



11.11 GHG Assessment



Westside Annexation and North Lancaster Industrial Specific Plan

GREENHOUSE GAS ANALYSIS

CITY OF LANCASTER

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TABLE OF CONTENTS

| | |
|---|------------|
| TABLE OF CONTENTS | I |
| APPENDICES | II |
| LIST OF EXHIBITS | II |
| LIST OF TABLES | II |
| LIST OF ABBREVIATED TERMS | III |
| EXECUTIVE SUMMARY | 1 |
| ES.1 Summary of Findings..... | 1 |
| ES.2 Regulatory Requirements | 1 |
| ES.3 Applicable GHG Mitigation Measures/Regulatory Requirements | 2 |
| 1 INTRODUCTION | 8 |
| 1.1 Site Location..... | 8 |
| 1.2 Project Description..... | 8 |
| 2 CLIMATE CHANGE SETTING | 13 |
| 2.1 Introduction to Global Climate Change | 13 |
| 2.2 Global Climate Change Defined | 13 |
| 2.3 GHGs | 13 |
| 2.4 Global Warming Potential..... | 20 |
| 2.5 GHG Emissions Inventories | 20 |
| 2.6 Effects of Climate Change in California | 21 |
| 2.7 Regulatory Setting..... | 23 |
| 3 PROJECT GREENHOUSE GAS IMPACT | 47 |
| 3.1 Introduction | 47 |
| 3.2 Standards of Significance and CEQA Thresholds | 47 |
| 3.3 Models Employed To Analyze Greenhouse Gases Emissions | 48 |
| 3.4 Construction Emissions | 49 |
| 3.5 Operational Emissions | 51 |
| 3.6 Greenhouse Gas Emissions Findings and Recommendations..... | 65 |
| 4 REFERENCES | 70 |
| THIS PAGE INTENTIONALLY LEFT BLANKS CERTIFICATION | 73 |

APPENDICES

APPENDIX 3.1: CALEEMOD PAS 2, 4, 6 (EAST HALF), 7 & 8 CONSTRUCTION EMISSIONS MODEL OUTPUTS

APPENDIX 3.2: CALEEMOD PAS 2, 4, 6 (EAST HALF), 7 & 8 OPERATIONAL EMISSIONS MODEL OUTPUTS - 2031

APPENDIX 3.3: CALEEMOD PAS 2, 4, 6 (EAST HALF), 7 & 8 OPERATIONAL EMISSIONS MODEL OUTPUTS – 2040

APPENDIX 3.4: CALEEMOD PA 6 (WEST HALF) OPERATIONAL EMISSIONS MODEL OUTPUTS – 2040

APPENDIX 3.5: CALEEMOD PAS 1, 3, 5 OPERATIONAL EMISSIONS MODEL OUTPUTS – 2040

APPENDIX 3.6: CALEEMOD ANNEXATION AREA OPERATIONAL EMISSIONS MODEL OUTPUTS – 2040

LIST OF EXHIBITS

EXHIBIT 1-A: ANNEXATION AREA 10

EXHIBIT 1-B: NORTH LANCASTER INDUSTRIAL SPECIFIC PLAN LAND USE PLAN 11

EXHIBIT 2-A: SUMMARY OF PROJECTED GLOBAL WARMING IMPACT, 2070-2099 (AS COMPARED WITH 1961-1990)..... 19

LIST OF TABLES

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

TABLE 2-1: GREENHOUSE GASES 14

TABLE 2-2: GWP AND ATMOSPHERIC LIFETIME OF SELECT GHGS..... 20

TABLE 2-3: TOP GHG PRODUCING COUNTRIES AND THE EUROPEAN UNION 21

TABLE 3-1: CONSTRUCTION DURATION..... 49

TABLE 3-2: CONSTRUCTION EQUIPMENT ASSUMPTIONS..... 50

TABLE 3-3: AMORTIZED ANNUAL CONSTRUCTION EMISSIONS 51

TABLE 3-4: PASSENGER CAR FLEET MIX 53

TABLE 3-5: TRUCK FLEET MIX 54

TABLE 3-6: PROJECT GHG EMISSIONS SUMMARY – PAS 2, 4, 6 (EAST), 7, 8, WITHOUT MITIGATION (2031) 56

TABLE 3-7: PROJECT GHG EMISSIONS SUMMARY – PAS 2, 4, 6 (EAST), 7, 8, WITHOUT MITIGATION (2040) 57

TABLE 3-8: PROJECT GHG EMISSIONS SUMMARY – PA 6 WEST, WITHOUT MITIGATION (2040)..... 58

TABLE 3-9: PROJECT GHG EMISSIONS SUMMARY – PAS 1, 3, 5, WITHOUT MITIGATION (2040) 58

TABLE 3-10: PROJECT GHG EMISSIONS SUMMARY – REMAINING ANNEXATION AREA, WITHOUT MITIGATION (2040)¹ 59

TABLE 3-11: PROJECT GHG EMISSIONS SUMMARY – ENTIRE ANNEXATION AREA BUILDOUT, WITHOUT MITIGATION (2040)..... 60

TABLE 3-11: PROJECT CONSISTENCY WITH 2022 SCOPING PLAN KEY RESIDENTIAL AND MIXED-USE PROJECT ATTRIBUTES THAT REDUCE GHGS 66

LIST OF ABBREVIATED TERMS

| | |
|-------------------|---|
| (1) | Reference |
| % | Percent |
| AB | Assembly Bill |
| AB 32 | Global Warming Solutions Act of 2006 |
| AB 1493 | Pavley Fuel Efficiency Standards |
| AB 1881 | California Water Conservation in Landscaping Act of 2006 |
| AQIA | Air Quality Impact Analysis |
| AVAQMD | Antelope Valley Air Quality Management District |
| CAA | Federal Clean Air Act |
| CalEEMod | California Emissions Estimator Model™ |
| CalEPA | California Environmental Protection Agency |
| CAL FIRE | California Department of Forestry and Fire Protection |
| CALGAPS | California LBNL GHG Analysis of Policies Spreadsheet |
| CALGreen | California Green Building Standards Code |
| CalRecycle | California's Department of Resources Recycling and Recovery |
| CalSTA | California State Transportation Agency |
| Caltrans | California Department of Transportation |
| CAP | Climate Action Plan |
| CAPCOA | California Air Pollution Control Officers Association |
| CARB | California Air Resource Board |
| CCR | California Code of Regulations |
| CDFA | California Department of Food and Agriculture |
| CEC | California Energy Commission |
| CEQA | California Environmental Quality Act |
| CFC | Chlorofluorocarbons |
| CH ₄ | Methane |
| City | City of Lancaster |
| CNRA | California Natural Resources Agency |
| CO | Carbon Monoxide |
| CO ₂ | Carbon Dioxide |
| CO ₂ e | Carbon Dioxide Equivalent |
| Convention | United Nations Framework Convention on Climate Change |
| COP | UNCFCC Conference of the Parties |
| EPA | Environmental Protection Agency |
| GCC | Global Climate Change |

| | |
|--------------------------|--|
| Gg | Gigagram |
| GHG | Greenhouse Gas |
| GHGA | Greenhouse Gas Analysis |
| GWP | Global Warming Potential |
| H ₂ O | Water Vapor |
| HD | Heavy-Duty |
| HFC | Hydrofluorocarbons |
| I-15 | Interstate 15 |
| IPCC | Intergovernmental Panel on Climate Change |
| LBNL | Lawrence Berkeley National Laboratory |
| LCFS | Low Carbon Fuel Standard |
| MD | Medium-Duty |
| MMT | Million Metric Tons |
| MMTCO ₂ e | Million Metric Ton of Carbon Dioxide Equivalent |
| MPG | Miles Per Gallon |
| MT | Metric Tons |
| MT/yr | Metric Tons per Year |
| MTCO ₂ e | Metric Ton of Carbon Dioxide Equivalent |
| MY | Model Year |
| N ₂ O | Nitrogen Dioxide |
| NDC | Nationally Determined Contributions |
| NHTSA | National Highway Traffic Safety Administration |
| NO _x | Oxides of Nitrogen |
| NF ₃ | Nitrogen Trifluoride |
| OAL | Office of Administrative Law |
| Ordinance | Model Water Efficient Landscape Ordinance |
| OPR | Governor's Office of Planning and Research |
| PDF | Project Design Features |
| PFC | Perfluorocarbons |
| PM ₁₀ | Particulate Matter 10 microns in diameter or less |
| PM _{2.5} | Particulate Matter 2.5 microns in diameter or less |
| ppb | Parts Per Billion |
| ppm | Parts Per Million |
| ppt | Parts Per Trillion |
| Project Specific Plan | Westside Annexation and North Lancaster Industrial |
| R | Refrigerants |
| RPS | Renewables Portfolio Standard |

| | |
|-----------------|---|
| SB | Senate Bill |
| SB 32 | Senate Bill 32 |
| SB 375 | Regional GHG Emissions Reduction Targets/Sustainable Communities Strategies |
| SCAQMD | South Coast Air Quality Management District |
| Scoping Plan | CARB's Climate Change Scoping Plan |
| sf | Square Feet |
| SF ₆ | Sulfur Hexafluoride |
| SLPS | Short-Lived Climate Pollutant Strategy |
| SO _x | Oxides of Sulfur |
| SWRCB | California State Water Resources Control Board |
| tpy | Tons Per Year |
| tsf | Thousand Square Feet |
| TRU | Transporation Refrigeration Unit |
| UNFCCC | United Nations' Framework Convention on Climate Change |
| Update | CARB approved First Updated to the Scoping Plan |
| VMT | Vehicle-Miles Traveled |
| VOC | Volatile Organic Compounds |
| ZE/NZE | Zero- and near-zero-emission |
| ZEV | Zero Emission Vehicle |

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EXECUTIVE SUMMARY

ES.1 SUMMARY OF FINDINGS

The results of this *Westside Annexation and North Lancaster Industrial Specific Plan Greenhouse Gas Analysis* (GHGA) are summarized below based on the significance criteria in Section 3 of this report consistent with Appendix G of the *California Environmental Quality Act (CEQA) Guidelines* (1). Table ES-1 shows the findings of significance for potential greenhouse gas (GHG) impacts under CEQA.

TABLE ES-1: SUMMARY OF CEQA SIGNIFICANCE FINDINGS

| Analysis | Report Section | Significance Findings | |
|--|----------------|--------------------------------|------------------------------------|
| | | Unmitigated | Mitigated |
| GHG Impact #1: The Project would not generate direct or indirect GHG emissions that would result in a significant impact on the environment. | 3.6 | <i>Potentially Significant</i> | <i>Significant and Unavoidable</i> |
| GHG Impact #2: The Project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs. | 3.6 | <i>Potentially Significant</i> | <i>Significant and Unavoidable</i> |

ES.2 REGULATORY REQUIREMENTS

The Project would be required to comply with all mandates imposed by the State of California and the Antelope Valley Air Quality Management District (AVAQMD). Those that are applicable to the Project and that would assist in the reduction of GHG emissions are:

- Global Warming Solutions Act of 2006 (AB 32) (2).
- Regional GHG Emissions Reduction Targets/Sustainable Communities Strategies (SB 375) (3).
- Pavley Fuel Efficiency Standards (AB 1493). Establishes fuel efficiency ratings for new vehicles (4).
- Title 24 California Code of Regulations (California Building Code). Establishes energy efficiency requirements for new construction (5).
- Title 20 California Code of Regulations (Appliance Energy Efficiency Standards). Establishes energy efficiency requirements for appliances (6).
- Title 17 California Code of Regulations (Low Carbon Fuel Standard). Requires carbon content of fuel sold in California to be 10% less by 2020 (7).
- California Water Conservation in Landscaping Act of 2006 (AB 1881). Requires local agencies to adopt the Department of Water Resources updated Water Efficient Landscape Ordinance or

equivalent by January 1, 2010 to ensure efficient landscapes in new development and reduced water waste in existing landscapes (8).

- Statewide Retail Provider Emissions Performance Standards (SB 1368). Requires energy generators to achieve performance standards for GHG emissions (9).
- Renewable Portfolio Standards (RPS) Required electric corporations to increase the amount of energy obtained from eligible renewable energy resources to 20% by 2010 and 33% by 2020. SB 350 mandated a 50% RPS by 2030. SB 100 increased the RPS requirements to 60% by 2030 and 100% by 2045 (10).
- Senate Bill 32 (SB 32). Requires the state to reduce statewide GHG emissions to 60% below 1990 levels by 2030 and 100% by 2045, a reduction target that was first introduced in Executive Order B-30-15 (11).

ES.3 APPLICABLE GHG MITIGATION MEASURES/REGULATORY REQUIREMENTS

The *Westside Annexation and North Lancaster Industrial Specific Plan Air Quality Impact Analysis (AQIA)* report (12) identifies 28 mitigation measures. Although these measures are designed to reduce Project air quality emissions, 20 of these measures would also assist in the reduction of GHGs and are restated below.

SPECIFIC PLAN AREA ONLY

MM AQ-4

Provision of Electrical Infrastructure for Construction and Use of Electric Construction Equipment. After the grading phase of Project construction, a developer/contractor shall provide temporary electrical hook ups to the power grid, rather than diesel-fueled generators, for contractors' electric construction tools, such as saws, drills, and compressors. The use of diesel-fueled generators for on-site construction activities shall be prohibited unless electrical infrastructure is not yet available on the Project site. Diesel-fueled generators may be used for off-site construction work. All off-road equipment with a power rating below 19 kilowatts (e.g., plate compactors, pressure washers) used during Project construction must be electric powered, where feasible. A Project developer/contractor shall include these requirements in applicable bid documents, purchase orders, and contracts with successful contractors.

MM AQ-5

Construction Equipment Idling Restrictions. The idling of heavy construction equipment for more than 5 minutes shall be prohibited. Signage shall be posted throughout the construction site informing construction personnel of the idling time limit. Idling time limits shall be noted in construction specifications. Subject to all other idling restrictions, heavy construction equipment shall not be left in the "on position" for more than 10 hours per day.

MM AQ-8

Construction Waste Recycling and Management. Consistent with Section 5.408.1 of the CALGreen Code Part 11, a minimum of 65 percent of the nonhazardous construction and demolition waste shall be recycled and/or salvaged for reuse.

MM AQ-10

Prior to the issuing of each building permit, a Project Applicant and its contractors shall provide plans and specifications to the City of Lancaster Building and Safety Division that demonstrate that each project building is designed for passive heating and cooling and is designed to include natural light. Features designed to achieve this shall include the proper placement of windows, overhangs, and skylights, where feasible.

MM AQ-11

Sustainable Design/LEED Measures. The Project shall be designed so that it is able to achieve LEED certification, or equivalent, at the time of building permit application. Documentation shall be provided to the City of Lancaster demonstrating that the Project meets this requirement prior to the issuance of building permits.

MM AQ-12

Electrical Infrastructure for Electric Equipment and Vehicles. The Project shall be designed to include electrical infrastructure to accommodate the required number of electric vehicle charging stations, the anticipated number charging stations for electric cargo handling equipment where applicable, and the potential installation of additional automobile and truck electric vehicle charging stations per Title 24, Part 11 (California Green Building Standards (CALGreen)). The Project's electrical rooms shall be of sufficient size to accommodate the upsizing of electrical equipment to accommodate potential future electrical loads.

MM AQ-13

Sustainable Energy, Waste, and Water Design Measures. A Project Applicant or successor in interest shall implement the following measures:

- The Project's landscape plan shall emphasize drought-tolerant plants and use water-efficient irrigation techniques.
- All heating, cooling, lighting, and appliance fixtures shall be Energy Star-rated.
- All fixtures installed in restrooms and employee break areas shall be U.S. Environmental Protection Agency (U.S. EPA) WaterSense certified or equivalent.
- Structures shall be equipped with outdoor electric outlets in the front and rear of the structures to facilitate use of electrical lawn and garden equipment where feasible.
- Storage areas shall be provided for recyclables and green waste, as well as food waste storage if a pick-up service is available.
- Buildings shall include high-efficiency particulate air (HEPA) filtration systems within all warehouse facilities, where feasible.
- The roof shall provide R-30 insulation to decrease overall energy consumption and increase occupant comfort, where feasible.
- Solar-powered water heaters shall be installed on the Project site, where feasible.
- A timer system for lighting to ensure that lights shall be switched off during times of non-operation shall be installed on the Project site.

MM AQ-15

Measures to Reduce the Urban Heat Island Effect. The following measures shall be implemented to reduce the urban heat island effect:

- The Project's roof structures shall be designed to include "cool roof" materials with a minimum aged reflectance and thermal emittance values that are equal to or greater than those specified in the current edition of CALGreen, Table A5.106.11.2.3 for Tier 1 standards.
- Sufficient shade trees shall be provided throughout the Project site so that at least 50% of the automobile parking areas will be shaded within 15 years after Project construction is complete (excluding the truck courts where trees cannot be planted due to interference with truck maneuvering).

MM AQ-16

Zero-Emission Equipment. The following measure shall be implemented during all ongoing business operations and shall be included as part of contractual lease agreement language to ensure that tenants and operators of the Project are informed of the following operational responsibility:

- All equipment and appliances operating on the Project site shall be zero-emission equipment, where economically feasible and commercially available, as reasonably determined by the Lead Agency. This requirement shall apply to indoor and outdoor equipment such as forklifts, handheld landscaping equipment, yard equipment, office appliances, etc. The building manager or their designee shall be responsible for enforcing these requirements.

MM AQ-17

Anti-Idling Implementation Measures. The following measures shall be implemented to reduce air pollutant emissions from idling:

- Signage. Legible, durable, weather-proof signs shall be placed at truck access gates, loading docks, and truck parking areas that identify the Project's three-minute idling restriction. At a minimum, each sign shall include: (1) instructions for truck drivers to shut off engines when not in use; (2) instructions for drivers of diesel trucks to restrict idling to no more than 3 minutes once the vehicle is stopped, the transmission is set to "neutral" or "park," and the parking brake is engaged; (3) telephone numbers of the building facilities manager and CARB to report violations; and (4) that penalties apply for violations.
- Efficient Load Management. The facility operator(s) shall be required to train managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks.
- Anti-Idling Training. Tenants and operators on the Project site shall ensure that site enforcement staff in charge of keeping the daily log and monitoring for excess idling will be trained/certified in diesel health effects and technologies, for example, by requiring attendance at CARB-approved courses (such as the free, one-day Course #512).

MM AQ-19

Provision of Information Regarding Programs to Reduce Emissions from Trucks. Prior to tenant occupancy, a Project Applicant or successor in interest shall provide documentation to the City of Lancaster demonstrating that occupants/tenants of the Project site have been provided informational documentation regarding:

- Funding opportunities that provide incentives for using cleaner than-required engines and equipment, such as the Carl Moyer Program and Voucher Incentive Program. The U.S. EPA SmartWay Program, which assists freight shippers, carriers, logistics companies, and other stakeholder partner with the U.S. EPA to measure, benchmark, and improve logistics operations and reduce air pollutant emissions from transport of cargo.

MM AQ-20

Provision of Information Regarding Reducing Emissions from Area and Energy Sources. Prior to tenant occupancy, a Project Applicant or successor in interest shall provide documentation to the City of Lancaster demonstrating that occupants/tenants of the Project site have been provided informational documentation regarding:

- Information regarding energy efficiency, energy-efficient lighting and lighting control systems, energy management, and existing energy incentive programs.
- Information regarding and a recommendation to use cleaning products that are water-based or containing low quantities of volatile organic compounds.
- Information regarding and a recommendation to use electric or alternatively fueled sweepers with HEPA filters.
- Information regarding on-site meal options, such as food trucks, will be provided to employees.

MM AQ-21

Solar Power. At a minimum, the roofs of the warehouse buildings shall be designed to provide the structural capacity to accommodate roof-top solar panels. The Project shall be capable of including rooftop solar panels that generate sufficient power to meet at least 50% of the Project's total operational base energy requirements from within the Project's building envelope.

MM AQ-22

All project applicants or successors in interest shall require tenants to use zero-emission light- and medium-duty trucks as part of business operations, if such trucks are economically feasible and commercially available, as reasonably determined by the Lead Agency.

MM AQ-23

The Project Applicant/Developer shall install all necessary infrastructure (i.e., wiring, reinforced roofs) to allow solar photovoltaic systems on the project site to be installed in the future, with a specified electrical generation capacity in order to meet California Green Building Code Standards.

MM AQ-24

The Project shall meet CalGreen Tier 2 green building standards, including all provisions related to designated parking for clean air vehicles, electric vehicle charging, and bicycle parking.

MM AQ-26

Provide drought tolerant low-water landscaping and trees throughout the Project site and use recycled (purple pipe) irrigation water with drip irrigation and weather based smart irrigation controllers.

MM AQ-27

Prior to the issuance of building permits, all project applicants or successors in interest shall provide documentation to the City of Lancaster demonstrating that the Project is designed to achieve energy efficient buildings exceeding Title 24 standards with the following design criteria:

- Building envelope insulation of conditioned space within all commercial and industrial buildings shall be R30 or greater for attics/roofs.
- All roofing material for commercial buildings shall be CRRC Rated 0.15 aged solar reflectance or greater and 0.75 thermal emittance.
- Lighting within the commercial and industrial buildings shall be high efficiency LED lighting with a minimum of 40 lumens/watt for 15 watt or less fixtures, 50 lumens/watt for 15–40-watt fixtures, and 60 lumens/watt for fixtures greater than 40 watts.

MM AQ-28

All water fixtures shall be water efficient (toilets/urinals [1.28/0.125 gallons per flush or less], showerheads [1.8 gallons per minute or less], and faucets [1.8 gallons per minute or less]).

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1 INTRODUCTION

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

1.1 SITE LOCATION

The Project site encompasses approximately 7,153 acres in the Antelope Valley portion of unincorporated Los Angeles County, as shown on Exhibit 1-A. The site is generally bound by Avenue B to the north, Sierra Highway and Edwards Air Force Base to the east, Avenue G to the south, and 30th Street West to the west. SR-14, Sierra Highway, 10th Street West, and 20th Street West transect the site in a north-south direction. Unincorporated Los Angeles County surrounds the Project site to the north, east, and west. The City of Lancaster (City) is located to the south and west of the site.

1.2 PROJECT DESCRIPTION

The proposed Project involves two components: 1) annexation of the Project site from unincorporated Los Angeles County into the City of Lancaster jurisdiction and 2) adoption of the proposed North Lancaster Industrial Specific Plan (SP), which would allow up to approximately 38.5 million square feet (sf) of industrial development. The Project site encompasses approximately 7,153 acres in the Antelope Valley area of unincorporated Los Angeles County.

ANNEXATION AREA (ANX24-002)

The proposed Project includes annexation of approximately 7,153 acres currently in unincorporated Los Angeles County into the City's jurisdiction. There are six land use areas proposed within the Annexation Area: non-urban residential uses, multifamily residential (mobile home), mixed use (residential with retail, office, or service uses), light industrial, public uses, and the proposed SP. Exhibit 1-A identifies the proposed land use areas within the Annexation Area. The uses proposed within the Annexation Area (which does not include the Specific Plan Area) are summarized below:

- 5,793,480 sf of Industrial Park uses
- 3,620,925 sf of Warehousing uses
- 3,620,925 sf of High-Cube Parcel Hub uses
- 1,448,370 sf of High-Cube Cold Storage uses
- 719 Single Family Detached dwelling units (DUs)
- 683 Multifamily (Low-Rise) Residential DUs
- 435 Mobile Home Park DUs
- 1,110,780 sf of Business Park uses

SPECIFIC PLAN (SP24-002)

The North Lancaster Industrial Specific Plan would encompass approximately 1,860.7 acres in the central portion of the annexation area. The Specific Plan is proposed to allow for a site-specific land use plan, development standards, design guidelines, infrastructure systems, and implementation strategies on which subsequent development activities would be implemented. Exhibit 1-B illustrates the proposed land use plan for the Specific Plan area. As shown, the Specific Plan area would be separated into eight planning areas with Light Industrial and Heavy Industrial land use designations. The uses proposed within the Specific Plan area are summarized below:

Within Planning Areas (PA) 2, 4, 6 (eastern half), 7, and 8, 11.3 million square feet of industrial warehouse buildings and associated site improvements are proposed¹. The proposed development would be constructed over a six-year duration. Planning Areas 1, 3, and 5 total 949.4 acres and would allow for up to 20,677,934 sf of development. A total of 2,015,072 square feet of warehouse space was previously approved in PA 6 (western half). Its emissions are disclosed below. PAs 2, 4, 6 (east half), 7, and 8 are anticipated to have an opening year of 2031. This analysis also evaluates emissions that would occur at buildout of the Annexation Areas and the remaining Specific Plan Planning Areas combined, with an assumed buildout year of 2040. At the time this analysis was prepared, the future tenants of the proposed Project were unknown, and therefore, this study includes a conservative analysis of the proposed Project uses.

¹ The western half of PA 6 has been previously entitled and its impacts analyzed in a previously approved CEQA document. However, emissions for the western half of PA 6 have been calculated as part of this analysis for disclosure purposes and are presented in Section 3.5.11 of this report.

EXHIBIT 1-A: ANNEXATION AREA

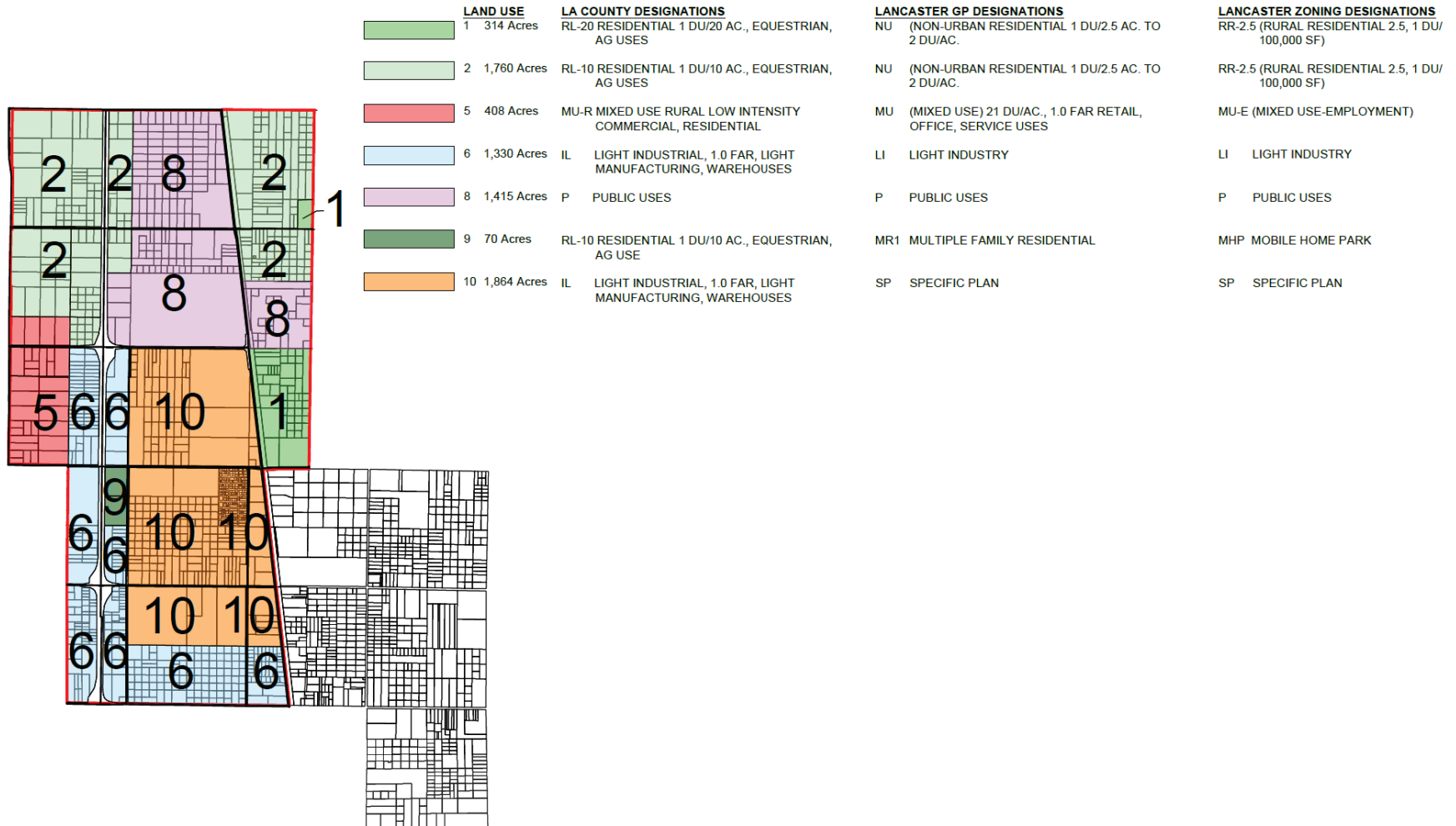
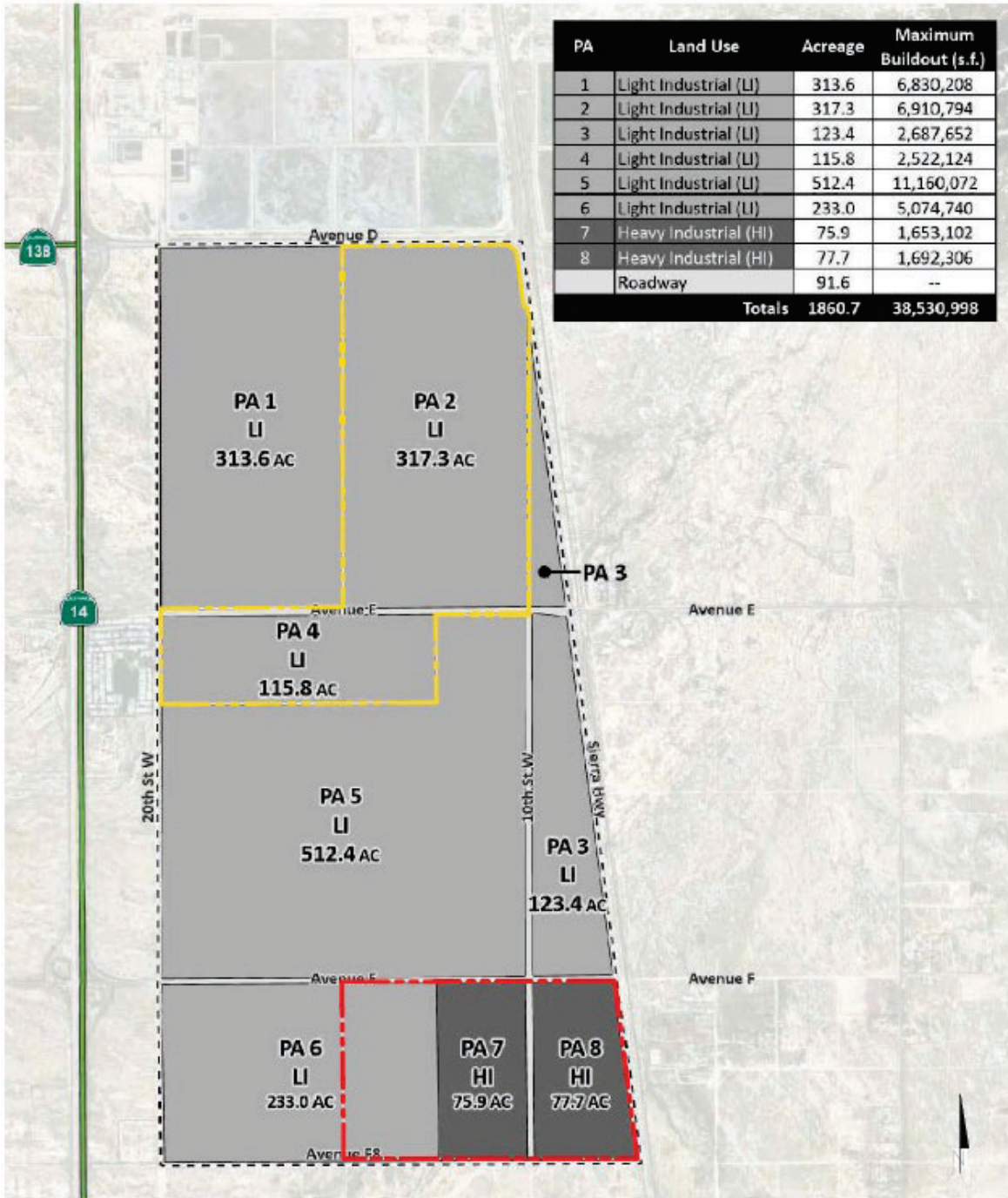


EXHIBIT 1-B: NORTH LANCASTER INDUSTRIAL SPECIFIC PLAN LAND USE PLAN



| PA | Land Use | Acreage | Maximum Buildout (s.f.) |
|---------------|-----------------------|---------------|-------------------------|
| 1 | Light Industrial (LI) | 313.6 | 6,830,208 |
| 2 | Light Industrial (LI) | 317.3 | 6,910,794 |
| 3 | Light Industrial (LI) | 123.4 | 2,687,652 |
| 4 | Light Industrial (LI) | 115.8 | 2,522,124 |
| 5 | Light Industrial (LI) | 512.4 | 11,160,072 |
| 6 | Light Industrial (LI) | 233.0 | 5,074,740 |
| 7 | Heavy Industrial (HI) | 75.9 | 1,653,102 |
| 8 | Heavy Industrial (HI) | 77.7 | 1,692,306 |
| | Roadway | 91.6 | -- |
| Totals | | 1860.7 | 38,530,998 |

LEGEND:



PAs 2 & 4 Project Boundary



PAs 6 (East Half), 7 & 8 Project Boundary

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2 CLIMATE CHANGE SETTING

2.1 INTRODUCTION TO GLOBAL CLIMATE CHANGE

Global Climate Change (GCC) is defined as the change in average meteorological conditions on the earth with respect to temperature, precipitation, and storms. The majority of scientists believe that the climate shift taking place since the Industrial Revolution is occurring at a quicker rate and magnitude than in the past. Scientific evidence suggests that GCC is the result of increased concentrations of GHGs in the earth's atmosphere, including carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), and fluorinated gases. The majority of scientists believe that this increased rate of climate change is the result of GHGs resulting from human activity and industrialization over the past 200 years.

