.50	5.53	0.03	1.39	1.43	—	5,525	5,525	0.24	0.27	0.39	5,611
Total	2.65	2.43	2.33	19.7	0.05	0.03	5.50	5.53	0.03	1.39	1.43	—	5,525	5,525	0.24	0.27	0.39	5,611
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Unrefrigerated Warehouse-No Rail	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.48	0.44	0.40	3.46	0.01	0.01	0.98	0.98	0.01	0.25	0.25	—	919	919	0.04	0.04	1.08	934
Total	0.48	0.44	0.40	3.46	0.01	0.01	0.98	0.98	0.01	0.25	0.25	—	919	919	0.04	0.04	1.08	934

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	1,746	1,746	0.28	0.03	—	1,763
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	166	166	0.03	< 0.005	—	167
Total	—	—	—	—	—	—	—	—	—	—	—	—	1,911	1,911	0.31	0.04	—	1,930
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	1,746	1,746	0.28	0.03	—	1,763
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	166	166	0.03	< 0.005	—	167

Total	—	—	—	—	—	—	—	—	—	—	—	—	1,911	1,911	0.31	0.04	—	1,930
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	289	289	0.05	0.01	—	292
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	27.4	27.4	< 0.005	< 0.005	—	27.7
Total	—	—	—	—	—	—	—	—	—	—	—	—	316	316	0.05	0.01	—	320

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

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

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

Total	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
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
Total	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00

4.3. Area Emissions by Source

4.3.1. Unmitigated

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

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	6.68	6.68	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.91	0.91	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	2.41	2.22	0.11	13.5	< 0.005	0.02	—	0.02	0.02	—	0.02	—	55.6	55.6	< 0.005	< 0.005	—	55.8
Total	10.00	9.81	0.11	13.5	< 0.005	0.02	—	0.02	0.02	—	0.02	—	55.6	55.6	< 0.005	< 0.005	—	55.8
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Consum Products	6.68	6.68	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.91	0.91	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	7.59	7.59	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	1.22	1.22	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.17	0.17	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.22	0.20	0.01	1.22	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.54	4.54	< 0.005	< 0.005	—	4.55
Total	1.60	1.58	0.01	1.22	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.54	4.54	< 0.005	< 0.005	—	4.55

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	—	—	—	—	—	—	—	—	—	—	—	138	262	400	14.2	0.34	—	856

Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	138	262	400	14.2	0.34	—	856
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	138	262	400	14.2	0.34	—	856
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	138	262	400	14.2	0.34	—	856
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	22.8	43.5	66.3	2.34	0.06	—	142
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	22.8	43.5	66.3	2.34	0.06	—	142

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 Wareho Rail	—	—	—	—	—	—	—	—	—	—	—	157	0.00	157	15.7	0.00	—	551
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	157	0.00	157	15.7	0.00	—	551
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	157	0.00	157	15.7	0.00	—	551
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	157	0.00	157	15.7	0.00	—	551
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	26.1	0.00	26.1	2.60	0.00	—	91.2
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	26.1	0.00	26.1	2.60	0.00	—	91.2

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

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	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. 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	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. 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	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

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

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

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

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

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

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

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

Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.9. 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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	861	861	861	314,261	7,792	7,792	7,792	2,843,954

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

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	466,076	155,359	20,302

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	180

5.11. Operational Energy Consumption

5.11.1. Unmitigated

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

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Unrefrigerated Warehouse-No Rail	3,123,866	204	0.0330	0.0040	0.00
Parking Lot	296,415	204	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	71,853,306	890,817
Parking Lot	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	292	—
Parking Lot	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

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

5.16. 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. Biomass Cover Type

5.18.1.1. Unmitigated

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)

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	7.75	annual days of extreme heat
Extreme Precipitation	7.20	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	8.96	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	N/A	N/A	N/A	N/A
Extreme Precipitation	2	0	0	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	N/A	N/A	N/A	N/A
Extreme Precipitation	2	1	1	3
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	6.38
AQ-PM	26.3
AQ-DPM	77.1
Drinking Water	4.21
Lead Risk Housing	94.0
Pesticides	0.00
Toxic Releases	63.9
Traffic	33.6
Effect Indicators	—
CleanUp Sites	96.9
Groundwater	92.7
Haz Waste Facilities/Generators	91.0
Impaired Water Bodies	12.5
Solid Waste	63.7
Sensitive Population	—
Asthma	99.7
Cardio-vascular	90.5
Low Birth Weights	79.0

Socioeconomic Factor Indicators	—
Education	89.1
Housing	93.3
Linguistic	55.1
Poverty	85.4
Unemployment	65.6

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	4.555370204
Employed	6.967791608
Median HI	1.668163737
Education	—
Bachelor's or higher	10.61208777
High school enrollment	14.96214552
Preschool enrollment	49.04401386
Transportation	—
Auto Access	2.617733864
Active commuting	94.71320416
Social	—
2-parent households	21.14718337
Voting	25.7153856
Neighborhood	—
Alcohol availability	13.60195047
Park access	81.35506224
Retail density	85.32015912

Supermarket access	27.01142051
Tree canopy	29.65481843
Housing	—
Homeownership	17.86218401
Housing habitability	7.493904786
Low-inc homeowner severe housing cost burden	2.34826126
Low-inc renter severe housing cost burden	8.135506224
Uncrowded housing	22.16091364
Health Outcomes	—
Insured adults	8.122674195
Arthritis	15.6
Asthma ER Admissions	0.9
High Blood Pressure	13.8
Cancer (excluding skin)	68.9
Asthma	3.1
Coronary Heart Disease	12.2
Chronic Obstructive Pulmonary Disease	6.0
Diagnosed Diabetes	3.7
Life Expectancy at Birth	23.4
Cognitively Disabled	13.1
Physically Disabled	5.0
Heart Attack ER Admissions	13.7
Mental Health Not Good	6.9
Chronic Kidney Disease	3.6
Obesity	3.2
Pedestrian Injuries	91.9
Physical Health Not Good	6.4
Stroke	2.3

Health Risk Behaviors	—
Binge Drinking	87.0
Current Smoker	6.5
No Leisure Time for Physical Activity	5.8
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	40.4
Children	24.2
Elderly	60.7
English Speaking	18.3
Foreign-born	55.7
Outdoor Workers	5.4
Climate Change Adaptive Capacity	—
Impervious Surface Cover	13.3
Traffic Density	27.3
Traffic Access	87.4
Other Indices	—
Hardship	93.4
Other Decision Support	—
2016 Voting	3.9

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	90.0
Healthy Places Index Score for Project Location (b)	6.00
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	Yes
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

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

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Construction: Construction Phases	Anticipated schedule
Construction: Off-Road Equipment	Anticipated equipment
Construction: Trips and VMT	Anticipated distance for hazardous material disposal
Operations: Vehicle Data	Anticipated trip gen Warehouse = truck trips Pavement = Passenger
Operations: Fleet Mix	Anticipated fleet mix Warehouse = truck trips Pavement = Passenger
Operations: Energy Use	No Natural Gas