An individual project like the proposed Project evaluated in this GHGA cannot generate enough GHG emissions to affect a discernible change in global climate. However, the proposed Project may participate in the potential for GCC by its incremental contribution of GHGs combined with the cumulative increase of all other sources of GHGs, which when taken together constitute potential influences on GCC. Because these changes may have serious environmental consequences, Section 3.0 will evaluate the potential for the proposed Project to have a significant effect upon the environment as a result of its potential contribution to the greenhouse effect.

2.2 GLOBAL CLIMATE CHANGE DEFINED

GCC refers to the change in average meteorological conditions on the earth with respect to temperature, wind patterns, precipitation and storms. Global temperatures are regulated by naturally occurring atmospheric gases such as water vapor, CO₂, N₂O, CH₄, hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), nitrogen trifluoride (NF₃), and sulfur hexafluoride (SF₆). These particular gases are important due to their residence time (duration they stay) in the atmosphere, which ranges from a minimum of 10 years to more than 100 years. These gases allow solar radiation into the earth's atmosphere, but prevent radiative heat from escaping, thus warming the earth's atmosphere. GCC can occur naturally as it has in the past with the previous ice ages.

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

2.3 GHGs

2.3.1 GHGs AND HEALTH EFFECTS

GHGs trap heat in the atmosphere, creating a GHG effect that results in global warming and climate change. Many gases demonstrate these properties as discussed in Table 2-1. For the

purposes of this analysis, emissions of CO₂, CH₄, and N₂O were evaluated (see Table 3-1 later in this report) because these gases are the primary contributors to GCC from development projects. Although there are other substances such as fluorinated gases that also contribute to GCC, these fluorinated gases were not evaluated as their sources are not well-defined and do not contain accepted emissions factors or methodology to accurately calculate these gases.

TABLE 2-1: GREENHOUSE GASES

| GHGs | Description | Sources | Health Effects |
|-----------------------------------|---|--|--|
| <p>Water (H₂O)</p> | <p>Water is the most abundant, important, and variable GHG in the atmosphere. Water vapor is not considered a pollutant; in the atmosphere it maintains a climate necessary for life. Changes in its concentration are primarily considered to be a result of climate feedbacks related to the warming of the atmosphere rather than a direct result of industrialization. A climate feedback is an indirect, or secondary, change, either positive or negative, that occurs within the climate system in response to a forcing mechanism. The feedback loop in which water is involved is critically important to projecting future climate change.</p> <p>As the temperature of the atmosphere rises, more water is evaporated from ground storage (rivers, oceans, reservoirs, soil). Because the air is warmer, the relative humidity can be higher (in essence, the air is able to ‘hold’ more water when it is warmer), leading to more water vapor in the atmosphere. As a GHG, the higher concentration of water vapor is then able to absorb more thermal indirect energy radiated from the Earth, thus further warming the atmosphere. The warmer atmosphere can then hold more water vapor and so on and so on. This is referred to as a “positive feedback loop.” The</p> | <p>As the main source of water vapor, approximately 85 percent of evaporation comes from the oceans. Other sources include evaporation from other water bodies, sublimation (change from solid to gas) from sea ice and snow, and transpiration from plant leaves.</p> | <p>There are no known direct health effects related to water vapor at this time. It should be noted however that when some pollutants react with water vapor, the reaction forms a transport mechanism for some of these pollutants to enter the human body through water vapor.</p> |

| GHGs | Description | Sources | Health Effects |
|--|--|---|---|
| | <p>extent to which this positive feedback loop will continue is unknown as there are also dynamics that hold the positive feedback loop in check. As an example, when water vapor increases in the atmosphere, more of it will eventually condense into clouds, which are more able to reflect incoming solar radiation (thus allowing less energy to reach the earth's surface and heat it up) (13).</p> | | |
| <p>Carbon Dioxide (CO₂)</p> | <p>CO₂ is an odorless and colorless GHG. Since the industrial revolution began in the mid-1700s, the sort of human activity that increases GHG emissions has increased dramatically in scale and distribution. Data from the past 50 years suggests a corollary increase in levels and concentrations. As an example, prior to the industrial revolution, CO₂ concentrations were fairly stable at 280 parts per million (ppm). Today, they are around 370 ppm, an increase of more than 30%. Left unchecked, the concentration of CO₂ in the atmosphere is projected to increase to a minimum of 540 ppm by 2100 as a direct result of anthropogenic sources (14).</p> | <p>CO₂ is emitted from natural and manmade sources. Natural sources include: the decomposition of dead organic matter; respiration of bacteria, plants, animals and fungus; evaporation from oceans; and volcanic outgassing. Anthropogenic sources include: the burning of coal, oil, natural gas, and wood. CO₂ is naturally removed from the air by photosynthesis, dissolution into ocean water, transfer to soils and ice caps, and chemical weathering of carbonate rocks (15).</p> | <p>Outdoor levels of CO₂ are not high enough to result in negative health effects.</p> <p>According to the National Institute for Occupational Safety and Health (NIOSH) high concentrations of CO₂ can result in health effects such as: headaches, dizziness, restlessness, difficulty breathing, sweating, increased heart rate, increased cardiac output, increased blood pressure, coma, asphyxia, and/or convulsions. It should be noted that current concentrations of CO₂ in the earth's atmosphere are estimated to be approximately 370 ppm, the actual reference exposure level (level at which adverse health effects typically occur) is at exposure levels of 5,000 ppm averaged over 10 hours in a 40-hour workweek and short-term reference exposure levels of 30,000 ppm averaged over a 15 minute period (16).</p> |

| GHGs | Description | Sources | Health Effects |
|---|--|--|--|
| <p>Methane (CH₄)</p> | <p>CH₄ is an extremely effective absorber of radiation, although its atmospheric concentration is less than CO₂ and its lifetime in the atmosphere is brief (10-12 years), compared to other GHGs.</p> | <p>CH₄ has both natural and anthropogenic sources. It is released as part of the biological processes in low oxygen environments, such as in swamplands or in rice production (at the roots of the plants). Over the last 50 years, human activities such as growing rice, raising cattle, using natural gas, and mining coal have added to the atmospheric concentration of CH₄. Other anthropogenic sources include fossil-fuel combustion and biomass burning (17).</p> | <p>CH₄ is extremely reactive with oxidizers, halogens, and other halogen-containing compounds. Exposure to high levels of CH₄ can cause asphyxiation, loss of consciousness, headache and dizziness, nausea and vomiting, weakness, loss of coordination, and an increased breathing rate.</p> |
| <p>Nitrous Oxide (N₂O)</p> | <p>N₂O, also known as laughing gas, is a colorless GHG. Concentrations of N₂O also began to rise at the beginning of the industrial revolution. In 1998, the global concentration was 314 parts per billion (ppb).</p> | <p>N₂O is produced by microbial processes in soil and water, including those reactions which occur in fertilizer containing nitrogen. In addition to agricultural sources, some industrial processes such as fossil fuel-fired power plants, nylon production, nitric acid production, and vehicle emissions, also contribute to its atmospheric load. It is used as an aerosol spray propellant, i.e., in whipped cream bottles. It is also</p> | <p>N₂O can cause dizziness, euphoria, and sometimes slight hallucinations. In small doses, it is considered harmless. However, in some cases, heavy and extended use can cause Olney's Lesions (brain damage) (18).</p> |

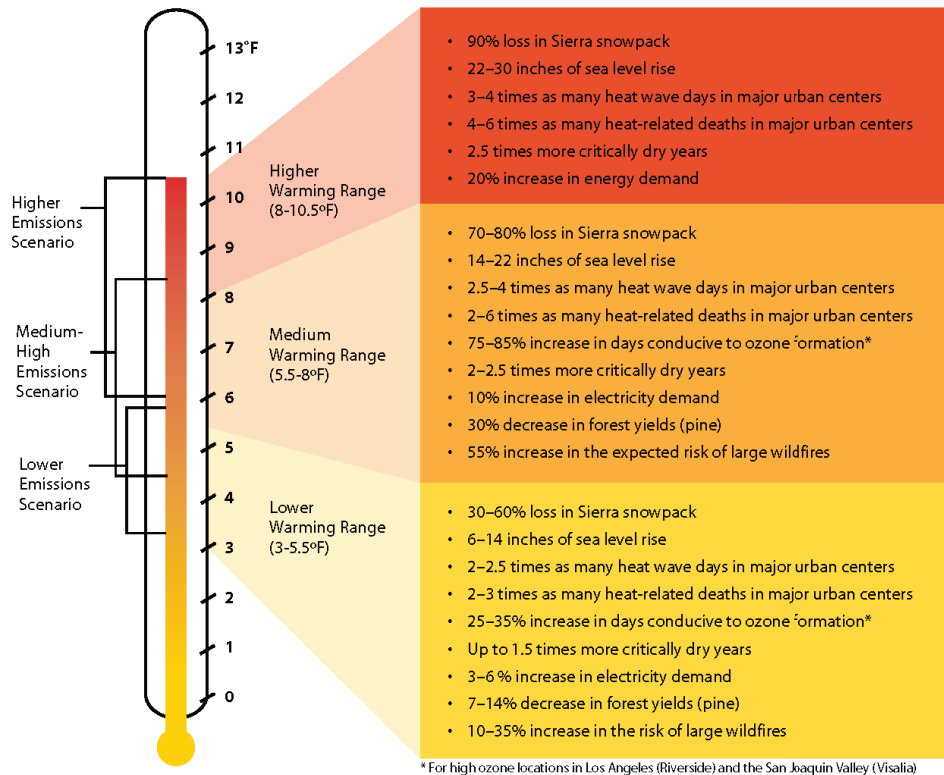
| GHGs | Description | Sources | Health Effects |
|-----------------------------------|---|--|---|
| | | <p>used in potato chip bags to keep chips fresh. It is used in rocket engines and in race cars. N₂O can be transported into the stratosphere, be deposited on the earth's surface, and be converted to other compounds by chemical reaction (18).</p> | |
| <p>Chlorofluorocarbons (CFCs)</p> | <p>CFCs are gases formed synthetically by replacing all hydrogen atoms in CH₄ or ethane (C₂H₆) with chlorine and/or fluorine atoms. CFCs are nontoxic, nonflammable, insoluble and chemically unreactive in the troposphere (the level of air at the earth's surface).</p> | <p>CFCs have no natural source but were first synthesized in 1928. They were used for refrigerants, aerosol propellants and cleaning solvents. Due to the discovery that they are able to destroy stratospheric ozone, a global effort to halt their production was undertaken and was extremely successful, so much so that levels of the major CFCs are now remaining steady or declining. However, their long atmospheric lifetimes mean that some of the CFCs will remain in the atmosphere for over 100 years (19).</p> | <p>In confined indoor locations, working with CFCs is thought to result in death by cardiac arrhythmia (heart frequency too high or too low) or asphyxiation.</p> |

| GHGs | Description | Sources | Health Effects |
|--|--|--|--|
| Hydrofluorocarbons (HFCs) | HFCs are synthetic, man-made chemicals that are used as a substitute for CFCs. Out of all the GHGs, they are one of three groups with the highest global warming potential (GWP). The HFCs with the largest measured atmospheric abundances are (in order), Fluoroform (HFC-23), 1,1,1,2-tetrafluoroethane (HFC-134a), and 1,1-difluoroethane (HFC-152a). Prior to 1990, the only significant emissions were of HFC-23. HCF-134a emissions are increasing due to its use as a refrigerant. | HFCs are manmade for applications such as automobile air conditioners and refrigerants. | No health effects are known to result from exposure to HFCs. |
| Perfluorochemicals (PFCs) | PFCs have stable molecular structures and do not break down through chemical processes in the lower atmosphere. High-energy ultraviolet rays, which occur about 60 kilometers above earth's surface, are able to destroy the compounds. Because of this, PFCs have very long lifetimes, between 10,000 and 50,000 years. Two common PFCs are tetrafluoromethane (CF ₄) and hexafluoroethane (C ₂ F ₆). The EPA estimates that concentrations of CF ₄ in the atmosphere are over 70 parts per trillion (ppt). | The two main sources of PFCs are primary aluminum production and semiconductor manufacture. | No health effects are known to result from exposure to PFCs. |
| Sulfur Hexafluoride (SF ₆) | SF ₆ is an inorganic, odorless, colorless, nontoxic, nonflammable gas. It also has the highest GWP of any gas evaluated (23,900) (20). The EPA indicates that concentrations in the 1990s were about 4 ppt. | SF ₆ is used for insulation in electric power transmission and distribution equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas for leak detection. | In high concentrations in confined areas, the gas presents the hazard of suffocation because it displaces the oxygen needed for breathing. |

| GHGs | Description | Sources | Health Effects |
|---|--|--|---|
| Nitrogen Trifluoride (NF ₃) | NF ₃ is a colorless gas with a distinctly moldy odor. The World Resources Institute (WRI) indicates that NF ₃ has a 100-year GWP of 17,200 (21). | NF ₃ is used in industrial processes and is produced in the manufacturing of semiconductors, Liquid Crystal Display (LCD) panels, types of solar panels, and chemical lasers. | Long-term or repeated exposure may affect the liver and kidneys and may cause fluorosis (22). |

The potential health effects related directly to the emissions of CO₂, CH₄, and N₂O as they relate to development projects such as the proposed Project are still being debated in the scientific community. Their cumulative effects to GCC have the potential to cause adverse effects to human health. Increases in Earth’s ambient temperatures would result in more intense heat waves, causing more heat-related deaths. Scientists also purport that higher ambient temperatures would increase disease survival rates and result in more widespread disease. Climate change will likely cause shifts in weather patterns, potentially resulting in devastating droughts and food shortages in some areas (23). Exhibit 2-A presents the potential impacts of global warming (24).

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



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

2.4 GLOBAL WARMING POTENTIAL

GHGs have varying global warming potential (GWP) values. GWP of a GHG indicates the amount of warming a gas cause over a given period of time and represents the potential of a gas to trap heat in the atmosphere. CO₂ is utilized as the reference gas for GWP, and thus has a GWP of 1. CO₂ equivalent (CO₂e) is a term used for describing the difference GHGs in a common unit. CO₂e signifies the amount of CO₂ which would have the equivalent GWP.

The atmospheric lifetime and GWP of selected GHGs are summarized at Table 2-2. As shown in the table below, GWP for the 6th Assessment Report, the Intergovernmental Panel on Climate Change (IPCC)'s scientific and socio-economic assessment on climate change, range from 1 for CO₂ to 25,200 for SF₆ (25).

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

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

Source: IPCC Second Assessment Report, 1995 and IPCC Sixth Assessment Report, 2023

2.5 GHG EMISSIONS INVENTORIES

2.5.1 GLOBAL

Worldwide anthropogenic GHG emissions are tracked by the IPCC for industrialized nations (referred to as Annex I) and developing nations (referred to as Non-Annex I). Human GHG emissions data for Annex I nations are available through 2021. Based on the latest available data, the sum of these emissions totaled approximately 28,272,940 gigagram (Gg) CO₂e² (26) (27) as summarized on Table 2-3.

2.5.2 UNITED STATES

As noted in Table 2-3, the United States, as a single country, was the number two producer of GHG emissions in 2021.

² The global emissions are the sum of Annex I and non-Annex I countries, without counting Land-Use, Land-Use Change and Forestry (LULUCF). For countries without 2021 data, the United Nations' Framework Convention on Climate Change (UNFCCC) data for the most recent year were used U.N. Framework Convention on Climate Change, "Annex I Parties – GHG total without LULUCF," The most recent GHG emissions for China and India are from 2014 and 2016, respectively.

TABLE 2-3: TOP GHG PRODUCING COUNTRIES AND THE EUROPEAN UNION ³

| Emitting Countries | GHG Emissions (Gg CO₂e) |
|--------------------------------------|---|
| China | 12,300,200 |
| United States | 6,340,228 |
| European Union (27-member countries) | 3,468,394 |
| India | 2,839,425 |
| Russian Federation | 2,156,599 |
| Japan | 1,168,094 |
| Total | 28,272,940 |

2.5.3 STATE OF CALIFORNIA

California has significantly slowed the rate of growth of GHG emissions due to the implementation of energy efficiency programs as well as adoption of strict emission controls but is still a substantial contributor to the United States (U.S.) emissions inventory total (18). The California Air Resource Board (CARB) compiles GHG inventories for the State of California. Based upon the 2023 GHG inventory data (i.e., the latest year for which data are available) for the 2000-2021 GHG emissions period, California emitted an average 381.3 million metric tons of CO₂e per year (MMTCO₂e/yr) or 381,300 Gg CO₂e (6.01% of the total United States GHG emissions) (28). Based on data published by the U.S. Energy Information Administration, California's per capita (9.12 metric tons) GHG emissions are much less than the nationwide per capita (15.8 metric ton) average (29).

2.6 EFFECTS OF CLIMATE CHANGE IN CALIFORNIA

2.6.1 PUBLIC HEALTH

Higher temperatures may increase the frequency, duration, and intensity of conditions conducive to air pollution formation. For example, days with weather conducive to ozone formation could increase from 25 to 35% under the lower warming range to 75 to 85% under the medium warming range. In addition, if global background ozone levels increase as predicted in some scenarios, it may become impossible to meet local air quality standards. Air quality could be further compromised by increases in wildfires, which emit fine particulate matter that can travel long distances, depending on wind conditions. Based on *Our Changing Climate Assessing the Risks to California by the California Climate Change Center*, large wildfires could become up to 55% more frequent if GHG emissions are not significantly reduced (30).

In addition, under the higher warming range scenario, there could be up to 100 more days per year with temperatures above 90°F in Los Angeles and 95°F in Sacramento by 2100. This is a significant increase over historical patterns and approximately twice the increase projected if

³ Used <http://unfccc.int> data for Annex I countries. Consulted the CAIT Climate Data Explorer in <https://www.climatewatchdata.org> site to reference Non-Annex I countries of China and India.

temperatures remain within or below the lower warming range. Rising temperatures could increase the risk of death from dehydration, heat stroke/exhaustion, heart attack, stroke, and respiratory distress caused by extreme heat.

2.6.2 WATER RESOURCES

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

If temperatures continue to increase, more precipitation could fall as rain instead of snow, and the snow that does fall could melt earlier, reducing the Sierra Nevada spring snowpack by as much as 70 to 90%. Under the lower warming range scenario, snowpack losses could be only half as large as those possible if temperatures were to rise to the higher warming range. How much snowpack could be lost depends in part on future precipitation patterns, the projections for which remain uncertain. However, even under the wetter climate projections, the loss of snowpack could pose challenges to water managers and hamper hydropower generation.

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

2.6.3 AGRICULTURE

Increased temperatures could cause widespread changes to the agriculture industry reducing the quantity and quality of agricultural products statewide. First, California farmers could possibly lose as much as 25% of the water supply needed. Although higher CO₂ levels can stimulate plant production and increase plant water-use efficiency, California's farmers could face greater water demand for crops and a less reliable water supply as temperatures rise. Crop growth and development could change, as could the intensity and frequency of pest and disease outbreaks. Rising temperatures could aggravate ozone pollution, which makes plants more susceptible to disease and pests and interferes with plant growth.

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

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

2.6.4 FORESTS AND LANDSCAPES

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

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

2.6.5 RISING SEA LEVELS

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

2.7 REGULATORY SETTING

2.7.1 INTERNATIONAL

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

IPCC

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

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

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

INTERNATIONAL CLIMATE CHANGE TREATIES

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

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

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

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

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

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

- Commit all countries to submit new NDCs every five years, with the clear expectation that they would “represent a progression” beyond previous ones;
- Reaffirm the binding obligations of developed countries under the UNFCCC to support the efforts of developing countries, while for the first time encouraging voluntary contributions by developing countries too;
- Extend the current goal of mobilizing \$100 billion a year in support by 2020 through 2025, with a new, higher goal to be set for the period after 2025;
- Extend a mechanism to address “loss and damage” resulting from climate change, which explicitly would not “involve or provide a basis for any liability or compensation;”
- Require parties engaging in international emissions trading to avoid “double counting;” and
- Call for a new mechanism, similar to the Clean Development Mechanism under the Kyoto Protocol, enabling emission reductions in one country to be counted toward another country’s NDC (C2ES 2015a) (31).

Following President Biden’s day one executive order, the United States officially rejoined the landmark Paris Agreement on February 19, 2021. However, on January 20, 2025, President Trump signed an executive order once again withdrawing the United States from the Paris Agreement.

2.7.2 NATIONAL

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

GHG ENDANGERMENT

In *Massachusetts v. Environmental Protection Agency* 549 U.S. 497 (2007), decided on April 2, 2007, the United States Supreme Court (Supreme Court) found that four GHGs, including CO₂, are air pollutants subject to regulation under Section 202(a)(1) of the Clean Air Act (CAA). The Supreme Court held that the EPA Administrator must determine whether emissions of GHGs from new motor vehicles cause or contribute to air pollution, which may reasonably be anticipated to endanger public health or welfare, or whether the science is too uncertain to make a reasoned decision. On December 7, 2009, the EPA Administrator signed two distinct findings regarding GHGs under section 202(a) of the CAA:

- Endangerment Finding: The Administrator finds that the current and projected concentrations of the six key well-mixed GHGs— CO₂, CH₄, N₂O, HFCs, PFCs, and SF₆—in the atmosphere threaten the public health and welfare of current and future generations.
- Cause or Contribute Finding: The Administrator finds that the combined emissions of these well-mixed GHGs from new motor vehicles and new motor vehicle engines contribute to the GHG pollution, which threatens public health and welfare.

These findings do not impose requirements on industry or other entities. However, this was a prerequisite for implementing GHG emissions standards for vehicles, as discussed in the section “Clean Vehicles” below. After a lengthy legal challenge, the Supreme Court declined to review an Appeals Court ruling that upheld the EPA Administrator’s findings (32).

CLEAN VEHICLES

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

The first phase of the national program applies to passenger cars, light-duty trucks, and medium-duty (MD) passenger vehicles, covering model years 2012 through 2016. They require these vehicles to meet an estimated combined average emissions level of 250 grams of CO₂ per mile, equivalent to 35.5 miles per gallon (mpg) if the automobile industry were to meet this CO₂ level solely through fuel economy improvements. Together, these standards would cut CO₂ emissions by an estimated 960 million metric tons and 1.8 billion barrels of oil over the lifetime of the vehicles sold under the program (model years 2012–2016). In August 2012, the EPA and the NHTSA issued final rules on a second-phase joint rulemaking establishing national standards for light-duty vehicles for model years 2017 through 2025. The new standards apply to passenger cars, light-duty trucks, and MD passenger vehicles. The final standards are projected to result in an average industry fleetwide level of 163 grams/mile of CO₂ in model year 2025, which is equivalent to 54.5 mpg if achieved exclusively through fuel economy improvements.

The EPA and the U.S. Department of Transportation issued final rules for the first national standards to reduce GHG emissions and improve fuel efficiency of heavy-duty trucks (HDT) and buses on September 15, 2011, effective November 14, 2011. For combination tractors, the agencies are proposing engine and vehicle standards that begin in the 2014 model year and achieve up to a 20% reduction in CO₂ emissions and fuel consumption by the 2018 model year. For HDT and vans, the agencies are proposing separate gasoline and diesel truck standards, which phase in starting in the 2014 model year and achieve up to a 10% reduction for gasoline vehicles and a 15% reduction for diesel vehicles by the 2018 model year (12 and 17% respectively if accounting for air conditioning leakage). Lastly, for vocational vehicles, the engine and vehicle standards would achieve up to a 10% reduction in fuel consumption and CO₂ emissions from the 2014 to 2018 model years.

On April 2, 2018, the EPA signed the Mid-term Evaluation Final Determination, which declared that the MY 2022-2025 GHG standards are not appropriate and should be revised (33). This Final Determination serves to initiate a notice to further consider appropriate standards for MY 2022-2025 light-duty vehicles. On August 2, 2018, the NHTSA in conjunction with the EPA, released a notice of proposed rulemaking, the *Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks* (SAFE Vehicles Rule). The SAFE Vehicles Rule was proposed to amend existing Corporate Average Fuel Economy (CAFE) and tailpipe CO₂ standards for passenger cars and light trucks and to establish new standards covering model years 2021 through 2026. As of March 31, 2020, the NHTSA and EPA finalized the SAFE Vehicle Rule which increased stringency of CAFE and CO₂ emissions standards by 1.5% each year through model year 2026 (34). On December 21, 2021, after reviewing all the public comments submitted on NHTSA's April 2021 Notice of Proposed Rulemaking, NHTSA finalizes the CAFE Preemption rulemaking to withdraw its portions of the so-called SAFE I Rule. The final rule concluded that the

SAFE I Rule overstepped the agency's legal authority and established overly broad prohibitions that did not account for a variety of important state and local interests. The final rule ensures that the SAFE I Rule will no longer form an improper barrier to states exploring creative solutions to address their local communities' environmental and public health challenges (35).

On March 31, 2022, NHTSA finalized CAFE standards for MY 2024-2026. The standards for passenger cars and light trucks for MYs 2024-2025 were increased at a rate of 8% per year and then increased at a rate of 10% per year for MY 2026 vehicles. NHTSA currently projects that the revised standards would require an industry fleet-wide average of roughly 49 mpg in MY 2026 and would reduce average fuel outlays over the lifetimes of affected vehicles that provide consumers hundreds of dollars in net savings. These standards are directly responsive to the agency's statutory mandate to improve energy conservation and reduce the nation's energy dependence on foreign sources (36).

MANDATORY REPORTING OF GHGS

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

CAP-AND-TRADE

Cap-and-trade refers to a policy tool where emissions are limited to a certain amount and can be traded or provides flexibility on how the emitter can comply. Successful examples in the U.S. include the Acid Rain Program and the N₂O Budget Trading Program and Clean Air Interstate Rule in the northeast. There is no federal GHG cap-and-trade program currently; however, some states have joined to create initiatives to provide a mechanism for cap-and-trade.

The Regional GHG Initiative is an effort to reduce GHGs among the states of Connecticut, Delaware, Maine, Maryland, Massachusetts, New Hampshire, New York, Rhode Island, and Vermont. Each state caps CO₂ emissions from power plants, auctions CO₂ emission allowances, and invests the proceeds in strategic energy programs that further reduce emissions, save consumers money, create jobs, and build a clean energy economy. The Initiative began in 2008 and in 2020 has retained all participating states.

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

that California, a major partner in the WCI, adopt the goal of reducing statewide GHG emissions to 40% below the 1990 level by 2030.

SMARTWAY PROGRAM

The SmartWay Program is a public-private initiative between the EPA, large and small trucking companies, rail carriers, logistics companies, commercial manufacturers, retailers, and other federal and state agencies. Its purpose is to improve fuel efficiency and the environmental performance (reduction of both GHG emissions and air pollution) of the goods movement supply chains. SmartWay is comprised of four components (37):

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

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

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

- Idle reduction technologies – less idling of the engine when it is not needed would reduce fuel consumption.
- Aerodynamic technologies minimize drag and improve airflow over the entire tractor-trailer vehicle. Aerodynamic technologies include gap fairings that reduce turbulence between the tractor and trailer, side skirts that minimize wind under the trailer, and rear fairings that reduce turbulence and pressure drop at the rear of the trailer.
- Low rolling resistance tires can roll longer without slowing down, thereby reducing the amount of fuel used. Rolling resistance (or rolling friction or rolling drag) is the force resisting the motion when a tire rolls on a surface. The wheel would eventually slow down because of this resistance.
- Retrofit technologies include things such as diesel particulate filters, emissions upgrades (to a higher tier), etc., which would reduce emissions.

- Federal excise tax exemptions.

EXECUTIVE ORDER 13990

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

2.7.3 CALIFORNIA

2.7.3.1 LEGISLATIVE ACTIONS TO REDUCE GHGs

The State of California legislature has enacted a series of bills to reduce GHG emissions. This section describes the major provisions of California's policies.

AB 1881

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

SB 1368

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

AB 32

The California State Legislature enacted AB 32, which required that GHGs emitted in California be reduced to 1990 levels by the year 2020 (this goal has been met⁴). GHGs as defined under AB 32 include CO₂, CH₄, N₂O, HFCs, PFCs, and SF₆. Since AB 32 was enacted, a seventh chemical, NF₃, has also been added to the list of GHGs. CARB is the state agency charged with monitoring and regulating sources of GHGs. Pursuant to AB 32, CARB adopted regulations to achieve the

⁴ Based upon the 2019 GHG inventory data (i.e., the latest year for which data are available) for the 2000-2017 GHG emissions period, California emitted an average 424.1 MMTCO₂e (53). This is less than the 2020 emissions target of 431 MMTCO₂e.

maximum technologically feasible and cost-effective GHG emission reductions. AB 32 states the following:

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

SB 375

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

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

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

1. Is in an area with an approved sustainable communities strategy or an alternative planning strategy that CARB accepts as achieving the GHG emission reduction targets.
2. Is consistent with that strategy (in designation, density, building intensity, and applicable policies).
3. Incorporates the MMs required by an applicable prior environmental document.

AB 1493 - PAVLEY FUEL EFFICIENCY STANDARDS

Enacted on July 22, 2002, California AB 1493, also known as the Pavley Fuel Efficiency Standards, 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 U.S. District Court for the District of Columbia in 2011.

The standards phase in during the 2009 through 2016 MY. Several technologies stand out as providing significant reductions in emissions at favorable costs. These include discrete variable valve lift or camless valve actuation to optimize valve operation rather than relying on fixed valve timing and lift as has historically been done; turbocharging to boost power and allow for engine downsizing; improved multi-speed transmissions; and improved air conditioning systems that operate optimally, leak less, and/or use an alternative refrigerant.

The second phase of the implementation for the Pavley bill was incorporated into Amendments to the Low-Emission Vehicle Program (LEV III) or the Advanced Clean Cars (ACC) program. The ACC program combines the control of smog-causing pollutants and GHG emissions into a single coordinated package of requirements for MY 2017 through 2025. The regulation would reduce GHGs from new cars by 34% from 2016 levels by 2025. The new rules would clean up gasoline and diesel-powered cars, and deliver increasing numbers of zero-emission technologies, such as full battery electric cars, newly emerging plug-in hybrid EV and hydrogen fuel cell cars. The package would also ensure adequate fueling infrastructure is available for the increasing numbers of hydrogen fuel cell vehicles planned for deployment in California.

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

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

- Increase the amount of electricity procured from renewable energy sources from 33% to 50% by 2030, with interim targets of 40% by 2024, and 45% by 2027.
- Double the energy efficiency in existing buildings by 2030. This target would be achieved through the California Public Utilities Commission, the California Energy Commission (CEC), and local publicly owned utilities.
- Reorganize the Independent System Operator (ISO) to develop more regional electrify transmission markets and to improve accessibility in these markets, which would facilitate the growth of renewable energy markets in the western United States.

SB 32

On September 8, 2016, Governor Brown signed SB 32 and its companion bill, AB 197. SB 32 requires the state to reduce statewide GHG emissions to 40% below 1990 levels by 2030, a reduction target that was first introduced in Executive Order B-30-15. The new legislation builds upon the AB 32 goal and provides an intermediate goal to achieving S-3-05, which sets a statewide GHG reduction target of 80% below 1990 levels by 2050. AB 197 creates a legislative

committee to oversee regulators to ensure that CARB not only responds to the Governor, but also the Legislature (11).

2017 CARB SCOPING PLAN

In November 2017, CARB released the *Final 2017 Scoping Plan Update (2017 Scoping Plan)*, which identifies the State's post-2020 reduction strategy. The *2017 Scoping Plan* reflects the 2030 target of a 40% reduction below 1990 levels, set by Executive Order B-30-15 and codified by SB 32. Key programs that the proposed Second Update builds upon include the Cap-and-Trade Regulation, the LCFS, and much cleaner cars, trucks, and freight movement, utilizing cleaner, renewable energy, and strategies to reduce CH₄ emissions from agricultural and other wastes.

The *2017 Scoping Plan* establishes a new emissions limit of 260 MMTCO₂e for the year 2030, which corresponds to a 40% decrease in 1990 levels by 2030 (38).

California's climate strategy would require contributions from all sectors of the economy, including the land base, and would include enhanced focus on zero and near-zero emission (ZE/NZE) vehicle technologies; continued investment in renewables, including solar roofs, wind, and other distributed generation; greater use of low carbon fuels; integrated land conservation and development strategies; coordinated efforts to reduce emissions of short-lived climate pollutants (CH₄, black carbon, and fluorinated gases); and an increased focus on integrated land use planning to support livable, transit-connected communities and conservation of agricultural and other lands. Requirements for direct GHG reductions at refineries would further support air quality co-benefits in neighborhoods, including in disadvantaged communities historically located adjacent to these large stationary sources, as well as efforts with California's local air pollution control and air quality management districts (air districts) to tighten emission limits on a broad spectrum of industrial sources. Major elements of the *2017 Scoping Plan* framework include:

- Implementing and/or increasing the standards of the Mobile Source Strategy, which include increasing zero-emission vehicles (ZEV) buses and trucks.
- LCFS, with an increased stringency (18% by 2030).
- Implementing SB 350, which expands the RPS to 50% RPS and doubles energy efficiency savings by 2030.
- California Sustainable Freight Action Plan, which improves freight system efficiency, utilizes near-zero emissions technology, and deployment of ZEV trucks.
- Implementing the proposed Short-Lived Climate Pollutant Strategy (SLPS), which focuses on reducing CH₄ and HCF emissions by 40% and anthropogenic black carbon emissions by 50% by year 2030.
- Continued implementation of SB 375.
- Post-2020 Cap-and-Trade Program that includes declining caps.
- 20% reduction in GHG emissions from refineries by 2030.

- Development of a Natural and Working Lands Action Plan to secure California’s land base as a net carbon sink.

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

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

In addition to the statewide strategies listed above, the *2017 Scoping Plan* also identifies local governments as essential partners in achieving the State’s long-term GHG reduction goals and identifies local actions to reduce GHG emissions. As part of the recommended actions, CARB recommends that local governments achieve a community-wide goal to achieve emissions of no more than 6 metric tons of CO₂e (MTCO₂e) or less per capita by 2030 and 2 MTCO₂e or less per capita by 2050. For CEQA projects, CARB states that lead agencies may develop evidence-based bright-line numeric thresholds—consistent with the *2017 Scoping Plan* and the State’s long-term GHG goals—and projects with emissions over that amount may be required to incorporate on-site design features and MMs that avoid or minimize project emissions to the degree feasible; or a performance-based metric using a Climate Action Plan (CAP) or other plan to reduce GHG emissions is appropriate.

According to research conducted by the Lawrence Berkeley National Laboratory (LBNL) and supported by CARB, California, under its existing and proposed GHG reduction policies, could achieve the 2030 goals under SB 32. The research utilized a new, validated model known as the California LBNL GHG Analysis of Policies Spreadsheet (CALGAPS), which simulates GHG and criteria pollutant emissions in California from 2010 to 2050 in accordance to existing and future GHG-reducing policies. The CALGAPS model showed that by 2030, emissions could range from 211 to 428 MTCO₂e per year (MTCO₂e/yr.), indicating that “even if all modeled policies are not implemented, reductions could be sufficient to reduce emissions 40% below the 1990 level [of SB 32].” CALGAPS analyzed emissions through 2050 even though it did not generally account for policies that might be put in place after 2030. Although the research indicated that the emissions would not meet the State’s 80% reduction goal by 2050, various combinations of policies could allow California’s cumulative emissions to remain very low through 2050 (39).

2022 CARB SCOPING PLAN

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

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

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

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

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

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

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

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

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

CAP-AND-TRADE PROGRAM

The *2017 Scoping Plan* identifies a Cap-and-Trade Program as one of the key strategies for California to reduce GHG emissions. According to CARB, a cap-and-trade program would help put California on the path to meet its goal of achieving a 40% reduction in GHG emissions from 1990 levels by 2030. Under cap-and-trade, an overall limit on GHG emissions from capped sectors is established, and facilities subject to the cap would be able to trade permits to emit GHGs within the overall limit.

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

Covered entities that emit more than 25,000 MTCO₂e/yr must comply with the Cap-and-Trade Program. Triggering of the 25,000 MTCO₂e/yr "inclusion threshold" is measured against a subset of emissions reported and verified under the California Regulation for the Mandatory Reporting of GHG Emissions (Mandatory Reporting Rule or "MRR").

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

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

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

The Cap-and-Trade Program covers approximately 80% of California’s GHG emissions (38). The Cap-and-Trade Program covers the GHG emissions associated with electricity consumed in California, whether generated in-state or imported. Accordingly, GHG emissions associated with CEQA projects’ electricity usage are covered by the Cap-and-Trade Program. The Cap-and-Trade Program also covers fuel suppliers (natural gas and propane fuel providers and transportation fuel providers) to address emissions from such fuels and from combustion of other fossil fuels not directly covered at large sources in the Program’s first compliance period. The Cap-and-Trade Program covers the GHG emissions associated with the combustion of transportation fuels in California, whether refined in-state or imported.

2.7.3.2 EXECUTIVE ORDERS RELATED TO GHG EMISSIONS

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

EXECUTIVE ORDER S-3-05

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

- By 2010, reduce GHG emissions to 2000 levels.

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

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

EXECUTIVE ORDER S-01-07 (LOW CARBON FUEL STANDARD [LCFS])

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

The LCFS was challenged in the U.S. District Court in Fresno in 2011. The court's ruling issued on December 29, 2011, included a preliminary injunction against CARB's implementation of the rule. The Ninth Circuit Court of Appeals stayed the injunction on April 23, 2012, pending final ruling on appeal, allowing CARB to continue to implement and enforce the regulation. The Ninth Circuit Court's decision, filed September 18, 2013, vacated the preliminary injunction. In essence, the court held that LCFS adopted by CARB were not in conflict with federal law. On August 8, 2013, the Fifth District Court of Appeal (California) ruled CARB failed to comply with CEQA and the Administrative Procedure Act when adopting regulations for LCFS. In a partially published opinion, the Court of Appeal reversed the trial court's judgment and directed issuance of a writ of mandate setting aside Resolution 09-31 and two executive orders of CARB approving LCFS regulations promulgated to reduce GHG emissions. However, the court tailored its remedy to protect the public interest by allowing the LCFS regulations to remain operative while CARB complies with the procedural requirements it failed to satisfy.

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

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

EXECUTIVE ORDER S-13-08

Executive Order S-13-08 states that "climate change in California during the next century is expected to shift precipitation patterns, accelerate sea level rise and increase temperatures, thereby posing a serious threat to California's economy, to the health and welfare of its

population and to its natural resources.” Pursuant to the requirements in the Order, the *2009 California Climate Adaptation Strategy (CNRA 2009)* was adopted, which is the “...first statewide, multi-sector, region-specific, and information-based climate change adaptation strategy in the United States.” Objectives include analyzing risks of climate change in California, identifying, and exploring strategies to adapt to climate change, and specifying a direction for future research.

EXECUTIVE ORDER B-30-15

On April 29, 2015, Governor Brown issued an executive order to establish a California GHG reduction target of 40% below 1990 levels by 2030. The Governor’s executive order aligned California’s GHG reduction targets with those of leading international governments ahead of the U.N. Climate Change Conference in Paris late 2015. The Order sets a new interim statewide GHG emission reduction target to reduce GHG emissions to 40% below 1990 levels by 2030 in order to ensure California meets its target of reducing GHG emissions to 80% below 1990 levels by 2050 and directs CARB to update the *2017 Scoping Plan* to express the 2030 target in terms of MMTCO₂e. The Order also requires the state’s climate adaptation plan to be updated every three years, and for the State to continue its climate change research program, among other provisions. As with Executive Order S-3-05, this Order is not legally enforceable as to local governments and the private sector. Legislation that would update AB 32 to make post 2020 targets and requirements a mandate is in process in the State Legislature.

EXECUTIVE ORDER B-55-18 AND SB 100

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

EXECUTIVE ORDER N-79-20 AND ADVANCED CLEAN CARS II

On August 25, 2022 CARB approved the Advanced Clean Cars II rule, which codifies the goals set out in Executive Order N-79-20 and establishes a year-by-year roadmap such that by 2035, 100% of new cars and light trucks sold in California will be zero-emission vehicles. Under this regulation, automakers are required to accelerate deliveries of zero-emission light-duty vehicles, beginning with model year 2026. CARB estimates that the regulation would reduce GHG emissions from

light-duty vehicles by 50% by 2040, and that from 2026 to 2040, GHG emissions would be reduced by a cumulative 395 million metric tons.

2.7.3.3 CALIFORNIA REGULATIONS AND BUILDING CODES

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

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

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

TITLE 24 CCR PART 6 – CALIFORNIA ENERGY CODE

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

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

TITLE 24 CCR PART 11 – CALIFORNIA GREEN BUILDING STANDARDS CODE

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

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

CALGreen is updated on a regular basis, with the most recent approved update consisting of the 2022 California Green Building Code Standards that became effective on January 1, 2023⁵. The CEC anticipates that the 2022 energy code will provide \$1.5 billion in consumer benefits and reduce GHG emissions by 10 million metric tons (44). The Project would be required to comply

⁵ The 2022 California Green Building Standard Code became effective on January 1, 2023, however; it has since been amended on July 1, 2024 with the Intervening Code Cycle Update which is reflected in this report. Additionally, it should be noted that CALGreen is currently being updated, with the most recent draft update consisting of the 2025 California Green Building Code Standards that will be effective on January 1, 2025. As construction of the Project is anticipated to be completed in 2031, it is presumed that the Project would be required to comply with the Title 24 standards in place at that time.

with the applicable standards in place at the time plan check submittals are made. These require, among other items (45):

NONRESIDENTIAL MANDATORY MEASURES

- Short-term bicycle parking. If the new project or an additional alteration is anticipated to generate visitor traffic, provide permanently anchored bicycle racks within 200 feet of the visitors' entrance, readily visible to passers-by, for 5% of new visitor motorized vehicle parking spaces being added, with a minimum of one two-bike capacity rack (5.106.4.1.1).
- Long-term bicycle parking. For new buildings with tenant spaces that have 10 or more tenant-occupants, provide secure bicycle parking for 5% of the tenant-occupant vehicular parking spaces with a minimum of one bicycle parking facility (5.106.4.1.2).
- Designated parking for clean air vehicles. In new projects or additions to alterations that add 10 or more vehicular parking spaces, provide designated parking for any combination of low-emitting, fuel-efficient and carpool/van pool vehicles as shown in Table 5.106.5.2 (5.106.5.2).
- EV charging stations. New construction shall facilitate the future installation of EV supply equipment. The compliance requires empty raceways for future conduit and documentation that the electrical system has adequate capacity for the future load. The number of spaces to be provided for is contained in Table 5.106.5.3.3 (5.106.5.3). Additionally, Table 5.106.5.4.1 specifies requirements for the installation of raceway conduit and panel power requirements for medium- and heavy-duty EV supply equipment for warehouses, grocery stores, and retail stores.
- Outdoor light pollution reduction. Outdoor lighting systems shall be designed to meet the backlight, uplight and glare ratings per Table 5.106.8 (5.106.8).
- Construction waste management. Recycle and/or salvage for reuse a minimum of 65% of the nonhazardous construction and demolition waste in accordance with Section 5.408.1.1, 5.405.1.2, or 5.408.1.3; or meet a local construction and demolition waste management ordinance, whichever is more stringent (5.408.1).
- Excavated soil and land clearing debris. 100% of trees, stumps, rocks and associated vegetation and soils resulting primarily from land clearing shall be reuse or recycled. For a phased project, such material may be stockpiled on site until the storage site is developed (5.408.3).
- Recycling by Occupants. Provide readily accessible areas that serve the entire building and are identified for the depositing, storage, and collection of non-hazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, organic waste, and metals or meet a lawfully enacted local recycling ordinance, if more restrictive (5.410.1).
- Water conserving plumbing fixtures and fittings. Plumbing fixtures (water closets and urinals) and fittings (faucets and showerheads) shall comply with the following:
 - Water Closets. The effective flush volume of all water closets shall not exceed 1.28 gallons per flush (5.303.3.1)
 - Urinals. The effective flush volume of wall-mounted urinals shall not exceed 0.125 gallons per flush (5.303.3.2.1). The effective flush volume of floor-mounted or other urinals shall not exceed 0.5 gallons per flush (5.303.3.2.2).

- Showerheads. Single showerheads shall have a minimum flow rate of not more than 1.8 gallons per minute and 80 psi (5.303.3.3.1). When a shower is served by more than one showerhead, the combine flow rate of all showerheads and/or other shower outlets controlled by a single valve shall not exceed 1.8 gallons per minute at 80 psi (5.303.3.3.2).
- Faucets and fountains. Nonresidential lavatory faucets shall have a maximum flow rate of not more than 0.5 gallons per minute at 60 psi (5.303.3.4.1). Kitchen faucets shall have a maximum flow rate of not more than 1.8 gallons per minute of 60 psi (5.303.3.4.2). Wash fountains shall have a maximum flow rate of not more than 1.8 gallons per minute (5.303.3.4.3). Metering faucets shall not deliver more than 0.20 gallons per cycle (5.303.3.4.4). Metering faucets for wash fountains shall have a maximum flow rate not more than 0.20 gallons per cycle (5.303.3.4.5).
- Outdoor potable water uses in landscaped areas. Nonresidential developments shall comply with a local water efficient landscape ordinance or the current California Department of Water Resources' Model Water Efficient Landscape Ordinance (MWELO), whichever is more stringent (5.304.1).
- Water meters. Separate submeters or metering devices shall be installed for new buildings or additions in excess of 50,000 sf or for excess consumption where any tenant within a new building or within an addition that is project to consume more than 1,000 gallons per day (GPD) (5.303.1.1 and 5.303.1.2).
- Outdoor water uses in rehabilitated landscape projects equal or greater than 2,500 sf. Rehabilitated landscape projects with an aggregate landscape area equal to or greater than 2,500 sf requiring a building or landscape permit (5.304.3).
- Commissioning. For new buildings 10,000 sf and over, building commissioning shall be included in the design and construction processes of the building project to verify that the building systems and components meet the owner's or owner representative's project requirements (5.410.2).

RESIDENTIAL MANDATORY MEASURES

- Electric vehicle (EV) charging stations. New construction shall comply with Section 4.106.4.1, 4.106.4.2, 4.106.4.3, to facilitate future installation and use of EV chargers. Electric vehicle supply equipment (EVSE) shall be installed in accordance with the *California Electrical Code*, Article 625. (4.106.4).
 - New one- and two-family dwellings and town-houses with attached private garages. For each dwelling unit, install a listed raceway to accommodate a dedicated 208/240-volt branch circuit. The raceway shall not be less than trade size 1 (nominal 1-inch inside diameter). The raceway shall originate at the main service or subpanel and shall terminate into a listed cabinet, box or other enclosure in close proximity to the proposed location of an EV charger. Raceways are required to be continuous at enclosed, inaccessible or concealed areas and spaces. The service panel and/or subpanel shall provide capacity to install a 40-ampere 208/240-volt minimum dedicated branch circuit and space(s) reserved to permit installation of a branch circuit overcurrent protective device.
 - New hotels and motels. All newly constructed hotels and motels shall provide EV spaces capable of supporting future installation of EVSE. The construction documents shall identify the location of the EV spaces. The number of required EV spaces shall be based

on the total number of parking spaces provided for all types of parking facilities in accordance with Table 4.106.4.3.1.

- Water conserving plumbing fixtures and fittings. Plumbing fixtures (water closets and urinals) and fittings (faucets and showerheads) shall comply with Sections 4.303.1.1, 4.303.1.2, 4.303.1.3, and 4.303.1.4.
- Outdoor potable water use in landscape areas. Residential developments shall comply with a local water efficient landscape ordinance or the current California Department of Water Resource ' Model Water Efficient Landscape Ordinance (MWELO), whichever is more stringent.
- Operation and maintenance manual. At the time of final inspection, a manual, compact disc, web-based reference or other media acceptable to the enforcing agency which includes all of the following shall be placed in the building:
 - Directions to the owner or occupant that the manual shall remain with the building throughout the life cycle of the structure.
 - Operations and maintenance instructions for the following:
 - Equipment and appliances, including water-saving devices and systems, HVAC systems, photovoltaic systems, EV chargers, water-heating systems and other major appliances and equipment.
 - Roof and yard drainage, including gutter and downspouts.
 - Space conditioning systems, including condensers and air filters.
 - Landscape irrigation systems.
 - Water reuse systems.
 - Information from local utility, water and waste recovery providers on methods to future reduce resource consumption, including recycle programs and locations.
 - Public transportation and/or carpool options available in the area.
 - Educational material on the positive impacts of an interior relative humidity between 30-60% and what methods an occupants may use to maintain the relative humidity level in that range.
 - Information about water-conserving landscape and irrigation design and controllers which conserve water.
 - Instructions for maintaining gutters and downspouts and the importance of diverting water at least 5 feet away from the foundation.
 - Information about state solar energy and incentive programs available.
 - A copy of all special inspection verifications required by the enforcing agency of this code.
 - Information from CALFIRE on maintenance of defensible space around residential structures.
- Any installed gas fireplace shall be direct-vent sealed-combustion type. Any installed woodstove or pellet stove shall comply with U.S. EPA New Source Performance Standards (NSPS) emission limits as applicable, and shall have a permanent label indicating they are certified to meet the emission limits. Woodstoves, pellet stoves and fireplaces shall also comply with applicable local ordinances.
- Paints and coatings. Architectural paints and coatings shall comply with VOC limits in Table 1 of the CARB Architectural Suggested Control Measure, as shown in Table 4.504.3, unless more

stringent local limits apply. The VOC content limit for coatings that do not meet the definitions for the specialty coatings categories listed in Table 4.504.3 shall be determined by classifying the coating as a Flat, Nonflat, or Nonflat-high Gloss coating, based on its gloss, as defined in subsections 4.21, 4.36, and 4.37 of the 2007 CARB, Suggested Control Measure, and the corresponding Flat, Nonflat, Nonflat-high Gloss VOC limit in Table 4.504.3 shall apply.

CARB REFRIGERANT MANAGEMENT PROGRAM

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

TRACTOR-TRAILER GHG REGULATION

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

PHASE I AND 2 HEAVY-DUTY VEHICLE GHG STANDARDS

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

CARB staff has worked jointly with the EPA and the NHTSA on the next phase of federal GHG emission standards for medium-duty trucks (MDT) and HDT vehicles, called federal Phase 2. The

federal Phase 2 standards were built on the improvements in engine and vehicle efficiency required by the Phase 1 emission standards and represent a significant opportunity to achieve further GHG reductions for 2018 and later MY HDT vehicles, including trailers. The EPA and NHTSA have proposed to roll back GHG and fuel economy standards for cars and light-duty trucks, which suggests a similar rollback of Phase 2 standards for MDT and HDT vehicles may be pursued.

SB 97 AND THE CEQA GUIDELINES UPDATE

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

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

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

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

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

2.7.3.4 REGIONAL

CITY OF LANCASTER CLIMATE ACTION PLAN (CAP)

The CAP documents the City's GHG emissions inventories and the progress the City has made through its alternative energy and sustainability programs. The CAP also identifies projects that would enhance the City's ability to further reduce GHG emissions. A focused working group made up of City staff worked to develop projects which would enhance the community, improve government operations, and ultimately reduce GHG emissions. A total of 61 projects across eight sectors were identified: traffic, energy, municipal operations, water, waste, built environment, community, and land use. Additionally, the CAP evaluates four different future scenarios and the proposed measures were quantified for each scenario based upon the project descriptions, action items, and indicators. These scenarios all assume that Lancaster Choice Energy (LCE) has a different amount of alternative energy in their portfolio by 2050. These scenarios all result in varying amounts of GHG reductions. Under all scenarios, the City meets the 2020 target by a wide margin and makes substantial progress towards achieving the post-2020 reduction targets.

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3 PROJECT GREENHOUSE GAS IMPACT

3.1 INTRODUCTION

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

3.2 STANDARDS OF SIGNIFICANCE AND CEQA THRESHOLDS

The criteria used to determine the significance of potential Project-related GHG impacts are taken from the Initial Study Checklist in Appendix G of the State *CEQA Guidelines* (14 CCR §§15000, et seq.). Based on these thresholds, a project would result in a significant impact related to GHG if it would (46):

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

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

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

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

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

evidence supports the agency's analysis of how those goals or strategies address the project's incremental contribution to climate change and its conclusion that the project's incremental contribution is not cumulatively considerable.

The City of Lancaster, as the lead agency, has determined that a project would not have a significant effect on the environment if a project were found to be consistent with the applicable regulatory plans and policies to reduce GHG emissions. In this case, the applicable regulatory plan and policy that is applicable that would reduce GHG emissions is the 2022 Scoping Plan. As such, a Project that demonstrates consistency with the 2022 Scoping Plan would result in a less than significant impact with respect to the GHG thresholds included in CEQA Guidelines Appendix G. Conversely, a Project that cannot demonstrate consistency with the 2022 Scoping Plan would result in a potentially significant impact.

As previously stated, pursuant to 15064.4 of the *CEQA Guidelines*, a lead agency may rely on qualitative analysis or performance-based standards to determine the significance of impacts from GHG emissions (47).

As such, the Project's significance is tied to consistency with the 2022 Scoping Plan which is authorized under CEQA Guidelines 15064.4 as discussed above.

3.2.1 ANTELOPE VALLEY AIR QUALITY MANAGEMENT DISTRICT (AVAQMD) STANDARDS

The AVAQMD has published a standard for GHGs of 100,000 tpy (90,719 MTCO₂e/yr) and is thus discussed herein. (48). The AVAQMD is the legally established air pollution control agency for the Los Angeles County portion of the Antelope Valley, responsible for enforcing federal and state air quality regulations and developing local rules to protect public health. With technical expertise in air quality monitoring, emissions inventory management (including GHGs), and CEQA review, the AVAQMD permits emission sources and ensures compliance within its jurisdiction. Therefore, projects in the Antelope Valley are subject to AVAQMD's regulations and guidelines for assessing and mitigating air quality and GHG impacts, necessitating adherence to their permitting processes and established thresholds. The AVAQMD CEQA and Federal Conformity Guidelines (2016), establishes a 100,000 tons per year standard for Greenhouse Gas Emissions (CO₂ equivalents). The annual 100,000-ton standard that AVAQMD relies upon has been adopted by the Federal EPA as the limit above which a Prevention of Significant Deterioration ("PSD") and a Title V operating permit are required. As such, the AVAQMD, as the expert agency in charge of managing air quality and greenhouse gas emissions in the region, relies upon this standard.

3.3 MODELS EMPLOYED TO ANALYZE GREENHOUSE GASES EMISSIONS

3.3.1 CALIFORNIA EMISSIONS ESTIMATOR MODEL™

In Land uses such as the Project affect air quality through construction-source and operational-source emissions.

In May 2022 the California Air Pollution Control Officers Association (CAPCOA) in conjunction with other California air districts, including AVAQMD, released the latest version of CalEEMod

version 2022.1. The purpose of this model is to calculate construction-source and operational-source criteria pollutant (VOCs, NO_x, SO_x, CO, PM₁₀, and PM_{2.5}) and GHG emissions from direct and indirect sources; and quantify applicable air quality and GHG reductions achieved from mitigation measures (49). Accordingly, the latest version of CalEEMod has been used for this Project to determine construction and operational air quality emissions. Output from the model runs for both construction and operational activity are provided in Appendices 3.1 through 3.5.

3.4 CONSTRUCTION EMISSIONS

Project construction activities would generate CO₂ and CH₄ emissions. The report *Westside Annexation and North Lancaster Industrial Specific Plan Air Quality Impact Analysis Report (AQIA)* contains detailed information regarding Project construction activities (12). As discussed in the AQIA, construction-related emissions are expected from demolition, site preparation, grading, building construction, paving, and architectural coating.

3.4.1 CONSTRUCTION DURATION

Construction of Planning Areas 2, 4, 6 (east), 7, and 8 is expected to commence in 2026 and will last through 2031. Construction duration by phase is shown on Table 3-1. The construction schedule utilized in the analysis represents a “worst-case” analysis scenario should construction occur any time after the respective dates since emission factors for construction decrease as time passes and the analysis year increases due to emission regulations becoming more stringent.⁶ The duration of construction activity and associated equipment represents a reasonable approximation of the expected construction fleet as required per *CEQA Guidelines*.

TABLE 3-1: CONSTRUCTION DURATION

| Construction Activity | Working Days |
|-----------------------|--------------|
| Demolition | 60 |
| Site Preparation | 48 |
| Grading | 144 |
| Building Construction | 1,240 |
| Paving | 405 |
| Architectural Coating | 405 |

3.4.2 CONSTRUCTION EQUIPMENT

Site specific construction fleet may vary due to specific project needs at the time of construction. The associated construction equipment was generally based on CalEEMod defaults. A detailed

⁶ As shown in the CalEEMod User’s Guide Version 2022.1, Section 4.3 “Off-Road Equipment” as the analysis year increases, emission factors for the same equipment pieces decrease due to the natural turnover of older equipment being replaced by newer less polluting equipment and new regulatory requirements.

summary of construction equipment assumptions by phase is provided at Table 3-2. Please refer to specific detailed modeling inputs/outputs contained in Appendix 3.1 of this GHGA.

TABLE 3-2: CONSTRUCTION EQUIPMENT ASSUMPTIONS

| Phase Name | Equipment | Number | Hours Per Day |
|-----------------------|-------------------------------|--------|---------------|
| Demolition | Rubber Tired Dozers | 4 | 8 |
| | Excavators | 3 | 8 |
| | Concrete/Industrial Saws | 2 | 8 |
| | Crushing/Processing Equipment | 1 | 8 |
| Site Preparation | Rubber Tired Dozers | 12 | 8 |
| | Crawler Tractors | 9 | 8 |
| Grading | Crawler Tractors | 6 | 8 |
| | Excavators | 6 | 8 |
| | Graders | 3 | 8 |
| | Rubber Tired Dozers | 3 | 8 |
| | Scrapers | 16 | 8 |
| Building Construction | Cranes | 4 | 8 |
| | Forklifts | 6 | 8 |
| | Generator Sets | 2 | 8 |
| | Tractors/Loaders/Backhoes | 6 | 8 |
| | Welders | 2 | 8 |
| Paving | Pavers | 4 | 8 |
| | Paving Equipment | 4 | 8 |
| | Rollers | 4 | 8 |
| Architectural Coating | Air Compressors | 2 | 8 |

3.4.3 CONSTRUCTION EMISSIONS SUMMARY

For construction phase Project emissions, GHGs are quantified and amortized over the life of the Project. AVAQMD follows the South Coast Air Quality Management District (SCAQMD) recommendation in calculating the total GHG emissions for construction activities by amortizing the emissions over the life of the Project by dividing it by a 30- year project life then adding that number to the annual operational phase GHG emissions (50). As such, construction emissions were amortized over a 30-year period and added to the annual operational phase GHG emissions. The amortized construction emissions are presented in Table 3-3.

TABLE 3-3: AMORTIZED ANNUAL CONSTRUCTION EMISSIONS

| Year | Emissions (MT/yr) | | | | |
|---|-------------------|-----------------|------------------|----------------|--------------------------------------|
| | CO ₂ | CH ₄ | N ₂ O | R ^A | Total CO ₂ e ^B |
| 2026 | 4,111.80 | 0.15 | 0.13 | 1.25 | 4,154.12 |
| 2027 | 13,361.23 | 0.40 | 1.06 | 17.37 | 13,704.70 |
| 2028 | 13,140.22 | 0.39 | 1.02 | 15.80 | 13,470.39 |
| 2029 | 12,843.57 | 0.15 | 1.02 | 14.25 | 13,165.58 |
| 2030 | 14,096.31 | 0.17 | 1.03 | 14.39 | 14,421.84 |
| 2031 | 10,127.60 | 0.13 | 0.75 | 9.45 | 10,362.65 |
| Total Construction Emissions | 67,680.73 | 1.39 | 5.01 | 72.51 | 69,279.28 |
| Amortized Construction Emissions | 2,256.02 | 0.05 | 0.17 | 2.42 | 2,309.31 |

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

^A CalEEMod reports the most common GHGs emitted which include CO₂, CH₄, N₂O and refrigerants (R). These GHGs are then converted into CO₂e by multiplying the individual GHG by the GWP.

3.5 OPERATIONAL EMISSIONS

Project operations would generate CO₂, CH₄, N₂O and Refrigerant (R) emissions. Primary emissions sources would include:

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

3.5.1 AREA SOURCE EMISSIONS

LANDSCAPE MAINTENANCE EQUIPMENT

Landscape maintenance equipment would generate emissions from fuel combustion and evaporation of unburned fuel. Equipment in this category would include lawnmowers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain the landscaping of the Project. It should be noted that on October 9, 2021, Governor Gavin Newsom signed AB 1346. The bill aims to ban the sale of new gasoline-powered equipment under 25 gross horsepower (known as small off-road engines [SOREs]) by January 1, 2024, which is now in effect. Further, all gasoline-powered landscape maintenance equipment will be banned in the City of Lancaster as of April 1, 2027. However, for purposes of analysis, the emissions associated with landscape maintenance equipment were conservatively calculated based on assumptions

provided in CalEEMod, and do not incorporate the emissions reductions that would be realized from implementation of AB 1346 or the City's ban on gasoline-powered landscape equipment.

3.5.2 ENERGY SOURCE

COMBUSTION EMISSIONS ASSOCIATED WITH NATURAL GAS AND ELECTRICITY

GHGs are emitted from buildings as a result of their electricity and natural gas use. Combustion of any type of fuel emits CO₂ and other GHGs directly into the atmosphere; these emissions are considered direct emissions associated with a building's operation⁷. GHGs are also emitted during the generation of electricity from fossil fuels which occurs before the energy reaches a building for use; these emissions are considered to be indirect emissions associated with a building's operation. Electricity usage associated with the Project was calculated by CalEEMod using default parameters. PAs 2, 4, 6 (east half), 7, and 8 would not utilize natural gas. However, because specific information for PAs 1, 3, and 5, and the remaining Annexation Area is not available, it was conservatively assumed that land uses in these areas (as well as the western half of PA 6) would utilize natural gas, and usage was estimated based on CalEEMod defaults.

3.5.3 MOBILE SOURCE

The Project related operational air quality emissions derive primarily from vehicle trips generated by the Project, including employee trips to and from the site and truck trips associated with the proposed uses. Trip generation rates and vehicle fleet mix available from the *Westside Annexation and North Lancaster Industrial Specific Plan Local Transportation Assessment Scoping Agreement* were utilized in this analysis (51). CalEEMod default trip lengths were utilized for passenger vehicles. Truck trip lengths were estimated based on the EMFAC average vehicle miles traveled (VMT) per trip for LHDT1, LHDT2, and MHDT trucks in Los Angeles County. For HHDT trucks, it was assumed that inbound trips to the Project would begin at the Port of Long Beach or Port of Los Angeles, located approximately 102 miles from the Project site, while outbound HHDT truck trip lengths were estimated based on the EMFAC average VMT per trip.

PASSENGER VEHICLES

The *Westside Annexation and North Lancaster Industrial Specific Plan Transportation Assessment Scoping Agreement* does not provide a specific breakdown for passenger vehicles. Therefore, this analysis assumes that passenger vehicles include Light-Duty-Auto vehicles (LDA), Light-Duty-Trucks (LDT1⁸ & LDT2⁹), Medium-Duty-Vehicles (MDV), and Motorcycles (MCY) vehicle types. In order to account for emissions generated by passenger cars, the fleet mix in Table 3-4 was utilized based on CalEEMod default fleet mix estimates for 2031 and 2040. CalEEMod default trip lengths were utilized for passenger vehicles with an assumption of 100% primary trips.

⁷ The CalEEMod emissions inventory model does not include indirect emission related to street lighting. Indirect emissions related to street lighting are expected to be negligible and cannot be accurately quantified at this time as there is insufficient information as to the number and type of street lighting that would occur.

⁸ Vehicles under the LDT1 category have a gross vehicle weight rating (GVWR) of less than 6,000 lbs. and equivalent test weight (ETW) of less than or equal to 3,750 lbs.

⁹ Vehicles under the LDT2 category have a GVWR of less than 6,000 lbs. and ETW between 3,751 lbs. and 5,750 lbs.

TABLE 3-4: PASSENGER CAR FLEET MIX

| Land Use | % Vehicle Type | | | | |
|--|----------------|-------|--------|--------|-------|
| | LDA | LDT1 | LDT2 | MDV | MCY |
| PAs 2, 4, 6 East, 7, 8 (2031) | | | | | |
| Warehousing | 59.95% | 3.83% | 19.58% | 13.89% | 2.75% |
| High-Cube Cold Storage | | | | | |
| High-Cube Parcel Hub | | | | | |
| High-Cube Transload & Short-Term Storage | | | | | |
| PAs 2, 4, 6 East, 7, 8 (2040) | | | | | |
| Warehousing | 59.72% | 3.18% | 21.06% | 13.35% | 2.70% |
| High-Cube Cold Storage | | | | | |
| High-Cube Parcel Hub | | | | | |
| High-Cube Transload & Short-Term Storage | | | | | |
| PA 6 West (2040) | | | | | |
| High-Cube Transload/Short-Term Storage | 59.72% | 3.18% | 21.06% | 13.35% | 2.70% |
| General Office | | | | | |
| Remaining Specific Plan Area – PAs 1, 3, 5 (2040) | | | | | |
| Industrial Park | 59.72% | 3.18% | 21.06% | 13.35% | 2.70% |
| Warehousing | | | | | |
| High-Cube Parcel Hub | | | | | |
| High-Cube Cold Storage | | | | | |
| Annexation Area (2040) | | | | | |
| Industrial Park | 59.72% | 3.18% | 21.06% | 13.35% | 2.70% |
| Warehousing | | | | | |
| High-Cube Parcel Hub Warehouse | | | | | |
| High-Cube Cold Storage Warehouse | | | | | |
| Single Family Detached Residential | | | | | |
| Multifamily (Low-Rise) Residential | | | | | |
| Mobile Home Park | | | | | |
| Business Park | | | | | |

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

TRUCKS

To determine emissions from trucks for the proposed industrial uses, the analysis incorporated truck trip lengths based on the EMFAC average vehicle miles traveled (VMT) per trip for 2-axle (LHDT1, LHDT2) and 3-axle (MHDT) trucks in Los Angeles County. For 4+-axle (HHDT) trucks, it was assumed that inbound trips to the Project would begin at the Port of Long Beach or Port of

Los Angeles, located approximately 102 miles from the Project site, while outbound HHDT truck trip lengths were estimated based on the EMFAC average VMT per trip. The analysis assumed 100% primary trips. To account for emissions generated by trucks, the fleet mix in Table 3-5 was utilized.

TABLE 3-5: TRUCK FLEET MIX

| Land Use | Trip Length (miles) | % Vehicle Type | | | |
|--|---------------------|----------------|-------|--------|--------|
| | | LHDT1 | LHDT2 | MHDT | HHDT |
| PAs 2, 4, 6 East, 7, 8 (2031) | | | | | |
| Warehousing | 34.82 | 14.96% | 4.51% | 19.23% | 61.30% |
| High-Cube Cold Storage | | | | | |
| High-Cube Parcel Hub | | | | | |
| High-Cube Transload & Short-Term Storage | | | | | |
| PAs 2, 4, 6 East, 7, 8 (2040) | | | | | |
| Warehousing | 34.83 | 14.91% | 4.57% | 19.23% | 61.30% |
| High-Cube Cold Storage | | | | | |
| High-Cube Parcel Hub | | | | | |
| High-Cube Transload & Short-Term Storage | | | | | |
| PA 6 West (2040) | | | | | |
| High-Cube Transload/Short-Term Storage | 35.42 | 12.89% | 3.95% | 20.75% | 62.41% |
| General Office | | | | | |
| Remaining Specific Plan Area – PAs 1, 3, 5 (2040) | | | | | |
| Industrial Park | 30.47 | 12.89% | 3.95% | 20.75% | 62.41% |
| Warehousing | | | | | |
| High-Cube Parcel Hub | | | | | |
| High-Cube Cold Storage | | | | | |
| Annexation Area (2040) | | | | | |
| Industrial Park | 34.95 | 14.53% | 4.45% | 19.49% | 61.52% |
| Warehousing | | | | | |
| High-Cube Parcel Hub Warehouse | | | | | |
| High-Cube Cold Storage Warehouse | | | | | |

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

3.5.4 ON-SITE CARGO HANDLING EQUIPMENT EMISSIONS

It is common for warehouse buildings to require the operation of exterior cargo handling equipment in the building’s truck court areas. All on-site operational equipment in PAs 2, 4 6, 7, and 8 will be zero-emission.

It was assumed that PA 6 (west) would utilize 7 pieces of on-site operational equipment, PAs 1, 3, and 5 would utilize 74 pieces of operational equipment, and the industrial portions of the Annexation Area would utilize 52 pieces of operational equipment. It was assumed that each of these pieces of equipment would be in the cargo handling – port tractor category and powered by natural gas. Further, it was assumed that each piece of equipment would be rated at 175 horsepower and operate for 4 hours per day¹⁰ for 365 days of the year.

3.5.5 TRU EMISSIONS

In order to account for the possibility of refrigerated uses, trucks associated with the cold-storage land use are assumed to also have Transport Refrigeration Units (TRU) For modeling purposes, 756 two-way truck trips with TRUs were modeled for PAs 2, 4, 6 East, 7, and 8, 1,552 two-way truck trips with TRUs were modeled for PAs 1, 3, and 5, and 1,088 two-way truck trips with TRUs were modeled for the remaining Annexation Area (e.g., all truck trips that would be associated with high-cube cold storage uses, as summarized in the *Westside Annexation and North Lancaster Industrial Specific Plan Local Transportation Assessment Scoping Agreement*). TRUs are accounted for during on-site and off-site travel. The TRU calculations are based on the OFFROAD Model version 2021 (OFFROAD 2021), developed by CARB. OFFROAD 2021 does not provide emission rates per hour or mile as with the on-road emission model and only provides emission inventories. Emission results are produced in tons per day, while all activity, fuel consumption, and horsepower hours were reported at annual levels. The emission inventory is based on specific assumptions including the average horsepower rating of specific types of equipment and the hours of operation annually. These assumptions are not always consistent with assumptions used in the modeling of Project level emissions. Therefore, the emissions inventory was converted into emission rates to accurately calculate emissions from TRU operation associated with Project level details. This was accomplished by converting the annual horsepower hours to daily operational characteristics and converting the daily emission levels into hourly emission rates based on the total emission of each criteria pollutant by equipment type and the average daily hours of operations.

3.5.6 SOLID WASTE

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

¹⁰ Based on Table II-3, Port and Rail Cargo Handling Equipment Demographics by Type, from CARB's Technology Assessment: Mobile Cargo Handling Equipment document, a single piece of equipment could operate up to 2 hours per day (Total Average Annual Activity divided by Total Number Pieces of Equipment). As such, the analysis conservatively assumes that the tractor/loader/backhoe would operate up to 4 hours per day.

3.5.7 WATER SUPPLY, TREATMENT, AND DISTRIBUTION

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

3.5.8 REFRIGERANTS

Air conditioning (A/C) equipment associated with the conditioned space for the buildings as well as vehicles during construction and operations are anticipated to generate GHG emissions. CalEEMod automatically generates a default A/C equipment inventory for each project land use subtype based on industry data from the U.S. EPA (2016b) and mobile source data from EMFAC. CalEEMod quantifies refrigerant emissions from leaks during regular operation and routine servicing over the equipment lifetime and then derives average annual emissions from the lifetime estimate. Note that CalEEMod does not quantify emissions from the disposal of refrigeration and A/C equipment at the end of its lifetime. Per 17 CCR 95371, new facilities with refrigeration equipment containing more than 50 pounds of refrigerant are prohibited from utilizing refrigerants with a GWP of 150 or greater as of January 1, 2022. As such, it was conservatively assumed that refrigeration systems installed at the cold storage portion of the Project would utilize refrigerants with a GWP of 150. GHG emissions associated with refrigerants were calculated by CalEEMod.

3.5.9 STATIONARY SOURCE EMISSIONS

Portions of the proposed Project were conservatively assumed to include installation of up to eleven 300 horsepower diesel-powered fire pumps and seven 700 horsepower diesel-powered emergency generators for PAs 2, 4, 6 East, 7, and 8. Additionally, the analysis assumed that up to two 300 horsepower diesel-powered fire pumps would be included in the western portion of PA 6. Although it is not known at this time whether emergency engines would be included in PAs 1, 3, and 5 or the remaining Annexation Area, it was conservatively estimated that PAs 1, 3, and 5 would include 14 emergency generators and 20 emergency fire pumps, while the Annexation Area would include 10 emergency generators and 14 emergency fire pumps. Each emergency engine was estimated to operate for up to 1 hour per day, 1 day per week for up to 50 hours per year for maintenance and testing purposes. Emissions associated with the stationary diesel-powered emergency fire pumps and emergency generators were calculated using CalEEMod.

3.5.10 EMISSIONS SUMMARY – PAs 2, 4, 6 (EAST), 7, 8

The estimated Project-related unmitigated GHG emissions are summarized on Table 3-6 for PAs 2, 4, 6 (east half), 7, and 8. Detailed operation model outputs for the Project are presented in Appendices 3.2 and 3.3.

TABLE 3-6: PROJECT GHG EMISSIONS SUMMARY – PAS 2, 4, 6 (EAST), 7, 8, WITHOUT MITIGATION (2031)

| Emission Source | Emissions (MT/yr) | | | | |
|---|-------------------|-----------------|------------------|--------------|-------------------|
| | CO ₂ | CH ₄ | N ₂ O | Refrigerants | CO ₂ e |
| PAs 2, 4, 6 East, 7, 8 (2031) | | | | | |
| Annual construction-related emissions amortized over 30 years | 2,256.02 | 0.05 | 0.17 | 2.42 | 2,309.31 |
| Mobile Source | 55,659.30 | 0.59 | 7.36 | 55.09 | 57,922.53 |
| Area Source | 166.08 | 0.01 | 0 | 0 | 166.68 |
| Energy Source | 9,587.50 | 1.21 | 0.15 | 0.00 | 9,661.65 |
| Water Usage | 2,660.99 | 85.79 | 2.06 | 0.00 | 5,419.97 |
| Waste | 953.96 | 95.34 | 0.00 | 0.00 | 3337.57 |
| Refrigerants | 0.00 | 0.00 | 0.00 | 169.96 | 169.96 |
| Stationary Source | 156.13 | 0.01 | 0.00 | 0.00 | 156.65 |
| TRU Source | | | | | 2,134.26 |
| Total GHG Emissions (MT/yr) | 71,439.98 | 183.00 | 9.74 | 227.47 | 81,278.57 |
| Total CO₂e (MT/yr) | 81,278.57 | | | | |

Source: CalEEMod output, See Appendix 3.2 for detailed model outputs.

Note: Per CalEEMod defaults, CO₂e emissions are calculated based on a global warming potential of 25 for CH₄ and 298 for N₂O.

As shown above, construction and operation of the Project would generate a total of approximately 81,278.57 MTCO₂e/yr.

Table 3-7 below presents the Project-related unmitigated GHG emissions that would result from PAs 2, 4, 6 (east), 7 and 8 at buildout of the Specific Plan and Annexation Area in 2040.

TABLE 3-7: PROJECT GHG EMISSIONS SUMMARY – PAS 2, 4, 6 (EAST), 7, 8, WITHOUT MITIGATION (2040)

| Emission Source | Emissions (MT/yr) | | | | |
|--------------------------------------|-------------------|-----------------|------------------|--------------|-------------------|
| | CO ₂ | CH ₄ | N ₂ O | Refrigerants | CO ₂ e |
| PAs 2, 4, 6 East, 7, 8 (2040) | | | | | |
| Mobile Source | 46,214.62 | 0.46 | 6.12 | 18.40 | 48,068.99 |
| Area Source | 166.08 | 0.01 | 0.00 | 0.00 | 166.68 |
| Energy Source | 9,587.50 | 1.21 | 0.15 | 0.00 | 9,661.65 |
| Water Usage | 2,660.99 | 85.79 | 2.06 | 0.00 | 5,419.97 |
| Waste | 953.96 | 95.34 | 0.00 | 0.00 | 3,337.57 |
| Refrigerants | 0.00 | 0.00 | 0.00 | 169.96 | 169.96 |
| Stationary Source | 156.13 | 0.01 | 0.00 | 0.00 | 156.65 |
| TRU Source | | | | | 2,130.18 |
| Total Emissions (MT/yr) | 59,739.27 | 182.82 | 8.33 | 188.37 | 69,111.64 |
| Total CO₂e (MT/yr) | 69,111.64 | | | | |

Source: CalEEMod output, See Appendix 3.3 for detailed model outputs.

Note: Per CalEEMod defaults, CO₂e emissions are calculated based on a global warming potential of 25 for CH₄ and 298 for N₂O.

As shown above, operation of PAs 2, 4, 6 (east), 7, and 8 would generate a total of approximately 69,111.64 MTCO₂e/yr.

3.5.11 EMISSIONS SUMMARY – PA 6 (WEST)

The estimated Project-related unmitigated GHG emissions are summarized on Table 3-8 for PA 6 (west). Detailed operation model outputs for the Project are presented in Appendix 3.4.

TABLE 3-8: PROJECT GHG EMISSIONS SUMMARY – PA 6 WEST, WITHOUT MITIGATION (2040)

| Emission Source | Emissions (MT/yr) | | | | |
|--------------------------------------|-------------------|-----------------|------------------|--------------|-------------------|
| | CO ₂ | CH ₄ | N ₂ O | Refrigerants | CO ₂ e |
| PA 6 West (2040) | | | | | |
| Mobile Source | 10,480.72 | 0.13 | 1.15 | 3.90 | 10,830.54 |
| Area Source | 29.42 | 0.00 | 0.00 | 0.00 | 29.53 |
| Energy Source | 3,532.66 | 0.37 | 0.03 | 0.00 | 3,549.66 |
| Water Usage | 467.79 | 15.1 | 0.36 | 0.00 | 953.22 |
| Waste | 168.96 | 16.89 | 0.00 | 0.00 | 591.13 |
| Cargo Handling Equipment | | | | | 331.57 |
| Refrigerants | 0.00 | 0.00 | 0.00 | 0.01 | 0.01 |
| Stationary Source | 11.42 | 0.00 | 0.00 | 0.00 | 11.46 |
| Total Emissions (MT/yr) | 15,022.54 | 32.48 | 1.54 | 3.9 | 16,297.12 |
| Total CO₂e (MT/yr) | 16,297.12 | | | | |

Source: CalEEMod output, See Appendix 3.4 for detailed model outputs.

Note: Per CalEEMod defaults, CO₂e emissions are calculated based on a global warming potential of 25 for CH₄ and 298 for N₂O.

As shown above, operation of PA 6 (west) would generate a total of approximately 16,297.12 MTCO₂e/yr.

3.5.12 EMISSIONS SUMMARY – PAs 1, 3, 5

The estimated Project-related unmitigated GHG emissions are summarized on Table 3-9 for PAs 1, 3, and 5. Detailed operation model outputs for the Project are presented in Appendix 3.5.

TABLE 3-9: PROJECT GHG EMISSIONS SUMMARY – PAS 1, 3, 5, WITHOUT MITIGATION (2040)

| Emission Source | Emissions (MT/yr) | | | | |
|---------------------------|-------------------|-----------------|------------------|--------------|-------------------|
| | CO ₂ | CH ₄ | N ₂ O | Refrigerants | CO ₂ e |
| PAs 1, 3, 5 (2040) | | | | | |
| Mobile Source | 116,797.44 | 1.47 | 14.72 | 45.05 | 121,266.30 |
| Area Source | 301.94 | 0.01 | 0.00 | 0.00 | 303.03 |
| Energy Source | 52,337.07 | 5.69 | 0.47 | 0.00 | 52,620.59 |
| Water Usage | 4,773.99 | 155.97 | 3.75 | 0.00 | 9,789.44 |
| Waste | 1,955.74 | 195.47 | 0.00 | 0.00 | 6,842.48 |
| Cargo Handling Equipment | | | | | 3,505.15 |

| Emission Source | Emissions (MT/yr) | | | | |
|--------------------------------------|-------------------|-----------------|------------------|--------------|-------------------|
| | CO ₂ | CH ₄ | N ₂ O | Refrigerants | CO ₂ e |
| Refrigerants | 0.00 | 0.00 | 0.00 | 476.98 | 476.98 |
| TRU Source | | | | | 4,374.66 |
| Stationary Source | 300.83 | 0.01 | 0.00 | 0.00 | 301.83 |
| Total Emissions (MT/yr) | 184,346.83 | 358.62 | 18.94 | 522.03 | 199,480.47 |
| Total CO₂e (MT/yr) | 199,480.47 | | | | |

Source: CalEEMod output, See Appendix 3.5 for detailed model outputs.

Note: Per CalEEMod defaults, CO₂e emissions are calculated based on a global warming potential of 25 for CH₄ and 298 for N₂O.

As shown above, operation of PAs 1, 3, and 5 would generate a total of approximately 199,480.47 MTCO₂e/yr.

3.5.13 EMISSIONS SUMMARY – REMAINING ANNEXATION AREA

The estimated Project-related unmitigated GHG emissions are summarized on Table 3-10 for the remaining Annexation Area. Detailed operation model outputs for the Project are presented in Appendix 3.6.

TABLE 3-10: PROJECT GHG EMISSIONS SUMMARY – REMAINING ANNEXATION AREA, WITHOUT MITIGATION (2040)¹

| Emission Source | Emissions (MT/yr) | | | | |
|--------------------------------------|-------------------|-----------------|------------------|--------------|-------------------|
| | CO ₂ | CH ₄ | N ₂ O | Refrigerants | CO ₂ e |
| Annexation Area (2040) | | | | | |
| Mobile Source | 124,549.93 | 2.39 | 11.28 | 45.63 | 128,018.08 |
| Area Source | 250.47 | 0.01 | 0.00 | 0.00 | 251.37 |
| Energy Source | 44,401.27 | 4.81 | 0.39 | 0.00 | 44,638.61 |
| Water Usage | 3,692.89 | 117.93 | 2.83 | 0.00 | 7,485.46 |
| Waste | 1,586.21 | 158.54 | 0.00 | 0.00 | 5,549.62 |
| Cargo Handling Equipment | | | | | 2,463.08 |
| Refrigerants | 0.00 | 0.00 | 0.00 | 337.21 | 337.21 |
| TRU Source | | | | | 3,065.38 |
| Stationary Source | 213.25 | 0.01 | 0.00 | 0.00 | 213.96 |
| Total Emissions (MT/yr) | 180,222.48 | 283.68 | 14.51 | 382.84 | 192,022.78 |
| Total CO₂e (MT/yr) | 192,022.78 | | | | |

Emissions for the remaining Annexation Area do not include emissions associated with the Specific Plan (PAs 1, 2, 3, 4, 5, 6, 7, and 8)

Source: CalEEMod output, See Appendix 3.5 for detailed model outputs.

Note: Per CalEEMod defaults, CO₂e emissions are calculated based on a global warming potential of 25 for CH₄ and 298 for N₂O.

As shown above, operation of the remaining Annexation Area would generate a total of approximately 192,022.78 MTCO₂e/yr.

3.5.14 EMISSIONS SUMMARY – PROJECT BUILDOUT

Table 3-11 below presents the total Project emissions that would occur at buildout in 2040, which includes the both the Specific Plan and the remaining Annexation Area.

TABLE 3-11: PROJECT GHG EMISSIONS SUMMARY – ENTIRE ANNEXATION AREA BUILDOUT, WITHOUT MITIGATION (2040)

| Project Element | Emissions (MT/yr) | | | | |
|--|-------------------|-----------------|------------------|--------------|-------------------|
| | CO ₂ | CH ₄ | N ₂ O | Refrigerants | CO ₂ e |
| PAs 2, 4, 6 (East), 7, 8 | 59,739.27 | 182.82 | 8.33 | 188.37 | 69,111.64 |
| PA 6 West | 15,022.54 | 32.48 | 1.54 | 3.90 | 16,297.12 |
| PAs 1, 3, 5 | 184,346.83 | 358.62 | 18.94 | 522.03 | 199,480.47 |
| Remaining Annexation Area | 180,222.48 | 283.68 | 14.51 | 382.84 | 192,022.78 |
| Total Project Emissions (MT/yr) | 439,331.12 | 857.60 | 43.33 | 1,097.14 | 476,912.00 |
| Total Project CO₂e (MT/yr) | 476,912.00 | | | | |

As shown above, operation of the entire Annexation Area at buildout would generate a total of approximately 476,912.00 MTCO₂e/yr.

APPLICABLE GHG MITIGATION MEASURES

The *Westside Annexation and North Lancaster Industrial Specific Plan Air Quality Impact Analysis (AQIA)* report (12) identifies 28 mitigation measures. Although these measures are designed to reduce Project air quality emissions, 20 of these measures would also assist in the reduction of GHGs and are restated below.

While these measures would result in reductions in GHG emissions, the extent to which emissions would be reduced is not quantifiable at this time. It should be noted that a majority of the Project's GHG emissions are generated as a result of passenger vehicles and trucks accessing the Project site. As emissions from these vehicles are regulated by State and Federal standards, neither the proposed Project nor the City have control over these emissions.

SPECIFIC PLAN AREA ONLY

MM AQ-4

Provision of Electrical Infrastructure for Construction and Use of Electric Construction Equipment. After the grading phase of Project construction, a developer/contractor shall provide temporary electrical hook ups to the power grid, rather than diesel-fueled generators, for contractors' electric construction tools, such as saws, drills, and compressors. The use of diesel-fueled generators for on-site construction activities shall be prohibited unless electrical infrastructure is not yet available on the Project site. Diesel-fueled generators may be used for off-site construction work. All off-road equipment with a power rating below 19 kilowatts (e.g., plate compactors, pressure washers) used during Project construction must be electric powered,

where feasible. The developer/contractor shall include these requirements in applicable bid documents, purchase orders, and contracts with successful contractors.

MM AQ-5

Construction Equipment Idling Restrictions. The idling of heavy construction equipment for more than 5 minutes shall be prohibited. Signage shall be posted throughout the construction site informing construction personnel of the idling time limit. Idling time limits shall be noted in construction specifications. Subject to all other idling restrictions, heavy construction equipment shall not be left in the “on position” for more than 10 hours per day.

MM AQ-8

Construction Waste Recycling and Management. Consistent with Section 5.408.1 of the CALGreen Code Part 11, a minimum of 65 percent of the nonhazardous construction and demolition waste shall be recycled and/or salvaged for reuse.

MM AQ-10

Prior to the issuing of each building permit, a Project Applicant and its contractors shall provide plans and specifications to the City of Lancaster Building and Safety Division that demonstrate that each project building is designed for passive heating and cooling and is designed to include natural light. Features designed to achieve this shall include the proper placement of windows, overhangs, and skylights, where feasible.

MM AQ-11

Sustainable Design/LEED Measures. The Project shall be designed so that it is able to achieve LEED certification, or equivalent, at the time of building permit application. Documentation shall be provided to the City of Lancaster demonstrating that the Project meets this requirement prior to the issuance of building permits.

MM AQ-12

Electrical Infrastructure for Electric Equipment and Vehicles. The Project shall be designed to include electrical infrastructure to accommodate the required number of electric vehicle charging stations, the anticipated number charging stations for electric cargo handling equipment where applicable, and the potential installation of additional automobile and truck electric vehicle charging stations per Title 24, Part 11 (California Green Building Standards (CALGreen)). The Project’s electrical rooms shall be of sufficient size to accommodate the upsizing of electrical equipment to accommodate potential future electrical loads.

MM AQ-13

Sustainable Energy, Waste, and Water Design Measures. A Project Applicant or successor in interest shall implement the following measures:

- The Project’s landscape plan shall emphasize drought-tolerant plants and use water-efficient irrigation techniques.

- All heating, cooling, lighting, and appliance fixtures shall be Energy Star-rated.
- All fixtures installed in restrooms and employee break areas shall be U.S. Environmental Protection Agency (U.S. EPA) WaterSense certified or equivalent.
- Structures shall be equipped with outdoor electric outlets in the front and rear of the structures to facilitate use of electrical lawn and garden equipment where feasible.
- Storage areas shall be provided for recyclables and green waste, as well as food waste storage if a pick-up service is available.
- Buildings shall include high-efficiency particulate air (HEPA) filtration systems within all warehouse facilities, where feasible.
- The roof shall provide R-30 insulation to decrease overall energy consumption and increase occupant comfort, where feasible.
- Solar-powered water heaters shall be installed on the Project site, where feasible.
- A timer system for lighting to ensure that lights shall be switched off during times of non-operation shall be installed on the Project site.

MM AQ-15

Measures to Reduce the Urban Heat Island Effect. The following measures shall be implemented to reduce the urban heat island effect:

- The Project's roof structures shall be designed to include "cool roof" materials with a minimum aged reflectance and thermal emittance values that are equal to or greater than those specified in the current edition of CALGreen, Table A5.106.11.2.3 for Tier 1 standards.
- Sufficient shade trees shall be provided throughout the Project site so that at least 50% of the automobile parking areas will be shaded within 15 years after Project construction is complete (excluding the truck courts where trees cannot be planted due to interference with truck maneuvering).

MM AQ-16

Zero-Emission Equipment. The following measure shall be implemented during all ongoing business operations and shall be included as part of contractual lease agreement language to ensure that tenants and operators of the Project are informed of the following operational responsibility:

- All equipment and appliances operating on the Project site shall be zero-emission equipment, where economically feasible and commercially available, as reasonably determined by the Lead Agency. This requirement shall apply to indoor and outdoor equipment such as forklifts, handheld landscaping equipment, yard equipment, office appliances, etc. The building manager or their designee shall be responsible for enforcing these requirements.

MM AQ-17

Anti-Idling Implementation Measures. The following measures shall be implemented to reduce air pollutant emissions from idling:

- Signage. Legible, durable, weather-proof signs shall be placed at truck access gates, loading docks, and truck parking areas that identify the Project’s three-minute idling restriction. At a minimum, each sign shall include: (1) instructions for truck drivers to shut off engines when not in use; (2) instructions for drivers of diesel trucks to restrict idling to no more than 3 minutes once the vehicle is stopped, the transmission is set to “neutral” or “park,” and the parking brake is engaged; (3) telephone numbers of the building facilities manager and CARB to report violations; and (4) that penalties apply for violations.
- Efficient Load Management. The facility operator(s) shall be required to train managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks.
- Anti-Idling Training. Tenants and operators on the Project site shall ensure that site enforcement staff in charge of keeping the daily log and monitoring for excess idling will be trained/certified in diesel health effects and technologies, for example, by requiring attendance at CARB-approved courses (such as the free, one-day Course #512).

MM AQ-19

Provision of Information Regarding Programs to Reduce Emissions from Trucks. Prior to tenant occupancy, all Project Applicants or successors in interest shall provide documentation to the City of Lancaster demonstrating that occupants/tenants of the Project site have been provided informational documentation regarding:

- Funding opportunities that provide incentives for using cleaner than-required engines and equipment, such as the Carl Moyer Program and Voucher Incentive Program. The U.S. EPA SmartWay Program, which assists freight shippers, carriers, logistics companies, and other stakeholder partner with the U.S. EPA to measure, benchmark, and improve logistics operations and reduce air pollutant emissions from transport of cargo.

MM AQ-20

Provision of Information Regarding Reducing Emissions from Area and Energy Sources. Prior to tenant occupancy, a Project Applicant or successor in interest shall provide documentation to the City of Lancaster demonstrating that occupants/tenants of the Project site have been provided informational documentation regarding:

- Information regarding energy efficiency, energy-efficient lighting and lighting control systems, energy management, and existing energy incentive programs.
- Information regarding and a recommendation to use cleaning products that are water-based or containing low quantities of volatile organic compounds.
- Information regarding and a recommendation to use electric or alternatively fueled sweepers with HEPA filters.
- Information regarding on-site meal options, such as food trucks, will be provided to employees.

MM AQ-21

Solar Power. At a minimum, the roofs of the warehouse buildings shall be designed to provide the structural capacity to accommodate roof-top solar panels. The Project shall be capable of

including rooftop solar panels that generate sufficient power to meet at least 50% of the Project's total operational base energy requirements from within the Project's building envelope.

MM AQ-22

All project applicants and successors in interest shall require tenants to use zero-emission light- and medium-duty trucks as part of business operations, if such trucks are economically feasible and commercially available, as reasonably determined by the Lead Agency.

MM AQ-23

The Project Applicant/Developer shall install all necessary infrastructure (i.e., wiring, reinforced roofs) to allow solar photovoltaic systems on the project site to be installed in the future, with a specified electrical generation capacity in order to meet California Green Building Code Standards.

MM AQ-24

The Project shall meet CalGreen Tier 2 green building standards, including all provisions related to designated parking for clean air vehicles, electric vehicle charging, and bicycle parking.

MM AQ-26

Provide drought tolerant low-water landscaping and trees throughout the Project site and use recycled (purple pipe) irrigation water with drip irrigation and weather based smart irrigation controllers.

MM AQ-27

Prior to the issuance of building permits, all Project Applicants or successors in interest shall provide documentation to the City of Lancaster demonstrating that the Project is designed to achieve energy efficient buildings exceeding Title 24 standards with the following design criteria:

- Building envelope insulation of conditioned space within all commercial and industrial buildings shall be R30 or greater for attics/roofs.
- All roofing material for commercial buildings shall be CRRC Rated 0.15 aged solar reflectance or greater and 0.75 thermal emittance.
- Lighting within the commercial and industrial buildings shall be high efficiency LED lighting with a minimum of 40 lumens/watt for 15 watt or less fixtures, 50 lumens/watt for 15–40-watt fixtures, and 60 lumens/watt for fixtures greater than 40 watts.

MM AQ-28

All water fixtures shall be water efficient (toilets/urinals [1.28/0.125 gallons per flush or less], showerheads [1.8 gallons per minute or less], and faucets [1.8 gallons per minute or less]).

3.6 GREENHOUSE GAS EMISSIONS FINDINGS AND RECOMMENDATIONS

GHG-1: Would the Project generate GHG emissions either directly or indirectly, that may have a significant impact on the environment?

GHG-2: Would the Project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs?

As previously stated, pursuant to Section 15604.4 of the *CEQA Guidelines*, a lead agency may rely on qualitative analysis or performance-based standards to determine the significance of impacts from GHG emissions (52). As such, the Project's consistency with the 2022 Scoping Plan is discussed below. It should be noted that the Project's significance is tied to consistency with the 2022 Scoping Plan which is authorized under CEQA Guidelines 15064.4 as discussed above. Consistency with the 2022 Scoping Plan also satisfies consistency with AB 32 since the 2022 Scoping Plan is based on the overall targets established by AB 32 and SB 32. Consistency with the 2008 and 2017 Scoping Plan is not necessary since both of these plans have been superseded by the 2022 Scoping Plan. For reasons outlined herein, the proposed Project has the potential to result in a significant impact since the Project has the potential to conflict with an applicable plan, policy, or regulation adopted for the purposes of reducing the emissions of GHGs.

2022 SCOPING PLAN CONSISTENCY

Included in the 2022 Scoping Plan is a set of Local Actions (Appendix D to the 2022 Scoping Plan) aimed at providing local jurisdictions with tools to reduce GHGs and assist the state in meeting the ambitious targets set forth in the 2022 Scoping Plan. Appendix D to the 2022 Scoping Plan includes a section on evaluating plan-level and project-level alignment with the State's Climate Goals in CEQA GHG analyses. In this section, CARB identifies several recommendations and strategies that should be considered for new development in order to determine if a project would conflict with the 2022 Scoping Plan.

The 2022 Scoping Plan includes three priority areas to reduce GHG emissions that would apply to all land use development projects. More specifically, the three priority areas include: (1) transportation electrification, (2) VMT reduction, and (3) Building Decarbonization. The potential for the Project to conflict with these three priority areas is summarized below in Table 3-11. It should be noted that the 2022 Scoping Plan priority areas are identified only for residential and mixed use land use types, and are not considered for other land use types, including industrial uses. However, Table 3-11 below applies the general principles of these three planning areas to the proposed Project land uses.

TABLE 3-11: PROJECT CONSISTENCY WITH 2022 SCOPING PLAN KEY RESIDENTIAL AND MIXED-USE PROJECT ATTRIBUTES THAT REDUCE GHGS

| Priority Areas | Key Project Attribute | Proposed Project Consistency with Attribute |
|--|---|--|
| <p>Transportation Electrification</p> | <p>Provides EV charging infrastructure that, at minimum, meets the most ambitious voluntary standard in the California Green Building Standards Code at the time of project approval</p> | <p>Potentially Inconsistent. Future implementing projects would be required to include EV charging infrastructure as required by the California Green Building Standards Code; however, it is unknown if all future development projects would meet the most ambitious voluntary standards. Additionally, it is unknown at this time whether the electrical infrastructure in the Project vicinity would be sufficient to provide for the electrification of a significant number of heavy-duty trucks associated with the Project. Therefore, the Project has the potential to conflict with this priority area.</p> |
| <p>VMT Reduction</p> | <p>Is located on infill sites that are surrounded by existing urban uses and reuses or redevelops previously undeveloped or underutilized land that is presently served by existing utilities and essential public services (e.g., transit, streets, water, sewer)</p> | <p>Potentially Inconsistent. Future implementing projects would be developed on currently undeveloped non-infill sites which may or may not be served by existing infrastructure and public services. Therefore, the Project has the potential to be inconsistent with this attribute.</p> |
| | <p>Does not result in the loss or conversion of natural and working lands</p> | <p>Potentially Inconsistent. The Project site is currently undeveloped. Thus, the Project would have the potential to result in the loss or conversion of natural and working lands. Therefore, the Project has the potential to be inconsistent with this attribute.</p> |
| | <p>Consists of transit-supportive densities (minimum of 20 residential dwelling units per acre), or Is in proximity to existing transit stops (within a half mile), or Satisfies more detailed and stringent criteria specified in the region’s SCS</p> | <p>Potentially Inconsistent. The overall density for the future implementing residential portions of the Project would be less than 20 units per acre, the Project would also not be located within a ½ mile proximity to existing transit stops, nor would it satisfy more stringent criteria specified in the region’s SCS. Therefore, the Project has the potential to be inconsistent with this attribute.</p> |

| Priority Areas | Key Project Attribute | Proposed Project Consistency with Attribute |
|--|---|---|
| | <p>Reduces parking requirements by:</p> <p>Eliminating parking requirements or including maximum allowable parking ratios (i.e., the ratio of parking spaces to residential units or square feet); or</p> <p>Providing residential parking supply at a ratio of less than one parking space per dwelling unit; or</p> <p>For multifamily residential development, requiring parking costs to be unbundled from costs to rent or own a residential unit.</p> | <p>Potentially Inconsistent. As this is a programmatic analysis, parking specifics about future implementing projects are not known at this time. It is also unlikely that future developments would want to limit parking to less than what is allowed under the existing code or designated within the applicable specific plan. As such, the Project would have the potential to be inconsistent with parking reductions provided by the 2022 Scoping Plan.</p> |
| | <p>At least 20 percent of units included are affordable to lower-income residents</p> | <p>Potentially Inconsistent. Regarding future residential development, this is a programmatic analysis, and specifics about future implementing projects are not known at this time. As such, future development under the Project could have the potential to be inconsistent with the provision of at least 20 percent of units for lower-income residents.</p> |
| | <p>Results in no net loss of existing affordable units</p> | <p>Consistent. The Project site is currently undeveloped. Thus, no net loss of affordable units would occur. Therefore, the Project would be consistent with this attribute.</p> |
| <p>Building Decarbonization</p> | <p>Uses all-electric appliances without any natural gas connections and does not use propane or other fossil fuels for space heating, water heating, or indoor cooking</p> | <p>Potentially Inconsistent. Although PAs 2, 4, 6 (east), 7 and 8 would not utilize natural gas or other fossil fuels for space heating, water heating, or indoor cooking, natural gas may be used within the Annexation Area and Specific Plan. Therefore, the Project could have the potential to be inconsistent with this attribute.</p> |

2022 SCOPING PLAN CONSISTENCY SUMMARY OF FINDINGS

Since the Project has the potential to conflict with the transportation electrification and building decarbonization priority areas outlined in the 2022 Scoping Plan, the Project has the potential to impede the State’s progress towards carbon neutrality by 2045 under the 2022 Scoping Plan. For reasons outlined herein, the proposed Project would result in a potentially significant impact with respect to the Project’s consistency with the 2022 Scoping Plan.

CITY OF LANCASTER CAP CONSISTENCY

As stated in Section ES.3 of this study, energy-saving and sustainable design mitigation measures, features, and operational programs would be incorporated into facilities developed pursuant to the requirements of the City of Lancaster CAP. These measures would assist in further reducing the Project's GHG emissions and in the City's goals towards minimizing GHG emissions.

LEVEL OF SIGNIFICANCE

Significant and Unavoidable. The Project would have the potential to conflict with applicable plans, policies, or regulations adopted for the purpose of reducing the emissions of GHG emissions and generation of GHG emissions. As such, impacts were determined to be significant and unavoidable.

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5 CERTIFICATION

The contents of this greenhouse gas study report represent an accurate depiction of the greenhouse gas impacts associated with the proposed Westside Annexation and North Lancaster Industrial Specific Plan Project. The information contained in this greenhouse gas report is based on the best available data at the time of preparation. If you have any questions, please contact me directly at hqureshi@urbanxroads.com.

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EDUCATION

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

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PROFESSIONAL AFFILIATIONS

AEP – Association of Environmental Professionals
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PROFESSIONAL CERTIFICATIONS

Planned Communities and Urban Infill – Urban Land Institute • June 2011
Indoor Air Quality and Industrial Hygiene – EMSL Analytical • April 2008
Principles of Ambient Air Monitoring – California Air Resources Board • August 2007
AB2588 Regulatory Standards – Trinity Consultants • November 2006
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APPENDIX 3.1:

**CALEEMOD PAs 2, 4, 6 (EAST HALF), 7 & 8 CONSTRUCTION EMISSIONS MODEL
OUTPUTS**

16126 AVCC Construction Detailed Report

Table of Contents

- 1. Basic Project Information
 - 1.1. Basic Project Information
 - 1.2. Land Use Types
 - 1.3. User-Selected Emission Reduction Measures by Emissions Sector
- 2. Emissions Summary
 - 2.1. Construction Emissions Compared Against Thresholds
 - 2.2. Construction Emissions by Year, Unmitigated
 - 2.3. Construction Emissions by Year, Mitigated
- 3. Construction Emissions Details
 - 3.1. Demolition (2026) - Unmitigated
 - 3.2. Demolition (2026) - Mitigated
 - 3.3. Site Preparation (2026) - Unmitigated
 - 3.4. Site Preparation (2026) - Mitigated
 - 3.5. Grading (2026) - Unmitigated
 - 3.6. Grading (2026) - Mitigated

- 3.7. Building Construction (2026) - Unmitigated
- 3.8. Building Construction (2026) - Mitigated
- 3.9. Building Construction (2027) - Unmitigated
- 3.10. Building Construction (2027) - Mitigated
- 3.11. Building Construction (2028) - Unmitigated
- 3.12. Building Construction (2028) - Mitigated
- 3.13. Building Construction (2029) - Unmitigated
- 3.14. Building Construction (2029) - Mitigated
- 3.15. Building Construction (2030) - Unmitigated
- 3.16. Building Construction (2030) - Mitigated
- 3.17. Building Construction (2031) - Unmitigated
- 3.18. Building Construction (2031) - Mitigated
- 3.19. Paving (2030) - Unmitigated
- 3.20. Paving (2030) - Mitigated
- 3.21. Paving (2031) - Unmitigated
- 3.22. Paving (2031) - Mitigated
- 3.23. Architectural Coating (2030) - Unmitigated
- 3.24. Architectural Coating (2030) - Mitigated

3.25. Architectural Coating (2031) - Unmitigated

3.26. Architectural Coating (2031) - Mitigated

4. Operations Emissions Details

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

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

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

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

5. Activity Data

5.1. Construction Schedule

5.2. Off-Road Equipment

5.2.1. Unmitigated

5.2.2. Mitigated

5.3. Construction Vehicles

5.3.1. Unmitigated

5.3.2. Mitigated

- 5.4. Vehicles
 - 5.4.1. Construction Vehicle Control Strategies
- 5.5. Architectural Coatings
- 5.6. Dust Mitigation
 - 5.6.1. Construction Earthmoving Activities
 - 5.6.2. Construction Earthmoving Control Strategies
- 5.7. Construction Paving
- 5.8. Construction Electricity Consumption and Emissions Factors
- 5.18. Vegetation
 - 5.18.1. Land Use Change
 - 5.18.1.1. Unmitigated
 - 5.18.1.2. Mitigated
 - 5.18.1. Biomass Cover Type
 - 5.18.1.1. Unmitigated
 - 5.18.1.2. Mitigated
 - 5.18.2. Sequestration
 - 5.18.2.1. Unmitigated
 - 5.18.2.2. Mitigated

- 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 | 16126 AVCC Construction |
| Construction Start Date | 1/1/2026 |
| Lead Agency | — |
| Land Use Scale | Project/site |
| Analysis Level for Defaults | County |
| Windspeed (m/s) | 5.00 |
| Precipitation (days) | 13.0 |
| Location | 34.77031011 1475695, -118.17958119571927 |
| County | Los Angeles-Mojave Desert |
| City | Unincorporated |
| Air District | Antelope Valley AQMD |
| Air Basin | Mojave Desert |
| TAZ | 3673 |
| EDFZ | 7 |
| Electric Utility | Southern California Edison |
| Gas Utility | Southern California Gas |
| App Version | 2022.1.1.29 |

1.2. Land Use Types

| Land Use Subtype | Size | Unit | Lot Acreage | Building Area (sq ft) | Landscape Area (sq ft) | Special Landscape Area (sq ft) | Population | Description |
|----------------------------------|--------|----------|-------------|-----------------------|------------------------|--------------------------------|------------|-------------|
| Unrefrigerated Warehouse-No Rail | 10,367 | 1000sqft | 238 | 10,366,542 | 4,326,205 | — | — | — |

| | | | | | | | |
|--------------------------------|-------|----------|------|-----------|------|---|---|
| Refrigerated Warehouse-No Rail | 1,007 | 1000sqft | 23.1 | 1,007,195 | 0.00 | — | — |
| Parking Lot | 342 | Acre | 342 | 0.00 | 0.00 | — | — |
| Other Asphalt Surfaces | 91.6 | Acre | 91.6 | 0.00 | 0.00 | — | — |

1.3. User-Selected Emission Reduction Measures by Emissions Sector

| Sector | # | Measure Title |
|--------------|------|-------------------------------------|
| Construction | C-5 | Use Advanced Engine Tiers |
| Construction | C-13 | Use Low-VOC Paints for Construction |

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. | 180 | 176 | 158 | 489 | 0.45 | 6.66 | 88.6 | 90.2 | 6.09 | 21.3 | 22.8 | — | 128,177 | 128,177 | 3.15 | 8.97 | 340 | 131,082 |
| Mit. | 72.2 | 69.3 | 73.9 | 498 | 0.45 | 0.82 | 88.6 | 89.2 | 0.78 | 21.3 | 21.9 | — | 128,177 | 128,177 | 3.15 | 8.97 | 340 | 131,082 |
| % Reduced | 60% | 61% | 53% | -2% | — | 88% | — | 1% | 87% | — | 4% | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 178 | 174 | 158 | 355 | 0.45 | 6.66 | 88.6 | 90.2 | 6.09 | 21.3 | 22.8 | — | 119,808 | 119,808 | 3.36 | 9.01 | 9.74 | 122,473 |
| Mit. | 70.1 | 67.1 | 82.1 | 365 | 0.45 | 0.89 | 88.6 | 89.2 | 0.78 | 21.3 | 21.9 | — | 119,808 | 119,808 | 3.36 | 9.01 | 9.74 | 122,473 |
| % Reduced | 61% | 62% | 48% | -3% | — | 87% | — | 1% | 87% | — | 4% | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|---|--------|--------|------|------|------|--------|---|---|---|---|---|---|---|---|
| Average Daily (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Unmit. | 109 | 107 | 88.0 | 268 | 0.32 | 3.81 | 61.3 | 62.3 | 3.47 | 14.7 | 15.8 | — | 85,142 | 85,142 | 2.40 | 6.41 | 105 | 87,109 | — | — | — | — | — | — | — | — |
| Mit. | 44.6 | 42.6 | 57.3 | 274 | 0.32 | 0.52 | 61.3 | 61.7 | 0.46 | 14.7 | 15.2 | — | 85,142 | 85,142 | 2.40 | 6.41 | 105 | 87,109 | — | — | — | — | — | — | — | — |
| % Reduced | 59% | 60% | 35% | -2% | — | 86% | — | 1% | 87% | — | 4% | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Annual (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 20.0 | 19.5 | 16.1 | 48.9 | 0.06 | 0.70 | 11.2 | 11.4 | 0.63 | 2.69 | 2.88 | — | 14,096 | 14,096 | 0.40 | 1.06 | 17.4 | 14,422 | — | — | — | — | — | — | — | — |
| Mit. | 8.15 | 7.78 | 10.5 | 50.0 | 0.06 | 0.09 | 11.2 | 11.3 | 0.08 | 2.69 | 2.77 | — | 14,096 | 14,096 | 0.40 | 1.06 | 17.4 | 14,422 | — | — | — | — | — | — | — | — |
| % Reduced | 59% | 60% | 35% | -2% | — | 86% | — | 1% | 87% | — | 4% | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

2.2. Construction Emissions by Year, Unmitigated

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

| Year | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e | |
|----------------------|------|------|------|-----|------|-------|-------|-------|--------|--------|--------|------|---------|---------|------|------|------|---------|---|
| Daily - Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2026 | 21.2 | 17.8 | 158 | 151 | 0.40 | 6.66 | 22.9 | 28.8 | 6.09 | 10.9 | 16.4 | — | 45,589 | 45,589 | 1.64 | 1.12 | 18.2 | 45,982 | |
| 2027 | 32.9 | 29.6 | 93.9 | 471 | 0.42 | 1.35 | 75.7 | 77.0 | 1.27 | 18.3 | 19.6 | — | 118,659 | 118,659 | 3.15 | 8.97 | 340 | 121,752 | |
| 2028 | 30.1 | 26.7 | 88.6 | 445 | 0.42 | 1.25 | 75.7 | 76.9 | 1.18 | 18.3 | 19.5 | — | 116,373 | 116,373 | 3.15 | 8.62 | 309 | 119,330 | |
| 2029 | 28.6 | 25.7 | 83.7 | 419 | 0.42 | 1.18 | 75.7 | 76.9 | 1.11 | 18.3 | 19.4 | — | 114,060 | 114,060 | 3.05 | 8.62 | 279 | 116,985 | |
| 2030 | 180 | 176 | 97.4 | 489 | 0.45 | 1.61 | 88.6 | 90.2 | 1.51 | 21.3 | 22.8 | — | 128,177 | 128,177 | 1.39 | 8.66 | 288 | 131,082 | |
| 2031 | 177 | 175 | 94.8 | 463 | 0.45 | 1.54 | 88.6 | 90.1 | 1.45 | 21.3 | 22.8 | — | 125,649 | 125,649 | 1.26 | 8.66 | 258 | 128,520 | |
| Daily - Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2026 | 39.4 | 38.4 | 158 | 352 | 0.45 | 6.66 | 75.7 | 77.5 | 6.09 | 18.3 | 19.7 | — | 113,094 | 113,094 | 3.36 | 9.01 | 9.74 | 115,872 | |
| 2027 | 28.8 | 25.2 | 98.5 | 335 | 0.45 | 1.35 | 75.7 | 77.0 | 1.27 | 18.3 | 19.6 | — | 111,308 | 111,308 | 3.36 | 8.97 | 8.82 | 114,074 | |

| | | | | | | | | | | | | | | | | | | |
|---------------|------|------|------|------|------|------|------|------|------|------|------|---|---------|---------|------|------|------|---------|
| 2028 | 27.9 | 24.4 | 92.8 | 318 | 0.42 | 1.25 | 75.7 | 76.9 | 1.18 | 18.3 | 19.5 | — | 109,169 | 109,169 | 3.26 | 8.62 | 8.00 | 111,828 |
| 2029 | 26.5 | 23.6 | 88.0 | 299 | 0.42 | 1.18 | 75.7 | 76.9 | 1.11 | 18.3 | 19.4 | — | 106,995 | 106,995 | 1.31 | 8.62 | 7.22 | 109,605 |
| 2030 | 178 | 174 | 102 | 355 | 0.45 | 1.61 | 88.6 | 90.2 | 1.51 | 21.3 | 22.8 | — | 119,808 | 119,808 | 1.52 | 8.79 | 7.46 | 122,473 |
| 2031 | 175 | 173 | 97.2 | 335 | 0.45 | 1.54 | 88.6 | 90.1 | 1.45 | 21.3 | 22.8 | — | 117,432 | 117,432 | 1.52 | 8.66 | 6.69 | 120,058 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2026 | 17.6 | 15.7 | 88.0 | 95.9 | 0.21 | 3.81 | 10.1 | 13.9 | 3.47 | 3.42 | 6.89 | — | 24,835 | 24,835 | 0.88 | 0.76 | 7.54 | 25,091 |
| 2027 | 20.7 | 18.1 | 71.6 | 264 | 0.30 | 0.96 | 53.6 | 54.6 | 0.91 | 13.0 | 13.9 | — | 80,703 | 80,703 | 2.40 | 6.41 | 105 | 82,777 |
| 2028 | 20.2 | 17.7 | 68.0 | 249 | 0.30 | 0.89 | 53.8 | 54.7 | 0.84 | 13.0 | 13.8 | — | 79,368 | 79,368 | 2.33 | 6.18 | 95.4 | 81,362 |
| 2029 | 19.1 | 16.9 | 64.0 | 235 | 0.30 | 0.84 | 53.6 | 54.5 | 0.80 | 13.0 | 13.8 | — | 77,576 | 77,576 | 0.94 | 6.16 | 86.1 | 79,521 |
| 2030 | 109 | 107 | 72.6 | 268 | 0.32 | 1.10 | 61.3 | 62.3 | 1.03 | 14.7 | 15.8 | — | 85,142 | 85,142 | 1.05 | 6.22 | 86.9 | 87,109 |
| 2031 | 89.7 | 88.9 | 50.9 | 188 | 0.23 | 0.79 | 45.0 | 45.8 | 0.74 | 10.8 | 11.6 | — | 61,171 | 61,171 | 0.78 | 4.51 | 57.1 | 62,591 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2026 | 3.22 | 2.87 | 16.1 | 17.5 | 0.04 | 0.70 | 1.84 | 2.54 | 0.63 | 0.62 | 1.26 | — | 4,112 | 4,112 | 0.15 | 0.13 | 1.25 | 4,154 |
| 2027 | 3.77 | 3.31 | 13.1 | 48.1 | 0.05 | 0.18 | 9.79 | 9.96 | 0.17 | 2.37 | 2.53 | — | 13,361 | 13,361 | 0.40 | 1.06 | 17.4 | 13,705 |
| 2028 | 3.68 | 3.22 | 12.4 | 45.5 | 0.05 | 0.16 | 9.81 | 9.98 | 0.15 | 2.37 | 2.53 | — | 13,140 | 13,140 | 0.39 | 1.02 | 15.8 | 13,470 |
| 2029 | 3.48 | 3.08 | 11.7 | 42.9 | 0.05 | 0.15 | 9.79 | 9.94 | 0.15 | 2.37 | 2.51 | — | 12,844 | 12,844 | 0.15 | 1.02 | 14.3 | 13,166 |
| 2030 | 20.0 | 19.5 | 13.2 | 48.9 | 0.06 | 0.20 | 11.2 | 11.4 | 0.19 | 2.69 | 2.88 | — | 14,096 | 14,096 | 0.17 | 1.03 | 14.4 | 14,422 |
| 2031 | 16.4 | 16.2 | 9.29 | 34.4 | 0.04 | 0.14 | 8.22 | 8.36 | 0.14 | 1.98 | 2.11 | — | 10,128 | 10,128 | 0.13 | 0.75 | 9.45 | 10,363 |

2.3. Construction Emissions by Year, Mitigated

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

| Year | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e | |
|----------------------|------|------|------|-----|------|-------|-------|-------|--------|--------|--------|------|---------|---------|------|------|------|---------|---|
| Daily - Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2026 | 4.45 | 4.35 | 28.5 | 212 | 0.40 | 0.82 | 22.9 | 23.3 | 0.78 | 10.9 | 11.3 | — | 45,589 | 45,589 | 1.64 | 1.12 | 18.2 | 45,982 | |
| 2027 | 30.3 | 27.5 | 73.9 | 479 | 0.42 | 0.54 | 75.7 | 76.2 | 0.54 | 18.3 | 18.8 | — | 118,659 | 118,659 | 3.15 | 8.97 | 340 | 121,752 | |
| 2028 | 27.6 | 24.7 | 70.1 | 453 | 0.42 | 0.54 | 75.7 | 76.2 | 0.54 | 18.3 | 18.8 | — | 116,373 | 116,373 | 3.15 | 8.62 | 309 | 119,330 | |

| | | | | | | | | | | | | | | | | | | |
|----------------------|------|------|-------|------|------|------|------|------|------|------|------|---|---------|---------|------|------|------|---------|
| 2029 | 26.2 | 23.8 | 66.4 | 427 | 0.42 | 0.54 | 75.7 | 76.2 | 0.54 | 18.3 | 18.8 | — | 114,060 | 114,060 | 3.05 | 8.62 | 279 | 116,985 |
| 2030 | 72.2 | 69.3 | 71.7 | 498 | 0.45 | 0.60 | 88.6 | 89.2 | 0.60 | 21.3 | 21.9 | — | 128,177 | 128,177 | 1.39 | 8.66 | 288 | 131,082 |
| 2031 | 69.0 | 68.4 | 70.3 | 472 | 0.45 | 0.60 | 88.6 | 89.2 | 0.60 | 21.3 | 21.9 | — | 125,649 | 125,649 | 1.26 | 8.66 | 258 | 128,520 |
| Daily - Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2026 | 35.0 | 34.7 | 82.1 | 360 | 0.45 | 0.89 | 75.7 | 76.6 | 0.78 | 18.3 | 18.8 | — | 113,094 | 113,094 | 3.36 | 9.01 | 9.74 | 115,872 |
| 2027 | 26.2 | 23.2 | 78.4 | 343 | 0.45 | 0.54 | 75.7 | 76.2 | 0.54 | 18.3 | 18.8 | — | 111,308 | 111,308 | 3.36 | 8.97 | 8.82 | 114,074 |
| 2028 | 25.4 | 22.4 | 74.3 | 326 | 0.42 | 0.54 | 75.7 | 76.2 | 0.54 | 18.3 | 18.8 | — | 109,169 | 109,169 | 3.26 | 8.62 | 8.00 | 111,828 |
| 2029 | 24.1 | 21.7 | 70.7 | 307 | 0.42 | 0.54 | 75.7 | 76.2 | 0.54 | 18.3 | 18.8 | — | 106,995 | 106,995 | 1.31 | 8.62 | 7.22 | 109,605 |
| 2030 | 70.1 | 67.1 | 76.7 | 365 | 0.45 | 0.60 | 88.6 | 89.2 | 0.60 | 21.3 | 21.9 | — | 119,808 | 119,808 | 1.52 | 8.79 | 7.46 | 122,473 |
| 2031 | 66.8 | 66.2 | 72.7 | 345 | 0.45 | 0.60 | 88.6 | 89.2 | 0.60 | 21.3 | 21.9 | — | 117,432 | 117,432 | 1.52 | 8.66 | 6.69 | 120,058 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2026 | 8.41 | 8.26 | 16.5 | 119 | 0.21 | 0.52 | 10.1 | 10.6 | 0.46 | 3.42 | 3.89 | — | 24,835 | 24,835 | 0.88 | 0.76 | 7.54 | 25,091 |
| 2027 | 18.8 | 16.7 | 57.3 | 269 | 0.30 | 0.39 | 53.6 | 54.0 | 0.38 | 13.0 | 13.3 | — | 80,703 | 80,703 | 2.40 | 6.41 | 105 | 82,777 |
| 2028 | 18.4 | 16.3 | 54.8 | 255 | 0.30 | 0.39 | 53.8 | 54.2 | 0.39 | 13.0 | 13.4 | — | 79,368 | 79,368 | 2.33 | 6.18 | 95.4 | 81,362 |
| 2029 | 17.4 | 15.5 | 51.7 | 241 | 0.30 | 0.39 | 53.6 | 54.0 | 0.38 | 13.0 | 13.3 | — | 77,576 | 77,576 | 0.94 | 6.16 | 86.1 | 79,521 |
| 2030 | 44.6 | 42.6 | 55.2 | 274 | 0.32 | 0.42 | 61.3 | 61.7 | 0.42 | 14.7 | 15.2 | — | 85,142 | 85,142 | 1.05 | 6.22 | 86.9 | 87,109 |
| 2031 | 34.4 | 34.0 | 38.3 | 193 | 0.23 | 0.31 | 45.0 | 45.4 | 0.31 | 10.8 | 11.1 | — | 61,171 | 61,171 | 0.78 | 4.51 | 57.1 | 62,591 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2026 | 1.53 | 1.51 | 3.01 | 21.7 | 0.04 | 0.09 | 1.84 | 1.94 | 0.08 | 0.62 | 0.71 | — | 4,112 | 4,112 | 0.15 | 0.13 | 1.25 | 4,154 |
| 2027 | 3.43 | 3.04 | 10.5 | 49.2 | 0.05 | 0.07 | 9.79 | 9.86 | 0.07 | 2.37 | 2.44 | — | 13,361 | 13,361 | 0.40 | 1.06 | 17.4 | 13,705 |
| 2028 | 3.36 | 2.97 | 10.00 | 46.5 | 0.05 | 0.07 | 9.81 | 9.88 | 0.07 | 2.37 | 2.44 | — | 13,140 | 13,140 | 0.39 | 1.02 | 15.8 | 13,470 |
| 2029 | 3.17 | 2.84 | 9.43 | 44.0 | 0.05 | 0.07 | 9.79 | 9.86 | 0.07 | 2.37 | 2.44 | — | 12,844 | 12,844 | 0.15 | 1.02 | 14.3 | 13,166 |
| 2030 | 8.15 | 7.78 | 10.1 | 50.0 | 0.06 | 0.08 | 11.2 | 11.3 | 0.08 | 2.69 | 2.77 | — | 14,096 | 14,096 | 0.17 | 1.03 | 14.4 | 14,422 |
| 2031 | 6.27 | 6.21 | 6.99 | 35.2 | 0.04 | 0.06 | 8.22 | 8.28 | 0.06 | 1.98 | 2.03 | — | 10,128 | 10,128 | 0.13 | 0.75 | 9.45 | 10,363 |

3. Construction Emissions Details

3.1. Demolition (2026) - Unmitigated

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

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---------------------|------|------|------|------|---------|---------|---------|---------|--------|---------|---------|------|-------|-------|------|---------|------|-------|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 39.2 | 38.2 | 39.7 | 83.0 | 0.06 | 2.20 | — | 2.20 | 1.93 | — | 1.93 | — | 6,506 | 6,506 | 0.26 | 0.05 | — | 6,528 |
| Demolition | — | — | — | — | — | 0.12 | 0.12 | 0.12 | — | 0.02 | 0.02 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 6.45 | 6.28 | 6.52 | 13.7 | 0.01 | 0.36 | — | 0.36 | 0.32 | — | 0.32 | — | 1,069 | 1,069 | 0.04 | 0.01 | — | 1,073 |
| Demolition | — | — | — | — | — | 0.02 | 0.02 | 0.02 | — | < 0.005 | < 0.005 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 1.18 | 1.15 | 1.19 | 2.49 | < 0.005 | 0.07 | — | 0.07 | 0.06 | — | 0.06 | — | 177 | 177 | 0.01 | < 0.005 | — | 178 |
| Demolition | — | — | — | — | — | < 0.005 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | | | | |
|---------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.14 | 0.11 | 0.14 | 1.57 | 0.00 | 0.33 | 0.33 | 0.00 | 0.08 | 0.08 | 0.08 | 0.08 | 0.08 | 0.08 | 0.08 | 0.08 | 0.08 | 0.08 | 0.08 | 0.08 | 0.08 |
| Vendor | 0.08 | 0.05 | 2.32 | 0.87 | 0.02 | 0.64 | 0.64 | 0.02 | 0.18 | 0.18 | 0.19 | 0.19 | 0.19 | 0.19 | 0.19 | 0.19 | 0.19 | 0.19 | 0.19 | 0.19 | 0.19 |
| Hauling | < 0.005 | < 0.005 | 0.14 | 0.03 | < 0.005 | 0.04 | 0.04 | < 0.005 | < 0.005 | < 0.005 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.02 | 0.02 | 0.03 | 0.29 | 0.00 | 0.05 | 0.05 | 0.00 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 |
| Vendor | 0.01 | 0.01 | 0.38 | 0.14 | < 0.005 | 0.10 | 0.10 | < 0.005 | 0.03 | 0.03 | 0.03 | 0.03 | 0.03 | 0.03 | 0.03 | 0.03 | 0.03 | 0.03 | 0.03 | 0.03 | 0.03 |
| Hauling | < 0.005 | < 0.005 | 0.02 | 0.01 | < 0.005 | 0.01 | 0.01 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | 0.05 | 0.00 | 0.01 | 0.01 | 0.00 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 |
| Vendor | < 0.005 | < 0.005 | 0.07 | 0.03 | < 0.005 | 0.02 | 0.02 | < 0.005 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 |
| Hauling | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 |

3.2. Demolition (2026) - Mitigated

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

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

16126 AVCC Construction Detailed Report, 12/19/2024

| | | | | | | | | | | | | | | | | | | |
|---------------------|---------|---------|------|------|---------|---------|---------|---------|---------|---------|---------|---|-------|-------|---------|---------|------|-------|
| Off-Road Equipment | 34.8 | 34.6 | 7.87 | 81.5 | 0.06 | 0.71 | — | 0.71 | 0.56 | — | 0.56 | — | 6,506 | 6,506 | 0.26 | 0.05 | — | 6,528 |
| Demolition | — | — | — | — | — | 0.12 | 0.12 | — | 0.02 | 0.02 | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 5.72 | 5.68 | 1.29 | 13.4 | 0.01 | 0.12 | — | 0.12 | 0.09 | — | 0.09 | — | 1,069 | 1,069 | 0.04 | 0.01 | — | 1,073 |
| Demolition | — | — | — | — | — | 0.02 | 0.02 | — | < 0.005 | < 0.005 | < 0.005 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 1.04 | 1.04 | 0.24 | 2.44 | < 0.005 | 0.02 | — | 0.02 | 0.02 | — | 0.02 | — | 177 | 177 | 0.01 | < 0.005 | — | 178 |
| Demolition | — | — | — | — | — | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.14 | 0.11 | 0.14 | 1.57 | 0.00 | 0.33 | 0.33 | 0.33 | 0.00 | 0.08 | 0.08 | — | 315 | 315 | 0.02 | 0.01 | 0.03 | 319 |
| Vendor | 0.08 | 0.05 | 2.32 | 0.87 | 0.02 | 0.64 | 0.64 | 0.68 | 0.02 | 0.18 | 0.19 | — | 2,210 | 2,210 | < 0.005 | 0.32 | 0.15 | 2,305 |
| Hauling | < 0.005 | < 0.005 | 0.14 | 0.03 | < 0.005 | 0.04 | 0.04 | 0.04 | < 0.005 | 0.01 | 0.01 | — | 133 | 133 | < 0.005 | 0.02 | 0.01 | 139 |

16126 AVCC Construction Detailed Report, 12/19/2024

| | | | | | | | | | | | | | | | | | | | |
|-----------------------------|------|------|------|------|---------|------|------|------|------|------|------|-------|-------|---------|---------|------|------|-------|-------|
| Dust From Material Movement | — | — | — | — | — | — | — | — | — | 10.6 | 10.6 | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 2.10 | 1.76 | 16.0 | 14.0 | 0.02 | 0.78 | — | 0.71 | — | 0.71 | — | 2.589 | 2,589 | 0.11 | 0.02 | — | — | — | 2,598 |
| Dust From Material Movement | — | — | — | — | — | 2.85 | 2.85 | — | 1.40 | 1.40 | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.38 | 0.32 | 2.92 | 2.56 | < 0.005 | 0.14 | — | 0.13 | — | 0.13 | — | 429 | 429 | 0.02 | < 0.005 | — | — | — | 430 |
| Dust From Material Movement | — | — | — | — | — | 0.52 | 0.52 | — | 0.26 | 0.26 | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.31 | 0.29 | 0.27 | 4.88 | 0.00 | 0.69 | 0.69 | 0.00 | 0.16 | 0.16 | 0.16 | 744 | 744 | 0.03 | 0.03 | 2.83 | — | 756 | |
| Vendor | 0.07 | 0.05 | 1.77 | 0.67 | 0.01 | 0.51 | 0.54 | 0.01 | 0.14 | 0.16 | — | 1,766 | 1,766 | < 0.005 | 0.25 | 4.55 | — | 1,847 | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---------------------|---------|---------|------|------|---------|---------|------|------|------|---------|---------|---------|---------|-------|-------|---------|---------|---------|---------|---------|---------|------|-------|-------|------|------|---|---|---|---|---|
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | | | |
| Worker | 0.29 | 0.24 | 0.30 | 3.30 | 0.00 | 0.00 | 0.69 | 0.69 | 0.69 | 0.69 | 0.00 | 0.16 | 0.16 | 0.16 | 662 | 662 | 0.03 | 0.03 | 0.03 | 0.03 | 0.03 | 0.07 | 0.07 | 670 | 670 | 0.07 | — | — | | | |
| Vendor | 0.06 | 0.04 | 1.86 | 0.69 | 0.01 | 0.03 | 0.51 | 0.51 | 0.54 | 0.54 | 0.01 | 0.14 | 0.14 | 1,768 | 1,768 | < 0.005 | < 0.005 | 0.25 | 0.25 | < 0.005 | 0.12 | 0.12 | 1,844 | 1,844 | 0.12 | — | — | — | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | — | — | | |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Worker | 0.04 | 0.03 | 0.04 | 0.49 | 0.00 | 0.00 | 0.09 | 0.09 | 0.09 | 0.09 | 0.00 | 0.02 | 0.02 | 0.02 | 89.5 | 89.5 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | 0.16 | 0.16 | 90.8 | 90.8 | 0.16 | — | — | — | — | | |
| Vendor | 0.01 | 0.01 | 0.24 | 0.09 | < 0.005 | < 0.005 | 0.07 | 0.07 | 0.07 | < 0.005 | < 0.005 | 0.02 | 0.02 | 0.02 | 232 | 232 | < 0.005 | < 0.005 | 0.03 | 0.03 | < 0.005 | 0.26 | 0.26 | 243 | 243 | 0.26 | — | — | — | — | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | — | — | — | |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.01 | 0.01 | 0.01 | 0.09 | 0.00 | 0.00 | 0.02 | 0.02 | 0.02 | 0.00 | < 0.005 | < 0.005 | < 0.005 | 14.8 | 14.8 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | 0.03 | 0.03 | 0.03 | 15.0 | 15.0 | 0.03 | — | — | — | — | — | |
| Vendor | < 0.005 | < 0.005 | 0.04 | 0.02 | < 0.005 | < 0.005 | 0.01 | 0.01 | 0.01 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | 38.5 | 38.5 | < 0.005 | < 0.005 | 0.01 | 0.01 | < 0.005 | 0.04 | 0.04 | 40.2 | 40.2 | 0.04 | — | — | — | — | — | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | — | — | — | |

3.4. Site Preparation (2026) - Mitigated

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

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e | |
|-----------------------------|------|------|------|-----|------|-------|-------|-------|--------|--------|--------|------|--------|--------|------|------|---|--------|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 1.85 | 1.85 | 9.62 | 103 | 0.18 | 0.37 | — | 0.37 | 0.37 | — | 0.37 | — | 19,685 | 19,685 | 0.80 | 0.16 | — | 19,753 | |
| Dust From Material Movement | — | — | — | — | — | — | 21.7 | 21.7 | — | 10.6 | 10.6 | — | — | — | — | — | — | — | |

16126 AVCC Construction Detailed Report, 12/19/2024

| | | | | | | | | | | | | | | | | | | | | | | | | | |
|-----------------------------|------|------|------|------|---------|------|------|------|------|------|------|------|------|------|------|------|--------|--------|------|---------|------|------|------|--------|------|
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 1.85 | 1.85 | 9.62 | 103 | 0.18 | 0.37 | — | 21.7 | 21.7 | 0.37 | 0.37 | — | 10.6 | 10.6 | 0.37 | — | 19,685 | 19,685 | 0.80 | 0.16 | — | — | — | 19,753 | |
| Dust From Material Movement | — | — | — | — | — | 21.7 | 21.7 | 10.6 | 10.6 | — | — | — | 10.6 | 10.6 | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.24 | 0.24 | 1.27 | 13.5 | 0.02 | 0.05 | — | 0.05 | 0.05 | 0.05 | 0.05 | — | 0.05 | 0.05 | 0.05 | — | 2,589 | 2,589 | 0.11 | 0.02 | — | — | — | 2,598 | |
| Dust From Material Movement | — | — | — | — | — | — | 2.85 | 2.85 | 1.40 | 1.40 | — | — | 1.40 | 1.40 | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.04 | 0.04 | 0.23 | 2.47 | < 0.005 | 0.01 | — | 0.52 | 0.01 | 0.01 | 0.01 | — | 0.01 | 0.01 | 0.01 | — | 429 | 429 | 0.02 | < 0.005 | — | — | — | 430 | |
| Dust From Material Movement | — | — | — | — | — | — | 0.52 | 0.52 | 0.26 | 0.26 | — | — | 0.26 | 0.26 | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

16126 AVCC Construction Detailed Report, 12/19/2024

| | | | | | | | | | | | | | | | | | | | |
|-----------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|--------|--------|------|------|------|--------|
| Off-Road | 20.5 | 17.2 | 152 | 141 | 0.36 | 6.58 | — | 6.58 | 6.05 | 6.05 | — | 6.05 | — | 39,085 | 39,085 | 1.59 | 0.32 | — | 39,219 |
| Dust From Material Movement | — | — | — | — | — | 10.8 | 10.8 | — | 3.24 | — | 3.24 | 3.24 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 20.5 | 17.2 | 152 | 141 | 0.36 | 6.58 | — | 6.58 | 6.05 | 6.05 | — | 6.05 | — | 39,085 | 39,085 | 1.59 | 0.32 | — | 39,219 |
| Dust From Material Movement | — | — | — | — | — | 10.8 | 10.8 | — | 3.24 | — | 3.24 | 3.24 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 8.07 | 6.78 | 60.0 | 55.7 | 0.14 | 2.60 | — | 2.60 | 2.39 | 2.39 | — | 2.39 | — | 15,420 | 15,420 | 0.63 | 0.13 | — | 15,473 |
| Dust From Material Movement | — | — | — | — | — | 4.25 | 4.25 | — | 1.28 | — | 1.28 | 1.28 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 1.47 | 1.24 | 11.0 | 10.2 | 0.03 | 0.47 | — | 0.47 | 0.44 | 0.44 | — | 0.44 | — | 2,553 | 2,553 | 0.10 | 0.02 | — | 2,562 |

| | | | | | | | | | | | | | | | | | |
|-----------------------------|------|------|------|------|---------|------|------|------|---------|------|------|------|-------|-------|---------|---------|------|
| Dust From Material Movement | — | — | — | — | — | 0.77 | 0.77 | — | — | 0.23 | 0.23 | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.51 | 0.47 | 0.45 | 7.91 | 0.00 | 0.00 | 1.11 | 1.11 | 0.00 | 0.26 | 0.26 | — | 1,205 | 1,205 | 0.05 | 0.04 | 4.59 |
| Vendor | 0.20 | 0.14 | 5.30 | 2.02 | 0.04 | 0.08 | 1.54 | 1.62 | 0.04 | 0.43 | 0.47 | — | 5,299 | 5,299 | 0.01 | 0.76 | 13.7 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.47 | 0.39 | 0.49 | 5.34 | 0.00 | 0.00 | 1.11 | 1.11 | 0.00 | 0.26 | 0.26 | — | 1,071 | 1,071 | 0.05 | 0.04 | 0.12 |
| Vendor | 0.19 | 0.13 | 5.58 | 2.08 | 0.04 | 0.08 | 1.54 | 1.62 | 0.04 | 0.43 | 0.47 | — | 5,305 | 5,305 | 0.01 | 0.76 | 0.35 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.19 | 0.17 | 0.21 | 2.37 | 0.00 | 0.00 | 0.43 | 0.43 | 0.00 | 0.10 | 0.10 | — | 435 | 435 | 0.02 | 0.02 | 0.78 |
| Vendor | 0.08 | 0.05 | 2.20 | 0.81 | 0.02 | 0.03 | 0.60 | 0.64 | 0.02 | 0.17 | 0.18 | — | 2,092 | 2,092 | < 0.005 | 0.30 | 2.33 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.03 | 0.03 | 0.04 | 0.43 | 0.00 | 0.00 | 0.08 | 0.08 | 0.00 | 0.02 | 0.02 | — | 72.0 | 72.0 | < 0.005 | < 0.005 | 0.13 |
| Vendor | 0.01 | 0.01 | 0.40 | 0.15 | < 0.005 | 0.01 | 0.11 | 0.12 | < 0.005 | 0.03 | 0.03 | — | 346 | 346 | < 0.005 | 0.05 | 0.39 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

3.6. Grading (2026) - Mitigated

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

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|-----------------------------|------|------|------|------|------|-------|-------|-------|--------|--------|--------|------|--------|--------|------|------|------|--------|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 3.74 | 3.74 | 22.8 | 202 | 0.36 | 0.74 | — | 0.74 | 0.74 | — | 0.74 | — | 39,085 | 39,085 | 1.59 | 0.32 | — | 39,219 |
| Dust From Material Movement | — | — | — | — | — | — | 10.8 | 10.8 | — | 3.24 | 3.24 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 3.74 | 3.74 | 22.8 | 202 | 0.36 | 0.74 | — | 0.74 | 0.74 | — | 0.74 | — | 39,085 | 39,085 | 1.59 | 0.32 | — | 39,219 |
| Dust From Material Movement | — | — | — | — | — | — | 10.8 | 10.8 | — | 3.24 | 3.24 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 1.48 | 1.48 | 8.98 | 79.5 | 0.14 | 0.29 | — | 0.29 | 0.29 | — | 0.29 | — | 15,420 | 15,420 | 0.63 | 0.13 | — | 15,473 |
| Dust From Material Movement | — | — | — | — | — | — | 4.25 | 4.25 | — | 1.28 | 1.28 | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | | | | | | | | |
|-----------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|-------|-------|---------|---------|---------|---------|------|------|---------|-------|------|
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.27 | 0.27 | 1.64 | 14.5 | 0.03 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 2,553 | 2,553 | 0.10 | 0.02 | — | — | — | — | 2,562 | |
| Dust From Material Movement | — | — | — | — | — | 0.77 | 0.77 | 0.23 | 0.23 | 0.23 | 0.23 | 0.23 | 0.23 | 0.23 | 0.23 | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.51 | 0.47 | 0.45 | 7.91 | 0.00 | 0.00 | 1.11 | 1.11 | 0.26 | 0.26 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1,205 | 1,205 | 0.05 | 0.04 | 0.04 | 4.59 | 4.59 | 0.04 | 1,223 | |
| Vendor | 0.20 | 0.14 | 5.30 | 2.02 | 0.04 | 0.08 | 1.54 | 1.62 | 0.43 | 0.47 | 0.04 | 0.04 | 0.04 | 0.04 | 5,299 | 5,299 | 0.01 | 0.76 | 0.76 | 13.7 | 13.7 | 0.76 | 5,540 | 5,540 | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.47 | 0.39 | 0.49 | 5.34 | 0.00 | 0.00 | 1.11 | 1.11 | 0.26 | 0.26 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1,071 | 1,071 | 0.05 | 0.04 | 0.04 | 0.12 | 0.12 | 0.04 | 1,085 | |
| Vendor | 0.19 | 0.13 | 5.58 | 2.08 | 0.04 | 0.08 | 1.54 | 1.62 | 0.43 | 0.47 | 0.04 | 0.04 | 0.04 | 0.04 | 5,305 | 5,305 | 0.01 | 0.76 | 0.76 | 0.35 | 0.35 | 0.76 | 5,533 | 5,533 | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.19 | 0.17 | 0.21 | 2.37 | 0.00 | 0.00 | 0.43 | 0.43 | 0.10 | 0.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 435 | 435 | 0.02 | 0.02 | 0.02 | 0.78 | 0.78 | 0.02 | 441 | |
| Vendor | 0.08 | 0.05 | 2.20 | 0.81 | 0.02 | 0.03 | 0.60 | 0.64 | 0.17 | 0.18 | 0.02 | 0.02 | 0.02 | 0.02 | 2,092 | 2,092 | < 0.005 | 0.30 | 0.30 | 2.33 | 2.33 | 0.30 | 2,183 | 2,183 | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.03 | 0.03 | 0.04 | 0.43 | 0.00 | 0.00 | 0.08 | 0.08 | 0.02 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 72.0 | 72.0 | < 0.005 | < 0.005 | < 0.005 | 0.13 | 0.13 | < 0.005 | 73.0 | |

| | | | | | | | | | | | | | | | | | | |
|---------|------|------|------|------|---------|------|------|------|---------|------|------|---|------|------|---------|------|------|------|
| Vendor | 0.01 | 0.01 | 0.40 | 0.15 | < 0.005 | 0.01 | 0.11 | 0.12 | < 0.005 | 0.03 | 0.03 | — | 346 | 346 | < 0.005 | 0.05 | 0.39 | 361 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

3.7. Building Construction (2026) - Unmitigated

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

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e | |
|---------------------|------|------|------|------|---------|---------|-------|---------|---------|--------|---------|------|-------|-------|---------|---------|------|-------|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 3.64 | 3.05 | 28.2 | 34.3 | 0.07 | 1.10 | — | 1.10 | 1.01 | — | 1.01 | — | 7,240 | 7,240 | 0.29 | 0.06 | — | 7,265 | |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.08 | 0.07 | 0.61 | 0.74 | < 0.005 | 0.02 | — | 0.02 | 0.02 | — | 0.02 | — | 156 | 156 | 0.01 | < 0.005 | — | 156 | |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.01 | 0.01 | 0.11 | 0.13 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 25.8 | 25.8 | < 0.005 | < 0.005 | — | 25.9 | |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

16126 AVCC Construction Detailed Report, 12/19/2024

| | | | | | | | | | | | | | | | | | | |
|---------------------|---------|---------|------|------|---------|---------|------|---------|---------|------|---------|---|--------|--------|---------|---------|------|--------|
| Off-Road Equipment | 0.93 | 0.89 | 6.85 | 42.2 | 0.07 | 0.20 | — | 0.20 | 0.19 | — | 0.19 | — | 7,240 | 7,240 | 0.29 | 0.06 | — | 7,265 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.02 | 0.02 | 0.15 | 0.91 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 156 | 156 | 0.01 | < 0.005 | — | 156 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | < 0.005 | < 0.005 | 0.03 | 0.17 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 25.8 | 25.8 | < 0.005 | < 0.005 | — | 25.9 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 26.2 | 21.8 | 27.3 | 300 | 0.00 | 62.4 | 62.4 | 62.4 | 0.00 | 14.6 | 14.6 | — | 60,204 | 60,204 | 3.00 | 2.37 | 6.69 | 60,992 |
| Vendor | 1.62 | 1.10 | 48.0 | 17.9 | 0.38 | 13.9 | 13.3 | 13.3 | 0.70 | 3.66 | 4.01 | — | 45,651 | 45,651 | 0.07 | 6.58 | 3.05 | 47,615 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.57 | 0.52 | 0.63 | 7.25 | 0.00 | 1.33 | 1.33 | 1.33 | 0.00 | 0.31 | 0.31 | — | 1,333 | 1,333 | 0.06 | 0.05 | 2.40 | 1,352 |
| Vendor | 0.04 | 0.03 | 1.04 | 0.38 | 0.01 | 0.30 | 0.28 | 0.28 | 0.01 | 0.08 | 0.09 | — | 982 | 982 | < 0.005 | 0.14 | 1.09 | 1,025 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---------|------|---------|------|------|---------|---------|------|------|---------|------|------|---------|---------|---|------|------|---------|---------|---------|---------|------|------|------|------|------|------|------|------|
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Worker | 0.10 | 0.09 | 0.12 | 1.32 | 0.00 | 0.00 | 0.24 | 0.24 | 0.00 | 0.06 | 0.06 | 0.06 | 0.06 | — | 221 | 221 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.40 | 0.40 | 0.01 | 0.01 | 0.40 | 224 | 224 |
| Vendor | 0.01 | < 0.005 | 0.19 | 0.07 | < 0.005 | < 0.005 | 0.05 | 0.05 | < 0.005 | 0.01 | 0.01 | < 0.005 | < 0.005 | — | 163 | 163 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | 0.02 | 0.18 | 0.18 | 0.02 | 0.02 | 0.18 | 170 | 170 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

3.9. Building Construction (2027) - Unmitigated

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

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e | |
|---------------------|------|------|------|------|------|-------|-------|-------|--------|--------|--------|------|-------|-------|------|------|------|-------|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 3.53 | 2.95 | 26.9 | 34.2 | 0.07 | 1.00 | — | 1.00 | 0.92 | — | 0.92 | — | 7,240 | 7,240 | 0.29 | 0.06 | — | 7,264 | |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 3.53 | 2.95 | 26.9 | 34.2 | 0.07 | 1.00 | — | 1.00 | 0.92 | — | 0.92 | — | 7,240 | 7,240 | 0.29 | 0.06 | — | 7,264 | |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 2.52 | 2.11 | 19.2 | 24.4 | 0.05 | 0.71 | — | 0.71 | 0.66 | — | 0.66 | — | 5,171 | 5,171 | 0.21 | 0.04 | — | 5,189 | |

3.10. Building Construction (2027) - Mitigated

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

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---------------------|------|------|------|------|------|-------|-------|-------|--------|--------|--------|------|-------|-------|------|------|------|-------|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.93 | 0.89 | 6.84 | 42.1 | 0.07 | 0.20 | — | 0.20 | 0.19 | — | 0.19 | — | 7,240 | 7,240 | 0.29 | 0.06 | — | 7,264 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.93 | 0.89 | 6.84 | 42.1 | 0.07 | 0.20 | — | 0.20 | 0.19 | — | 0.19 | — | 7,240 | 7,240 | 0.29 | 0.06 | — | 7,264 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.66 | 0.63 | 4.89 | 30.1 | 0.05 | 0.14 | — | 0.14 | 0.14 | — | 0.14 | — | 5,171 | 5,171 | 0.21 | 0.04 | — | 5,189 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.12 | 0.12 | 0.89 | 5.49 | 0.01 | 0.03 | — | 0.03 | 0.02 | — | 0.02 | — | 856 | 856 | 0.03 | 0.01 | — | 859 |

| | | | | | | | | | | | | | | | | | | |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|---|--------|--------|------|------|------|--------|
| Worker | 25.0 | 22.6 | 20.8 | 395 | 0.00 | 0.00 | 0.00 | 62.4 | 62.4 | 14.6 | 14.6 | — | 65,552 | 65,552 | 2.79 | 2.37 | 218 | 66,546 |
| Vendor | 1.69 | 1.20 | 42.5 | 16.2 | 0.35 | 0.35 | 13.6 | 13.3 | 13.3 | 3.66 | 4.01 | — | 43,580 | 43,580 | 0.07 | 6.19 | 90.7 | 45,518 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 22.9 | 20.4 | 23.0 | 267 | 0.00 | 0.00 | 62.4 | 62.4 | 62.4 | 14.6 | 14.6 | — | 58,299 | 58,299 | 2.90 | 2.37 | 5.66 | 59,083 |
| Vendor | 1.58 | 1.10 | 44.5 | 16.3 | 0.35 | 0.35 | 13.6 | 13.3 | 13.3 | 3.66 | 4.01 | — | 43,628 | 43,628 | 0.07 | 6.19 | 2.35 | 45,478 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 16.6 | 14.8 | 17.9 | 213 | 0.00 | 0.00 | 44.3 | 44.3 | 44.3 | 10.4 | 10.4 | — | 42,953 | 42,953 | 2.07 | 1.70 | 67.4 | 43,578 |
| Vendor | 1.18 | 0.84 | 32.0 | 11.5 | 0.25 | 0.25 | 9.68 | 9.43 | 9.43 | 2.61 | 2.86 | — | 31,228 | 31,228 | 0.05 | 4.44 | 28.0 | 32,580 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 3.02 | 2.70 | 3.27 | 38.9 | 0.00 | 0.00 | 8.09 | 8.09 | 8.09 | 1.90 | 1.90 | — | 7,111 | 7,111 | 0.34 | 0.28 | 11.2 | 7,215 |
| Vendor | 0.22 | 0.15 | 5.84 | 2.10 | 0.05 | 0.05 | 1.77 | 1.72 | 1.72 | 0.48 | 0.52 | — | 5,170 | 5,170 | 0.01 | 0.73 | 4.63 | 5,394 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

3.12. Building Construction (2028) - Mitigated

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

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---------------------|------|------|------|------|------|-------|-------|-------|--------|--------|--------|------|-------|-------|------|------|---|-------|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.93 | 0.89 | 6.83 | 42.1 | 0.07 | 0.19 | — | 0.19 | 0.19 | — | 0.19 | — | 7,242 | 7,242 | 0.29 | 0.06 | — | 7,266 |

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|--------|--------|------|------|------|--------|------|
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Off-Road Equipment | 0.93 | 0.89 | 6.83 | 42.1 | 0.07 | 0.19 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.19 | 0.19 | 0.19 | 0.19 | 0.19 | 0.19 | 0.19 | 0.00 | 0.00 | 0.00 | 7.242 | 7,242 | 0.29 | 0.06 | — | 7,266 | |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Off-Road Equipment | 0.67 | 0.64 | 4.89 | 30.2 | 0.05 | 0.14 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.14 | 0.14 | 0.14 | 0.14 | 0.14 | 0.14 | 0.14 | 0.00 | 0.00 | 0.00 | 5,187 | 5,187 | 0.21 | 0.04 | — | 5,205 | |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.12 | 0.12 | 0.89 | 5.51 | 0.01 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | 0.02 | 0.02 | 0.02 | 0.02 | 0.02 | 0.02 | 0.00 | 0.00 | 0.00 | 859 | 859 | 0.03 | 0.01 | — | 862 | |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 25.0 | 22.6 | 20.8 | 395 | 0.00 | 0.00 | 0.00 | 62.4 | 62.4 | 62.4 | 0.00 | 14.6 | 14.6 | 14.6 | 14.6 | 14.6 | 14.6 | 14.6 | 14.6 | 0.00 | 0.00 | 0.00 | 65,552 | 65,552 | 2.79 | 2.37 | 218 | 66,546 | |
| Vendor | 1.69 | 1.20 | 42.5 | 16.2 | 0.35 | 0.35 | 13.3 | 13.6 | 13.3 | 4.01 | 3.66 | 4.01 | 3.66 | 4.01 | 4.01 | 4.01 | 4.01 | 4.01 | 4.01 | 0.00 | 0.00 | 0.00 | 43,580 | 43,580 | 0.07 | 6.19 | 90.7 | 45,518 | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---------------|------|------|------|------|------|------|------|------|------|------|------|---|--------|--------|------|------|------|--------|
| Worker | 22.9 | 20.4 | 23.0 | 267 | 0.00 | 0.00 | 62.4 | 62.4 | 0.00 | 14.6 | 14.6 | — | 58,299 | 58,299 | 2.90 | 2.37 | 5.66 | 59,083 |
| Vendor | 1.58 | 1.10 | 44.5 | 16.3 | 0.35 | 0.35 | 13.6 | 13.3 | 0.35 | 3.66 | 4.01 | — | 43,628 | 43,628 | 0.07 | 6.19 | 2.35 | 45,478 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 16.6 | 14.8 | 17.9 | 213 | 0.00 | 0.00 | 44.3 | 44.3 | 0.00 | 10.4 | 10.4 | — | 42,953 | 42,953 | 2.07 | 1.70 | 67.4 | 43,578 |
| Vendor | 1.18 | 0.84 | 32.0 | 11.5 | 0.25 | 0.25 | 9.68 | 9.43 | 0.25 | 2.61 | 2.86 | — | 31,228 | 31,228 | 0.05 | 4.44 | 28.0 | 32,580 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 3.02 | 2.70 | 3.27 | 38.9 | 0.00 | 0.00 | 8.09 | 8.09 | 0.00 | 1.90 | 1.90 | — | 7,111 | 7,111 | 0.34 | 0.28 | 11.2 | 7,215 |
| Vendor | 0.22 | 0.15 | 5.84 | 2.10 | 0.05 | 0.05 | 1.77 | 1.72 | 0.05 | 0.48 | 0.52 | — | 5,170 | 5,170 | 0.01 | 0.73 | 4.63 | 5,394 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

3.13. Building Construction (2029) - Unmitigated

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

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---------------------|------|------|------|------|------|-------|-------|-------|--------|--------|--------|------|-------|-------|------|------|------|-------|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 3.30 | 2.77 | 24.1 | 34.0 | 0.07 | 0.83 | — | 0.83 | 0.77 | — | 0.77 | — | 7,240 | 7,240 | 0.29 | 0.06 | — | 7,264 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | |
|---------------------|------|------|------|------|------|------|------|------|------|------|--------|--------|------|------|------|--------|
| Off-Road Equipment | 3.30 | 2.77 | 24.1 | 34.0 | 0.07 | 0.83 | — | 0.83 | 0.77 | — | 7,240 | 7,240 | 0.29 | 0.06 | — | 7,264 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 2.36 | 1.98 | 17.2 | 24.3 | 0.05 | 0.59 | — | 0.59 | 0.55 | — | 5,171 | 5,171 | 0.21 | 0.04 | — | 5,189 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.43 | 0.36 | 3.15 | 4.44 | 0.01 | 0.11 | — | 0.11 | 0.10 | — | 856 | 856 | 0.03 | 0.01 | — | 859 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 24.0 | 21.7 | 18.7 | 370 | 0.00 | 0.00 | 62.4 | 62.4 | 0.00 | 14.6 | 64,412 | 64,412 | 2.69 | 2.37 | 199 | 65,384 |
| Vendor | 1.34 | 1.20 | 40.9 | 15.4 | 0.35 | 0.35 | 13.3 | 13.6 | 0.35 | 3.66 | 42,409 | 42,409 | 0.07 | 6.19 | 79.7 | 44,336 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 22.0 | 19.7 | 20.9 | 249 | 0.00 | 0.00 | 62.4 | 62.4 | 0.00 | 14.6 | 57,298 | 57,298 | 0.95 | 2.37 | 5.15 | 58,033 |
| Vendor | 1.24 | 1.10 | 42.9 | 15.9 | 0.35 | 0.35 | 13.3 | 13.6 | 0.35 | 3.66 | 42,458 | 42,458 | 0.07 | 6.19 | 2.07 | 44,307 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

| | | | | | | | | | | | | | | | | | | | |
|---------------|------|------|------|------|------|------|------|------|------|--------|--------|------|------|------|--------|---|---|---|---|
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 15.8 | 14.1 | 16.3 | 200 | 0.00 | 0.00 | 44.2 | 10.4 | 10.4 | 42,098 | 42,098 | 0.68 | 1.69 | 61.5 | 42,681 | | | | |
| Vendor | 0.93 | 0.83 | 30.5 | 11.2 | 0.25 | 0.25 | 9.40 | 2.60 | 2.85 | 30,307 | 30,307 | 0.05 | 4.42 | 24.6 | 31,651 | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | | | |
| Worker | 2.88 | 2.57 | 2.98 | 36.4 | 0.00 | 0.00 | 8.07 | 1.89 | 1.89 | 6,970 | 6,970 | 0.11 | 0.28 | 10.2 | 7,066 | | | | |
| Vendor | 0.17 | 0.15 | 5.56 | 2.04 | 0.05 | 0.05 | 1.72 | 0.47 | 0.52 | 5,018 | 5,018 | 0.01 | 0.73 | 4.07 | 5,240 | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | |

3.14. Building Construction (2029) - Mitigated

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

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---------------------|------|------|------|------|------|-------|-------|-------|--------|--------|--------|------|-------|-------|------|------|------|-------|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.93 | 0.89 | 6.83 | 42.1 | 0.07 | 0.19 | — | 0.19 | 0.19 | — | 0.19 | — | 7,240 | 7,240 | 0.29 | 0.06 | — | 7,264 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.93 | 0.89 | 6.83 | 42.1 | 0.07 | 0.19 | — | 0.19 | 0.19 | — | 0.19 | — | 7,240 | 7,240 | 0.29 | 0.06 | — | 7,264 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

| | | | | | | | | | | | | | | | |
|---------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|-------|
| Worker | 2.88 | 2.57 | 2.98 | 36.4 | 0.00 | 0.00 | 8.07 | 8.07 | 0.00 | 1.89 | 1.89 | 0.11 | 0.28 | 10.2 | 7,066 |
| Vendor | 0.17 | 0.15 | 5.56 | 2.04 | 0.05 | 0.05 | 1.72 | 1.72 | 0.05 | 0.47 | 0.52 | 0.01 | 0.73 | 4.07 | 5,240 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

3.15. Building Construction (2030) - Unmitigated

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

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e | |
|---------------------|------|------|------|------|------|-------|-------|-------|--------|--------|--------|------|-------|-------|------|------|------|-------|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 3.22 | 2.70 | 23.5 | 34.0 | 0.07 | 0.79 | — | 0.79 | 0.73 | — | 0.73 | — | 7,240 | 7,240 | 0.29 | 0.06 | — | 7,264 | |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 3.22 | 2.70 | 23.5 | 34.0 | 0.07 | 0.79 | — | 0.79 | 0.73 | — | 0.73 | — | 7,240 | 7,240 | 0.29 | 0.06 | — | 7,264 | |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 2.30 | 1.93 | 16.8 | 24.3 | 0.05 | 0.57 | — | 0.57 | 0.52 | — | 0.52 | — | 5,171 | 5,171 | 0.21 | 0.04 | — | 5,189 | |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

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

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e | |
|---------------------|------|------|------|------|------|-------|-------|-------|--------|--------|--------|------|-------|-------|------|------|------|-------|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.93 | 0.89 | 6.83 | 42.1 | 0.07 | 0.19 | — | 0.19 | 0.19 | — | 0.19 | — | 7,240 | 7,240 | 0.29 | 0.06 | — | 7,264 | |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.93 | 0.89 | 6.83 | 42.1 | 0.07 | 0.19 | — | 0.19 | 0.19 | — | 0.19 | — | 7,240 | 7,240 | 0.29 | 0.06 | — | 7,264 | |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.66 | 0.63 | 4.88 | 30.1 | 0.05 | 0.14 | — | 0.14 | 0.13 | — | 0.13 | — | 5,171 | 5,171 | 0.21 | 0.04 | — | 5,189 | |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.12 | 0.12 | 0.89 | 5.49 | 0.01 | 0.03 | — | 0.03 | 0.02 | — | 0.02 | — | 856 | 856 | 0.03 | 0.01 | — | 859 | |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

| | | | | | | | | | | | | | | | | | | | | | | | | | |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|--------|--------|------|------|------|--------|---|---|---|---|---|---|---|
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 23.0 | 20.7 | 16.6 | 346 | 0.00 | 0.00 | 62.4 | 62.4 | 14.6 | 14.6 | 0.00 | 14.6 | 63,321 | 63,321 | 0.74 | 2.26 | 181 | 64,195 | | | | | | | |
| Vendor | 1.34 | 1.20 | 39.3 | 15.0 | 0.35 | 0.35 | 13.6 | 13.3 | 4.01 | 3.66 | 0.35 | 4.01 | 41,178 | 41,178 | 0.07 | 5.85 | 70.2 | 42,992 | | | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | | | | |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | | | | | | |
| Worker | 21.3 | 19.0 | 18.7 | 235 | 0.00 | 0.00 | 62.4 | 62.4 | 14.6 | 14.6 | 0.00 | 14.6 | 56,343 | 56,343 | 0.84 | 2.37 | 4.68 | 57,074 | | | | | | | |
| Vendor | 1.24 | 1.10 | 41.7 | 15.5 | 0.35 | 0.35 | 13.6 | 13.3 | 4.01 | 3.66 | 0.35 | 4.01 | 41,227 | 41,227 | 0.07 | 5.85 | 1.82 | 42,972 | | | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | | | | |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | | | | | | |
| Worker | 15.2 | 13.6 | 14.9 | 187 | 0.00 | 0.00 | 44.2 | 44.2 | 10.4 | 10.4 | 0.00 | 10.4 | 41,393 | 41,393 | 0.60 | 1.69 | 55.7 | 41,968 | | | | | | | |
| Vendor | 0.93 | 0.83 | 29.6 | 10.9 | 0.25 | 0.25 | 9.65 | 9.40 | 2.85 | 2.60 | 0.25 | 2.85 | 29,427 | 29,427 | 0.05 | 4.18 | 21.6 | 30,695 | | | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | | | | |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | | | | | | |
| Worker | 2.78 | 2.48 | 2.71 | 34.1 | 0.00 | 0.00 | 8.07 | 8.07 | 1.89 | 1.89 | 0.00 | 1.89 | 6,853 | 6,853 | 0.10 | 0.28 | 9.23 | 6,948 | | | | | | | |
| Vendor | 0.17 | 0.15 | 5.40 | 1.99 | 0.05 | 0.05 | 1.76 | 1.72 | 0.52 | 0.47 | 0.05 | 0.52 | 4,872 | 4,872 | 0.01 | 0.69 | 3.58 | 5,082 | | | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | | | | |

3.17. Building Construction (2031) - Unmitigated

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

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

16126 AVCC Construction Detailed Report, 12/19/2024

| | | | | | | | | | | | | | | | | | | |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|---|--------|--------|------|---------|------|--------|
| Off-Road | 3.15 | 2.64 | 22.6 | 33.8 | 0.07 | 0.75 | — | 0.75 | 0.69 | — | 0.69 | — | 7,240 | 7,240 | 0.29 | 0.06 | — | 7,264 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 3.15 | 2.64 | 22.6 | 33.8 | 0.07 | 0.75 | — | 0.75 | 0.69 | — | 0.69 | — | 7,240 | 7,240 | 0.29 | 0.06 | — | 7,264 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 1.62 | 1.35 | 11.6 | 17.3 | 0.04 | 0.38 | — | 0.38 | 0.35 | — | 0.35 | — | 3,712 | 3,712 | 0.15 | 0.03 | — | 3,725 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.29 | 0.25 | 2.11 | 3.17 | 0.01 | 0.07 | — | 0.07 | 0.06 | — | 0.06 | — | 615 | 615 | 0.02 | < 0.005 | — | 617 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 20.3 | 20.0 | 16.5 | 325 | 0.00 | 0.00 | 62.4 | 62.4 | 0.00 | 14.6 | 14.6 | — | 62,297 | 62,297 | 0.63 | 2.26 | 163 | 63,150 |
| Vendor | 1.34 | 1.20 | 38.0 | 14.7 | 0.35 | 0.35 | 13.3 | 13.6 | 0.35 | 3.66 | 4.01 | — | 39,885 | 39,885 | 0.07 | 5.85 | 61.3 | 41,690 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|--------|--------|--------|------|------|--------|--------|--------|--------|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 18.6 | 18.2 | 16.7 | 219 | 0.00 | 0.00 | 62.4 | 62.4 | 62.4 | 0.00 | 14.6 | 14.6 | 14.6 | 0.84 | 55,444 | 29,237 | 29,237 | 0.43 | 1.21 | 36.1 | 29,646 | 4.23 | 56,144 | | | | | | | | | | | | | |
| Vendor | 1.24 | 1.10 | 40.1 | 15.1 | 0.35 | 0.35 | 13.3 | 13.3 | 13.6 | 0.35 | 4.01 | 3.66 | 4.01 | 0.07 | 39,933 | 20,460 | 20,460 | 0.04 | 3.00 | 13.5 | 21,368 | 1.58 | 41,679 | | | | | | | | | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | | | | | | | | | | |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | | | | | | | | | | | | |
| Worker | 9.61 | 9.40 | 9.56 | 126 | 0.00 | 0.00 | 31.7 | 31.7 | 31.7 | 0.00 | 7.44 | 7.44 | 7.44 | 0.43 | 29,237 | 29,237 | 0.43 | 1.21 | 36.1 | 29,646 | 4.23 | 56,144 | | | | | | | | | | | | | | |
| Vendor | 0.67 | 0.60 | 20.4 | 7.65 | 0.18 | 0.18 | 6.75 | 6.75 | 6.93 | 0.18 | 2.04 | 1.87 | 2.04 | 0.04 | 20,460 | 20,460 | 0.04 | 3.00 | 13.5 | 21,368 | 1.58 | 41,679 | | | | | | | | | | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | | | | | | | | | | | |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | | | | | | | | | | | | |
| Worker | 1.75 | 1.71 | 1.74 | 22.9 | 0.00 | 0.00 | 5.79 | 5.79 | 5.79 | 0.00 | 1.36 | 1.36 | 1.36 | 0.07 | 4,840 | 4,840 | 0.07 | 0.20 | 5.98 | 4,908 | 2.24 | 3,538 | | | | | | | | | | | | | | |
| Vendor | 0.12 | 0.11 | 3.73 | 1.40 | 0.03 | 0.03 | 1.23 | 1.23 | 1.26 | 0.03 | 0.37 | 0.34 | 0.37 | 0.01 | 3,387 | 3,387 | 0.01 | 0.50 | 2.24 | 3,538 | 2.24 | 3,538 | | | | | | | | | | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | | | | | | | | | | | |

3.18. Building Construction (2031) - Mitigated

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

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e | |
|---------------------|------|------|------|------|------|-------|-------|-------|--------|--------|--------|------|-------|-------|------|------|------|-------|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.93 | 0.89 | 6.82 | 42.1 | 0.07 | 0.19 | — | 0.19 | 0.19 | — | 0.19 | — | 7,240 | 7,240 | 0.29 | 0.06 | — | 7,264 | |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

16126 AVCC Construction Detailed Report, 12/19/2024

| | | | | | | | | | | | | | | | | | | | |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|--------|--------|------|---------|------|--------|
| Off-Road Equipment | 0.93 | 0.89 | 6.82 | 42.1 | 0.07 | 0.19 | — | 0.19 | — | 0.19 | — | 0.19 | — | 7,240 | 7,240 | 0.29 | 0.06 | — | 7,264 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.48 | 0.45 | 3.50 | 21.6 | 0.04 | 0.10 | — | 0.10 | — | 0.10 | — | 0.10 | — | 3,712 | 3,712 | 0.15 | 0.03 | — | 3,725 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.09 | 0.08 | 0.64 | 3.94 | 0.01 | 0.02 | — | 0.02 | — | 0.02 | — | 0.02 | — | 615 | 615 | 0.02 | < 0.005 | — | 617 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 20.3 | 20.0 | 16.5 | 325 | 0.00 | 0.00 | 62.4 | 62.4 | 14.6 | 0.00 | 14.6 | 14.6 | 14.6 | 62,297 | 62,297 | 0.63 | 2.26 | 163 | 63,150 |
| Vendor | 1.34 | 1.20 | 38.0 | 14.7 | 0.35 | 0.35 | 13.3 | 13.6 | 3.66 | 0.35 | 3.66 | 3.66 | 4.01 | 39,885 | 39,885 | 0.07 | 5.85 | 61.3 | 41,690 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 18.6 | 18.2 | 16.7 | 219 | 0.00 | 0.00 | 62.4 | 62.4 | 14.6 | 0.00 | 14.6 | 14.6 | 14.6 | 55,444 | 55,444 | 0.84 | 2.26 | 4.23 | 56,144 |
| Vendor | 1.24 | 1.10 | 40.1 | 15.1 | 0.35 | 0.35 | 13.3 | 13.6 | 3.66 | 0.35 | 3.66 | 3.66 | 4.01 | 39,933 | 39,933 | 0.07 | 5.85 | 1.58 | 41,679 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---------|------|------|------|------|------|------|------|------|------|------|------|---|--------|--------|------|------|------|--------|
| Worker | 9.61 | 9.40 | 9.56 | 126 | 0.00 | 0.00 | 0.00 | 31.7 | 31.7 | 7.44 | 7.44 | — | 29,237 | 29,237 | 0.43 | 1.21 | 36.1 | 29,646 |
| Vendor | 0.67 | 0.60 | 20.4 | 7.65 | 0.18 | 0.18 | 0.18 | 6.93 | 6.75 | 2.04 | 1.87 | — | 20,460 | 20,460 | 0.04 | 3.00 | 13.5 | 21,368 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 1.75 | 1.71 | 1.74 | 22.9 | 0.00 | 0.00 | 0.00 | 5.79 | 5.79 | 1.36 | 1.36 | — | 4,840 | 4,840 | 0.07 | 0.20 | 5.98 | 4,908 |
| Vendor | 0.12 | 0.11 | 3.73 | 1.40 | 0.03 | 0.03 | 0.03 | 1.26 | 1.23 | 0.37 | 0.34 | — | 3,387 | 3,387 | 0.01 | 0.50 | 2.24 | 3,538 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

3.19. Paving (2030) - Unmitigated

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

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---------------------|------|------|------|------|------|-------|-------|-------|--------|--------|--------|------|-------|-------|------|------|------|-------|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 1.53 | 1.29 | 12.6 | 19.8 | 0.03 | 0.44 | — | 0.44 | 0.41 | — | 0.41 | — | 3,021 | 3,021 | 0.12 | 0.02 | — | 3,032 |
| Paving | 2.81 | 2.81 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 1.53 | 1.29 | 12.6 | 19.8 | 0.03 | 0.44 | — | 0.44 | 0.41 | — | 0.41 | — | 3,021 | 3,021 | 0.12 | 0.02 | — | 3,032 |
| Paving | 2.81 | 2.81 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

| | | | | | | | | | | | | | | | | | | | | | | | | |
|---------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.01 | 0.01 | 0.18 | 0.00 | 0.04 | 0.00 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 36.5 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

3.20. Paving (2030) - Mitigated

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

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e | |
|---------------------|------|------|------|------|------|-------|-------|-------|--------|--------|--------|------|-------|-------|------|------|------|-------|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.32 | 0.32 | 3.87 | 21.2 | 0.03 | 0.06 | — | 0.06 | 0.06 | — | 0.06 | — | 3,021 | 3,021 | 0.12 | 0.02 | — | 3,032 | |
| Paving | 2.81 | 2.81 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.32 | 0.32 | 3.87 | 21.2 | 0.03 | 0.06 | — | 0.06 | 0.06 | — | 0.06 | — | 3,021 | 3,021 | 0.12 | 0.02 | — | 3,032 | |
| Paving | 2.81 | 2.81 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | |

| | | | | | | | | | | | | | | | | | | |
|---------------------|------|------|------|------|----------|------|------|------|------|------|------|------|-------|-------|----------|----------|------|-------|
| Off-Road | 0.19 | 0.19 | 2.31 | 12.7 | 0.02 | 0.03 | — | 0.03 | — | — | 0.03 | — | 1,803 | 1,803 | 0.07 | 0.01 | — | 1,809 |
| Paving | 1.67 | 1.67 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.03 | 0.03 | 0.42 | 2.31 | < 0.0005 | 0.01 | — | 0.01 | — | — | 0.01 | — | 299 | 299 | 0.01 | < 0.0005 | — | 300 |
| Paving | 0.31 | 0.31 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.14 | 0.13 | 0.10 | 2.17 | 0.00 | 0.00 | 0.39 | 0.09 | 0.09 | 0.09 | 0.09 | — | 398 | 398 | < 0.0005 | 0.01 | 1.14 | 403 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.13 | 0.12 | 0.12 | 1.47 | 0.00 | 0.00 | 0.39 | 0.39 | 0.09 | 0.09 | 0.09 | — | 354 | 354 | 0.01 | 0.01 | 0.03 | 358 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.08 | 0.07 | 0.08 | 0.98 | 0.00 | 0.00 | 0.23 | 0.23 | 0.05 | 0.05 | 0.05 | — | 217 | 217 | < 0.0005 | 0.01 | 0.29 | 220 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | | | |
|---------|------|------|------|------|------|------|------|------|------|------|------|------|------|---|------|------|---------|---------|------|------|
| Worker | 0.01 | 0.01 | 0.01 | 0.18 | 0.00 | 0.00 | 0.04 | 0.04 | 0.04 | 0.00 | 0.01 | 0.01 | 0.01 | — | 36.0 | 36.0 | < 0.005 | < 0.005 | 0.05 | 36.5 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

3.21. Paving (2031) - Unmitigated

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

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e | |
|---------------------|------|------|------|------|------|-------|-------|-------|--------|--------|--------|------|-------|-------|------|------|------|------|-------|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 1.49 | 1.26 | 12.3 | 19.8 | 0.03 | 0.42 | — | 0.42 | 0.39 | — | 0.39 | — | 3,021 | 3,021 | 0.12 | 0.02 | — | — | 3,032 |
| Paving | 2.81 | 2.81 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 1.49 | 1.26 | 12.3 | 19.8 | 0.03 | 0.42 | — | 0.42 | 0.39 | — | 0.39 | — | 3,021 | 3,021 | 0.12 | 0.02 | — | — | 3,032 |
| Paving | 2.81 | 2.81 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.77 | 0.64 | 6.28 | 10.1 | 0.01 | 0.22 | — | 0.22 | 0.20 | — | 0.20 | — | 1,549 | 1,549 | 0.06 | 0.01 | — | — | 1,554 |

| | | | | | | | | | | | | | | | | | | | | | | |
|---------------------|------|------|------|------|---------|------|------|------|------|------|------|------|------|------|------|------|---------|---------|------|---------|------|------|
| Paving | 1.44 | 1.44 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.14 | 0.12 | 1.15 | 1.85 | < 0.005 | 0.04 | — | 0.04 | 0.04 | 0.04 | — | 0.04 | — | 0.04 | — | 256 | 0.01 | < 0.005 | — | — | — | 257 |
| Paving | 0.26 | 0.26 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.13 | 0.13 | 0.10 | 2.04 | 0.00 | 0.00 | 0.39 | 0.39 | 0.09 | 0.09 | 0.09 | 0.09 | 0.09 | 0.00 | 0.09 | 391 | < 0.005 | 0.01 | 1.03 | 0.01 | — | 397 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.12 | 0.11 | 0.10 | 1.37 | 0.00 | 0.00 | 0.39 | 0.39 | 0.09 | 0.09 | 0.09 | 0.09 | 0.09 | 0.00 | 0.09 | 348 | 0.01 | 0.01 | 0.03 | 0.01 | — | 353 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.06 | 0.06 | 0.06 | 0.79 | 0.00 | 0.00 | 0.20 | 0.20 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.00 | 0.05 | 184 | < 0.005 | 0.01 | 0.23 | 0.01 | — | 186 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.01 | 0.01 | 0.01 | 0.14 | 0.00 | 0.00 | 0.04 | 0.04 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.00 | 0.01 | 30.4 | < 0.005 | < 0.005 | 0.04 | < 0.005 | — | 30.8 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

3.22. Paving (2031) - Mitigated

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

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---------------------|------|------|------|------|------|-------|-------|-------|--------|--------|--------|------|-------|-------|------|------|------|-------|
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.32 | 0.32 | 3.87 | 21.2 | 0.03 | 0.06 | — | 0.06 | 0.06 | — | 0.06 | — | 3,021 | 3,021 | 0.12 | 0.02 | — | 3,032 |
| Paving | 2.81 | 2.81 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.32 | 0.32 | 3.87 | 21.2 | 0.03 | 0.06 | — | 0.06 | 0.06 | — | 0.06 | — | 3,021 | 3,021 | 0.12 | 0.02 | — | 3,032 |
| Paving | 2.81 | 2.81 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.16 | 0.16 | 1.98 | 10.9 | 0.01 | 0.03 | — | 0.03 | 0.03 | — | 0.03 | — | 1,549 | 1,549 | 0.06 | 0.01 | — | 1,554 |
| Paving | 1.44 | 1.44 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

3.23. Architectural Coating (2030) - Unmitigated

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

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|------------------------|------|------|------|------|--------|-------|-------|-------|--------|--------|--------|------|-------|------|------|---------|------|------|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.32 | 0.26 | 2.09 | 2.95 | <0.005 | 0.03 | — | 0.03 | 0.03 | — | 0.03 | — | 356 | 356 | 0.01 | < 0.005 | — | 357 |
| Architectural Coatings | 143 | 143 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.32 | 0.26 | 2.09 | 2.95 | <0.005 | 0.03 | — | 0.03 | 0.03 | — | 0.03 | — | 356 | 356 | 0.01 | < 0.005 | — | 357 |
| Architectural Coatings | 143 | 143 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.19 | 0.16 | 1.25 | 1.76 | <0.005 | 0.02 | — | 0.02 | 0.02 | — | 0.02 | — | 213 | 213 | 0.01 | < 0.005 | — | 213 |

| | | | | | | | | | | | | | | | | | | | | | | | | | |
|------------------------|------|------|------|---------|---------|---------|---------|---------|------|---------|------|------|------|------|--------|--------|--------|------|------|------|------|------|------|---------|--------|
| Architect Coatings | 85.5 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.03 | 0.23 | 0.32 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | < 0.005 | — | — | — | — | — | — | — | — | — | — | — | — | — | < 0.005 | 35.3 |
| Architectural Coatings | 15.6 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 4.60 | 3.32 | 69.2 | 0.00 | 12.5 | 12.5 | 0.00 | 2.93 | — | 2.93 | 2.93 | 2.93 | 2.93 | 0.00 | 11,269 | 12,664 | 12,664 | 0.15 | 0.45 | 0.47 | 0.17 | 0.94 | 0.00 | 36.2 | 12,839 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 4.27 | 3.75 | 46.9 | 0.00 | 12.5 | 12.5 | 0.00 | 2.93 | — | 2.93 | 2.93 | 2.93 | 2.93 | 0.00 | 11,269 | 11,269 | 11,269 | 0.17 | 0.47 | 0.47 | 0.17 | 0.94 | 0.00 | 36.2 | 11,415 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 2.55 | 2.48 | 31.2 | 0.00 | 7.39 | 7.39 | 0.00 | 1.73 | — | 1.73 | 1.73 | 1.73 | 1.73 | 0.00 | 6,918 | 6,918 | 6,918 | 0.10 | 0.28 | 0.28 | 0.10 | 0.94 | 0.00 | 36.2 | 7,014 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | | |
|---------|------|------|------|------|------|------|------|------|------|------|------|------|---|-------|-------|------|------|------|-------|
| Worker | 0.46 | 0.42 | 0.45 | 5.70 | 0.00 | 0.00 | 1.35 | 1.35 | 0.00 | 0.00 | 0.32 | 0.32 | — | 1,145 | 1,145 | 0.02 | 0.05 | 1.54 | 1,161 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

3.24. Architectural Coating (2030) - Mitigated

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

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e | |
|------------------------|------|------|------|------|---------|-------|-------|-------|--------|--------|--------|------|-------|------|------|---------|------|------|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.06 | 0.06 | 1.72 | 2.57 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 356 | 356 | 0.01 | < 0.005 | — | 357 | |
| Architectural Coatings | 39.0 | 39.0 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.06 | 0.06 | 1.72 | 2.57 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 356 | 356 | 0.01 | < 0.005 | — | 357 | |
| Architectural Coatings | 39.0 | 39.0 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

| | | | | | | | | | | | | | | | | | | | | | | | |
|---------------|------|------|------|------|------|------|------|------|------|------|------|-------|------|------|------|-------|------|------|------|------|------|------|------|
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 2.55 | 2.28 | 2.48 | 31.2 | 0.00 | 0.00 | 7.39 | 1.73 | 0.00 | 0.00 | 0.00 | 6,918 | 0.10 | 0.28 | 9.31 | 7,014 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.46 | 0.42 | 0.45 | 5.70 | 0.00 | 0.00 | 1.35 | 0.32 | 0.00 | 0.00 | 0.00 | 1,145 | 0.02 | 0.05 | 1.54 | 1,161 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

3.25. Architectural Coating (2031) - Unmitigated

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

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e | |
|------------------------|------|------|------|------|--------|-------|-------|-------|--------|--------|--------|------|-------|------|------|---------|------|------|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.31 | 0.25 | 2.07 | 2.94 | <0.005 | 0.03 | — | 0.03 | 0.02 | — | 0.02 | — | 356 | 356 | 0.01 | < 0.005 | — | 357 | |
| Architectural Coatings | 143 | 143 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | |

16126 AVCC Construction Detailed Report, 12/19/2024

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|------------------------|------|------|------|------|---------|---------|------|---------|---------|------|---------|------|--------|--------|---------|---------|------|--------|
| Off-Road Equipment | 0.31 | 0.25 | 2.07 | 2.94 | < 0.005 | 0.03 | — | 0.03 | 0.02 | — | 0.02 | — | 356 | 356 | 0.01 | < 0.005 | — | 357 |
| Architectural Coatings | 143 | 143 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.16 | 0.13 | 1.06 | 1.51 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 183 | 183 | 0.01 | < 0.005 | — | 183 |
| Architectural Coatings | 73.4 | 73.4 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.03 | 0.02 | 0.19 | 0.28 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 30.2 | 30.2 | < 0.005 | < 0.005 | — | 30.3 |
| Architectural Coatings | 13.4 | 13.4 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 4.07 | 4.00 | 3.30 | 64.9 | 0.00 | 12.5 | 12.5 | 12.5 | 0.00 | 2.93 | 2.93 | — | 12,459 | 12,459 | 0.13 | 0.45 | 32.7 | 12,630 |

| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 3.73 | 3.64 | 3.34 | 43.7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 1.92 | 1.88 | 1.91 | 25.1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.35 | 0.34 | 0.35 | 4.59 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

3.26. Architectural Coating (2031) - Mitigated

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

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e | |
|---------------------|------|------|------|------|---------|-------|-------|-------|--------|--------|--------|------|-------|------|------|---------|---|------|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.06 | 0.06 | 1.72 | 2.57 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 356 | 0.01 | 0.01 | < 0.005 | — | 357 | |

| | | | | | | | | | | | | | | | | | | | | | | |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|--------|--------|------|------|------|------|--------|------|
| Architect | 3.65 | 3.65 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| ural Coating | | | | | | | | | | | | | | | | | | | | | | |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 4.07 | 4.00 | 3.30 | 64.9 | 0.00 | 0.00 | 12.5 | 12.5 | 0.00 | 2.93 | 2.93 | 0.00 | 0.00 | 0.00 | 12,459 | 12,459 | 0.13 | 0.45 | 0.45 | 32.7 | 12,630 | |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 3.73 | 3.64 | 3.34 | 43.7 | 0.00 | 0.00 | 12.5 | 12.5 | 0.00 | 2.93 | 2.93 | 0.00 | 0.00 | 0.00 | 11,089 | 11,089 | 0.17 | 0.45 | 0.45 | 0.85 | 11,229 | |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 1.92 | 1.88 | 1.91 | 25.1 | 0.00 | 0.00 | 6.35 | 6.35 | 0.00 | 1.49 | 1.49 | 0.00 | 0.00 | 0.00 | 5,847 | 5,847 | 0.09 | 0.24 | 0.24 | 7.23 | 5,929 | |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.35 | 0.34 | 0.35 | 4.59 | 0.00 | 0.00 | 1.16 | 1.16 | 0.00 | 0.27 | 0.27 | 0.00 | 0.00 | 0.00 | 968 | 968 | 0.01 | 0.04 | 0.04 | 1.20 | 982 | |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

4. Operations Emissions Details

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

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

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

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

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

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

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

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

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|----------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Remove | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

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

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

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

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

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

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
|-------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

Criteria Pollutants (lb/day for annual) and GHGs (lb/day for annual) and GHGs (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 | 1/1/2026 | 3/25/2026 | 5.00 | 60.0 | — |
| Site Preparation | Site Preparation | 3/26/2026 | 6/1/2026 | 5.00 | 48.0 | — |
| Grading | Grading | 6/2/2026 | 12/18/2026 | 5.00 | 144 | — |
| Building Construction | Building Construction | 12/21/2026 | 9/19/2031 | 5.00 | 1,240 | — |
| Paving | Paving | 3/2/2030 | 9/19/2031 | 5.00 | 405 | — |
| Architectural Coating | Architectural Coating | 3/2/2030 | 9/19/2031 | 5.00 | 405 | — |

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 | Rubber Tired Dozers | Diesel | Average | 4.00 | 8.00 | 367 | 0.40 |
| Demolition | Excavators | Diesel | Average | 3.00 | 8.00 | 36.0 | 0.38 |
| Demolition | Concrete/Industrial Saws | Diesel | Average | 2.00 | 8.00 | 33.0 | 0.73 |

| | | | | | | | |
|-----------------------|----------------------------|----------|---------|------|------|------|------|
| Demolition | Crushing/Proc. Equipment | Gasoline | Average | 1.00 | 8.00 | 12.0 | 0.85 |
| Site Preparation | Rubber Tired Dozers | Diesel | Average | 12.0 | 8.00 | 367 | 0.40 |
| Site Preparation | Crawler Tractors | Diesel | Average | 9.00 | 8.00 | 87.0 | 0.43 |
| Grading | Crawler Tractors | Diesel | Average | 6.00 | 8.00 | 87.0 | 0.43 |
| Grading | Excavators | Diesel | Average | 6.00 | 8.00 | 36.0 | 0.38 |
| Grading | Graders | Diesel | Average | 3.00 | 8.00 | 148 | 0.41 |
| Grading | Rubber Tired Dozers | Diesel | Average | 3.00 | 8.00 | 367 | 0.40 |
| Grading | Scrapers | Diesel | Average | 16.0 | 8.00 | 423 | 0.48 |
| Building Construction | Cranes | Diesel | Average | 4.00 | 8.00 | 367 | 0.29 |
| Building Construction | Forklifts | Diesel | Average | 6.00 | 8.00 | 82.0 | 0.20 |
| Building Construction | Generator Sets | Diesel | Average | 2.00 | 8.00 | 14.0 | 0.74 |
| Building Construction | Tractors/Loaders/Back hoes | Diesel | Average | 6.00 | 8.00 | 84.0 | 0.37 |
| Building Construction | Welders | Diesel | Average | 2.00 | 8.00 | 46.0 | 0.45 |
| Paving | Pavers | Diesel | Average | 4.00 | 8.00 | 81.0 | 0.42 |
| Paving | Paving Equipment | Diesel | Average | 4.00 | 8.00 | 89.0 | 0.36 |
| Paving | Rollers | Diesel | Average | 4.00 | 8.00 | 36.0 | 0.38 |
| Architectural Coating | Air Compressors | Diesel | Average | 2.00 | 8.00 | 37.0 | 0.48 |

5.2.2. Mitigated

| Phase Name | Equipment Type | Fuel Type | Engine Tier | Number per Day | Hours Per Day | Horsepower | Load Factor |
|------------------|--------------------------|-----------|--------------|----------------|---------------|------------|-------------|
| Demolition | Rubber Tired Dozers | Diesel | Tier 4 Final | 4.00 | 8.00 | 367 | 0.40 |
| Demolition | Excavators | Diesel | Tier 4 Final | 3.00 | 8.00 | 36.0 | 0.38 |
| Demolition | Concrete/Industrial Saws | Diesel | Tier 4 Final | 2.00 | 8.00 | 33.0 | 0.73 |
| Demolition | Crushing/Proc. Equipment | Gasoline | Average | 1.00 | 8.00 | 12.0 | 0.85 |
| Site Preparation | Rubber Tired Dozers | Diesel | Tier 4 Final | 12.0 | 8.00 | 367 | 0.40 |

| | | | | | | | |
|-----------------------|----------------------------|--------|--------------|------|------|------|------|
| Site Preparation | Crawler Tractors | Diesel | Tier 4 Final | 9.00 | 8.00 | 87.0 | 0.43 |
| Grading | Crawler Tractors | Diesel | Tier 4 Final | 6.00 | 8.00 | 87.0 | 0.43 |
| Grading | Excavators | Diesel | Tier 4 Final | 6.00 | 8.00 | 36.0 | 0.38 |
| Grading | Graders | Diesel | Tier 4 Final | 3.00 | 8.00 | 148 | 0.41 |
| Grading | Rubber Tired Dozers | Diesel | Tier 4 Final | 3.00 | 8.00 | 367 | 0.40 |
| Grading | Scrapers | Diesel | Tier 4 Final | 16.0 | 8.00 | 423 | 0.48 |
| Building Construction | Cranes | Diesel | Tier 4 Final | 4.00 | 8.00 | 367 | 0.29 |
| Building Construction | Forklifts | Diesel | Tier 4 Final | 6.00 | 8.00 | 82.0 | 0.20 |
| Building Construction | Generator Sets | Diesel | Average | 2.00 | 8.00 | 14.0 | 0.74 |
| Building Construction | Tractors/Loaders/Back hoes | Diesel | Tier 4 Final | 6.00 | 8.00 | 84.0 | 0.37 |
| Building Construction | Welders | Diesel | Tier 4 Final | 2.00 | 8.00 | 46.0 | 0.45 |
| Paving | Pavers | Diesel | Tier 4 Final | 4.00 | 8.00 | 81.0 | 0.42 |
| Paving | Paving Equipment | Diesel | Tier 4 Final | 4.00 | 8.00 | 89.0 | 0.36 |
| Paving | Rollers | Diesel | Tier 4 Final | 4.00 | 8.00 | 36.0 | 0.38 |
| Architectural Coating | Air Compressors | Diesel | Tier 4 Final | 2.00 | 8.00 | 37.0 | 0.48 |

5.3. Construction Vehicles

5.3.1. Unmitigated

| Phase Name | Trip Type | One-Way Trips per Day | Miles per Trip | Vehicle Mix |
|------------------|--------------|-----------------------|----------------|---------------|
| Demolition | — | — | — | — |
| Demolition | Worker | 25.0 | 18.5 | LDA,LDT1,LDT2 |
| Demolition | Vendor | 75.0 | 10.2 | HHDT,MHDT |
| Demolition | Hauling | 2.05 | 20.0 | HHDT |
| Demolition | Onsite truck | — | — | HHDT |
| Site Preparation | — | — | — | — |
| Site Preparation | Worker | 52.5 | 18.5 | LDA,LDT1,LDT2 |
| Site Preparation | Vendor | 60.0 | 10.2 | HHDT,MHDT |

| | | | | | |
|-----------------------|--------------|-------|--|------|---------------|
| Site Preparation | Hauling | 0.00 | | 20.0 | HHDT |
| Site Preparation | Onsite truck | — | | — | HHDT |
| Grading | — | — | | — | — |
| Grading | Worker | 85.0 | | 18.5 | LDA,LDT1,LDT2 |
| Grading | Vendor | 180 | | 10.2 | HHDT,MHDT |
| Grading | Hauling | 0.00 | | 20.0 | HHDT |
| Grading | Onsite truck | — | | — | HHDT |
| Building Construction | — | — | | — | — |
| Building Construction | Worker | 4,777 | | 18.5 | LDA,LDT1,LDT2 |
| Building Construction | Vendor | 1,549 | | 10.2 | HHDT,MHDT |
| Building Construction | Hauling | 0.00 | | 20.0 | HHDT |
| Building Construction | Onsite truck | — | | — | HHDT |
| Paving | — | — | | — | — |
| Paving | Worker | 30.0 | | 18.5 | LDA,LDT1,LDT2 |
| Paving | Vendor | 0.00 | | 10.2 | HHDT,MHDT |
| Paving | Hauling | 0.00 | | 20.0 | HHDT |
| Paving | Onsite truck | — | | — | HHDT |
| Architectural Coating | — | — | | — | — |
| Architectural Coating | Worker | 955 | | 18.5 | LDA,LDT1,LDT2 |
| Architectural Coating | Vendor | 0.00 | | 10.2 | HHDT,MHDT |
| Architectural Coating | Hauling | 0.00 | | 20.0 | HHDT |
| Architectural Coating | Onsite truck | — | | — | HHDT |

5.3.2. Mitigated

| Phase Name | Trip Type | One-Way Trips per Day | Miles per Trip | Vehicle Mix |
|------------|-----------|-----------------------|----------------|---------------|
| Demolition | — | — | — | — |
| Demolition | Worker | 25.0 | 18.5 | LDA,LDT1,LDT2 |
| Demolition | Vendor | 75.0 | 10.2 | HHDT,MHDT |

| | | | | |
|-----------------------|--------------|-------|------|---------------|
| Demolition | Hauling | 2.05 | 20.0 | HHDT |
| Demolition | Onsite truck | — | — | HHDT |
| Site Preparation | — | — | — | — |
| Site Preparation | Worker | 52.5 | 18.5 | LDA,LDT1,LDT2 |
| Site Preparation | Vendor | 60.0 | 10.2 | HHDT,MHDT |
| Site Preparation | Hauling | 0.00 | 20.0 | HHDT |
| Site Preparation | Onsite truck | — | — | HHDT |
| Grading | — | — | — | — |
| Grading | Worker | 85.0 | 18.5 | LDA,LDT1,LDT2 |
| Grading | Vendor | 180 | 10.2 | HHDT,MHDT |
| Grading | Hauling | 0.00 | 20.0 | HHDT |
| Grading | Onsite truck | — | — | HHDT |
| Building Construction | — | — | — | — |
| Building Construction | Worker | 4,777 | 18.5 | LDA,LDT1,LDT2 |
| Building Construction | Vendor | 1,549 | 10.2 | HHDT,MHDT |
| Building Construction | Hauling | 0.00 | 20.0 | HHDT |
| Building Construction | Onsite truck | — | — | HHDT |
| Paving | — | — | — | — |
| Paving | Worker | 30.0 | 18.5 | LDA,LDT1,LDT2 |
| Paving | Vendor | 0.00 | 10.2 | HHDT,MHDT |
| Paving | Hauling | 0.00 | 20.0 | HHDT |
| Paving | Onsite truck | — | — | HHDT |
| Architectural Coating | — | — | — | — |
| Architectural Coating | Worker | 955 | 18.5 | LDA,LDT1,LDT2 |
| Architectural Coating | Vendor | 0.00 | 10.2 | HHDT,MHDT |
| Architectural Coating | Hauling | 0.00 | 20.0 | HHDT |
| Architectural Coating | Onsite truck | — | — | HHDT |

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

| Phase Name | Residential Interior Area Coated (sq ft) | Residential Exterior Area Coated (sq ft) | Non-Residential Interior Area Coated (sq ft) | Non-Residential Exterior Area Coated (sq ft) | Parking Area Coated (sq ft) |
|-----------------------|--|--|--|--|-----------------------------|
| Architectural Coating | 0.00 | 0.00 | 17,060,606 | 5,686,869 | 1,133,466 |

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

| Phase Name | Material Imported (cy) | Material Exported (cy) | Acres Graded (acres) | Material Demolished (Building Square Footage) | Acres Paved (acres) |
|------------------|------------------------|------------------------|----------------------|---|---------------------|
| Demolition | 0.00 | 0.00 | 0.00 | 10,690 | — |
| Site Preparation | — | — | 504 | 0.00 | — |
| Grading | — | — | 3,168 | 0.00 | — |
| Paving | 0.00 | 0.00 | 0.00 | 0.00 | 434 |

5.6.2. Construction Earthmoving Control Strategies

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

5.7. Construction Paving

| Land Use | Area Paved (acres) | % Asphalt |
|----------------------------------|--------------------|-----------|
| Unrefrigerated Warehouse-No Rail | 0.00 | 0% |

| | | |
|--------------------------------|------|------|
| Refrigerated Warehouse-No Rail | 0.00 | 0% |
| Parking Lot | 342 | 100% |
| Other Asphalt Surfaces | 91.6 | 100% |

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

| Year | kWh per Year | CO2 | CH4 | N2O |
|------|--------------|-----|------|---------|
| 2026 | 0.00 | 532 | 0.03 | < 0.005 |
| 2027 | 0.00 | 532 | 0.03 | < 0.005 |
| 2028 | 0.00 | 532 | 0.03 | < 0.005 |
| 2029 | 0.00 | 532 | 0.03 | < 0.005 |
| 2030 | 0.00 | 532 | 0.03 | < 0.005 |
| 2031 | 0.00 | 532 | 0.03 | < 0.005 |

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

| Vegetation Land Use Type | Vegetation Soil Type | Initial Acres | Final Acres |
|--------------------------|----------------------|---------------|-------------|
|--------------------------|----------------------|---------------|-------------|

5.18.1.2. Mitigated

| Vegetation Land Use Type | Vegetation Soil Type | Initial Acres | Final Acres |
|--------------------------|----------------------|---------------|-------------|
|--------------------------|----------------------|---------------|-------------|

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

| Biomass Cover Type | Initial Acres | Final Acres |
|--------------------|---------------|-------------|
|--------------------|---------------|-------------|

5.18.1.2. Mitigated

| Biomass Cover Type | Initial Acres | Final Acres |
|--------------------|---------------|-------------|
|--------------------|---------------|-------------|

5.18.2. Sequestration

5.18.2.1. Unmitigated

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

5.18.2.2. Mitigated

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

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

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

| Climate Hazard | Result for Project Location | Unit |
|------------------------------|-----------------------------|--|
| Temperature and Extreme Heat | 36.0 | annual days of extreme heat |
| Extreme Precipitation | 1.45 | annual days with precipitation above 20 mm |
| Sea Level Rise | — | meters of inundation depth |
| Wildfire | 1.70 | 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 | 5 | 0 | 0 | N/A |
| Extreme Precipitation | N/A | N/A | N/A | N/A |
| Sea Level Rise | 1 | 0 | 0 | N/A |
| Wildfire | 1 | 0 | 0 | N/A |
| Flooding | N/A | N/A | N/A | N/A |
| Drought | N/A | N/A | N/A | N/A |
| Snowpack Reduction | N/A | N/A | N/A | N/A |
| Air Quality Degradation | 0 | 0 | 0 | N/A |

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

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

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

6.3. Adjusted Climate Risk Scores

| Climate Hazard | Exposure Score | Sensitivity Score | Adaptive Capacity Score | Vulnerability Score |
|------------------------------|----------------|-------------------|-------------------------|---------------------|
| Temperature and Extreme Heat | 5 | 1 | 1 | 4 |
| Extreme Precipitation | N/A | N/A | N/A | N/A |
| Sea Level Rise | 1 | 1 | 1 | 2 |
| Wildfire | 1 | 1 | 1 | 2 |
| Flooding | N/A | N/A | N/A | N/A |
| Drought | N/A | N/A | N/A | N/A |
| Snowpack Reduction | N/A | N/A | N/A | N/A |
| Air Quality Degradation | 1 | 1 | 1 | 2 |

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

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

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

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

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

| Indicator | Result for Project Census Tract |
|---------------------------------|---------------------------------|
| Exposure Indicators | — |
| AQ-Ozone | 88.7 |
| AQ-PM | 5.81 |
| AQ-DPM | 4.06 |
| Drinking Water | 85.4 |
| Lead Risk Housing | 21.0 |
| Pesticides | 38.2 |
| Toxic Releases | 69.3 |
| Traffic | 8.11 |
| Effect Indicators | — |
| CleanUp Sites | 78.1 |
| Groundwater | 2.11 |
| Haz Waste Facilities/Generators | 88.6 |
| Impaired Water Bodies | 0.00 |
| Solid Waste | 75.7 |
| Sensitive Population | — |
| Asthma | 74.6 |

| | |
|---------------------------------|------|
| Cardio-vascular | 53.5 |
| Low Birth Weights | 13.2 |
| Socioeconomic Factor Indicators | — |
| Education | 42.3 |
| Housing | 38.1 |
| Linguistic | 32.0 |
| Poverty | 61.8 |
| Unemployment | 26.9 |

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 | 67.56063134 |
| Employed | 13.29398178 |
| Median HI | 45.83600667 |
| Education | — |
| Bachelor's or higher | 38.31643783 |
| High school enrollment | 100 |
| Preschool enrollment | 48.45374054 |
| Transportation | — |
| Auto Access | 66.18760426 |
| Active commuting | 14.50019248 |
| Social | — |
| 2-parent households | 65.622995 |
| Voting | 65.36635442 |
| Neighborhood | — |
| Alcohol availability | 88.70781471 |

| | |
|--|-------------|
| Park access | 23.43128449 |
| Retail density | 4.080585141 |
| Supermarket access | 30.32208392 |
| Tree canopy | 85.67945592 |
| Housing | — |
| Homeownership | 75.37533684 |
| Housing habitability | 76.05543436 |
| Low-inc homeowner severe housing cost burden | 38.73989478 |
| Low-inc renter severe housing cost burden | 63.54420634 |
| Uncrowded housing | 83.16437829 |
| Health Outcomes | — |
| Insured adults | 61.15744899 |
| Arthritis | 73.2 |
| Asthma ER Admissions | 41.1 |
| High Blood Pressure | 77.3 |
| Cancer (excluding skin) | 55.0 |
| Asthma | 43.1 |
| Coronary Heart Disease | 72.1 |
| Chronic Obstructive Pulmonary Disease | 62.6 |
| Diagnosed Diabetes | 68.9 |
| Life Expectancy at Birth | 4.1 |
| Cognitively Disabled | 94.6 |
| Physically Disabled | 49.3 |
| Heart Attack ER Admissions | 35.9 |
| Mental Health Not Good | 46.4 |
| Chronic Kidney Disease | 79.8 |
| Obesity | 42.9 |
| Pedestrian Injuries | 90.4 |

| | |
|---------------------------------------|------|
| Physical Health Not Good | 57.2 |
| Stroke | 70.4 |
| Health Risk Behaviors | — |
| Binge Drinking | 11.9 |
| Current Smoker | 43.1 |
| No Leisure Time for Physical Activity | 66.6 |
| Climate Change Exposures | — |
| Wildfire Risk | 0.0 |
| SLR Inundation Area | 0.0 |
| Children | 88.7 |
| Elderly | 25.8 |
| English Speaking | 89.3 |
| Foreign-born | 8.1 |
| Outdoor Workers | 46.5 |
| Climate Change Adaptive Capacity | — |
| Impervious Surface Cover | 93.4 |
| Traffic Density | 4.7 |
| Traffic Access | 23.0 |
| Other Indices | — |
| Hardship | 48.4 |
| Other Decision Support | — |
| 2016 Voting | 51.0 |

7.3. Overall Health & Equity Scores

| Metric | Result for Project Census Tract |
|---|---------------------------------|
| CalEnviroScreen 4.0 Score for Project Location (a) | 46.0 |
| Healthy Places Index Score for Project Location (b) | 49.0 |
| Project Located in a Designated Disadvantaged Community (Senate Bill 535) | No |

| | |
|---|-----|
| Project Located in a Low-Income Community (Assembly Bill 1550) | Yes |
| Project Located in a Community Air Protection Program Community (Assembly Bill 617) | 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 | Construction schedule based on information provided by the Project applicant. |
| Construction: Off-Road Equipment | Construction equipment based on data provided by the Project applicant. |
| Construction: Trips and VMT | CalEEMod only assumes vendor trips during the building construction phase. The CalEEMod default vendor trips were allocated to each phase based on the number of days of construction for each phase. |
| Construction: Architectural Coatings | Rule 1113 |

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APPENDIX 3.2:

**CALEEMOD PAS 2, 4, 6 (EAST HALF), 7 & 8 OPERATIONAL EMISSIONS MODEL
OUTPUTS - 2031**

16126 AVCC Ops Detailed Report

Table of Contents

- 1. Basic Project Information
 - 1.1. Basic Project Information
 - 1.2. Land Use Types
 - 1.3. User-Selected Emission Reduction Measures by Emissions Sector
- 2. Emissions Summary
- 2.4. Operations Emissions Compared Against Thresholds
- 2.5. Operations Emissions by Sector, Unmitigated
- 4. Operations Emissions Details
 - 4.1. Mobile Emissions by Land Use
 - 4.1.1. Unmitigated
 - 4.2. Energy
 - 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 | 16126 AVCC Ops |
| Operational Year | 2031 |
| Lead Agency | — |
| Land Use Scale | Project/site |
| Analysis Level for Defaults | County |
| Windspeed (m/s) | 5.00 |
| Precipitation (days) | 13.0 |
| Location | 34.77190866778564, -118.15416969812995 |
| County | Los Angeles-Mojave Desert |
| City | Unincorporated |
| Air District | Antelope Valley AQMD |
| Air Basin | Mojave Desert |
| TAZ | 3673 |
| EDFZ | 7 |
| Electric Utility | Southern California Edison |
| Gas Utility | Southern California Gas |
| App Version | 2022.1.1.29 |

1.2. Land Use Types

| Land Use Subtype | Size | Unit | Lot Acreage | Building Area (sq ft) | Landscape Area (sq ft) | Special Landscape Area (sq ft) | Population | Description |
|----------------------------------|--------|----------|-------------|-----------------------|------------------------|--------------------------------|------------|-------------|
| Unrefrigerated Warehouse-No Rail | 10,367 | 1000sqft | 238 | 10,366,506 | 4,326,205 | — | — | — |

| | | | | | | | | |
|--------------------------------|--------|-------------------|------|-----------|------|---|---|---|
| Refrigerated Warehouse-No Rail | 1,007 | 1000sqft | 23.1 | 1,007,195 | 0.00 | — | — | — |
| Parking Lot | 342 | Acre | 342 | 0.00 | 0.00 | — | — | — |
| User Defined Industrial | 11,374 | User Defined Unit | 0.00 | 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. | 436 | 423 | 409 | 985 | 4.53 | 9.00 | 217 | 226 | 8.51 | 57.0 | 65.5 | 10,802 | 542,474 | 553,276 | 1,106 | 73.9 | 2,080 | 605,042 | |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 343 | 337 | 426 | 426 | 4.43 | 8.13 | 217 | 225 | 7.85 | 57.0 | 64.8 | 10,802 | 533,916 | 544,718 | 1,106 | 74.1 | 1,054 | 595,519 | |
| Average Daily (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 356 | 349 | 293 | 551 | 3.23 | 5.20 | 157 | 163 | 4.89 | 41.4 | 46.3 | 10,802 | 407,073 | 417,875 | 1,105 | 57.8 | 1,359 | 464,088 | |
| Annual (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 65.1 | 63.7 | 53.5 | 100 | 0.59 | 0.95 | 28.7 | 29.7 | 0.89 | 7.55 | 8.45 | 1,788 | 67,396 | 69,184 | 183 | 9.57 | 225 | 76,835 | |

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 | 69.3 | 64.4 | 368 | 456 | 4.43 | 6.15 | 217 | 223 | 5.87 | 57.0 | 62.9 | — | 464,614 | 464,614 | 4.49 | 60.5 | 1,053 | 483,814 |
| Area | 352 | 345 | 4.16 | 495 | 0.03 | 0.88 | — | 0.88 | 0.66 | — | 0.66 | — | 2,034 | 2,034 | 0.09 | 0.02 | — | 2,041 |
| Energy | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | — | 57,909 | 57,909 | 7.33 | 0.89 | — | 58,357 |
| Water | — | — | — | — | — | — | — | — | — | — | — | 5,040 | 11,033 | 16,073 | 518 | 12.4 | — | 32,737 |
| Waste | — | — | — | — | — | — | — | — | — | — | — | 5,762 | 0.00 | 5,762 | 576 | 0.00 | — | 20,159 |
| Refrig. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 1,027 | 1,027 |
| Stationary | 14.8 | 13.5 | 37.6 | 34.3 | 0.06 | 1.98 | 0.00 | 1.98 | 1.98 | 0.00 | 1.98 | 0.00 | 6,884 | 6,884 | 0.28 | 0.05 | 0.00 | 6,907 |
| Total | 436 | 423 | 409 | 985 | 4.53 | 9.00 | 217 | 226 | 8.51 | 57.0 | 65.5 | 10,802 | 542,474 | 553,276 | 1,106 | 73.9 | 2,080 | 605,042 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Mobile | 64.3 | 59.4 | 388 | 392 | 4.37 | 6.15 | 217 | 223 | 5.87 | 57.0 | 62.9 | — | 458,091 | 458,091 | 4.79 | 60.7 | 27.3 | 476,333 |
| Area | 264 | 264 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Energy | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | — | 57,909 | 57,909 | 7.33 | 0.89 | — | 58,357 |
| Water | — | — | — | — | — | — | — | — | — | — | — | 5,040 | 11,033 | 16,073 | 518 | 12.4 | — | 32,737 |
| Waste | — | — | — | — | — | — | — | — | — | — | — | 5,762 | 0.00 | 5,762 | 576 | 0.00 | — | 20,159 |
| Refrig. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 1,027 | 1,027 |
| Stationary | 14.8 | 13.5 | 37.6 | 34.3 | 0.06 | 1.98 | 0.00 | 1.98 | 1.98 | 0.00 | 1.98 | 0.00 | 6,884 | 6,884 | 0.28 | 0.05 | 0.00 | 6,907 |
| Total | 343 | 337 | 426 | 426 | 4.43 | 8.13 | 217 | 225 | 7.85 | 57.0 | 64.8 | 10,802 | 533,916 | 544,718 | 1,106 | 74.1 | 1,054 | 595,519 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Mobile | 47.2 | 43.6 | 286 | 302 | 3.21 | 4.50 | 157 | 162 | 4.30 | 41.4 | 45.7 | — | 336,185 | 336,185 | 3.54 | 44.5 | 333 | 349,855 |
| Area | 307 | 304 | 2.05 | 244 | 0.01 | 0.43 | — | 0.43 | 0.33 | — | 0.33 | — | 1,003 | 1,003 | 0.04 | 0.01 | — | 1,007 |
| Energy | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | — | 57,909 | 57,909 | 7.33 | 0.89 | — | 58,357 |
| Water | — | — | — | — | — | — | — | — | — | — | — | 5,040 | 11,033 | 16,073 | 518 | 12.4 | — | 32,737 |

| | | | | | | | | | | | | | | | | | | |
|------------|------|------|------|------|--------|------|------|------|------|------|------|--------|---------|---------|-------|--------|-------|---------|
| Waste | — | — | — | — | — | — | — | — | — | — | — | 5,762 | 0.00 | 5,762 | 576 | 0.00 | — | 20,159 |
| Refrig. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 1,027 | 1,027 |
| Stationary | 2.03 | 1.84 | 5.15 | 4.70 | 0.01 | 0.27 | 0.00 | 0.27 | 0.27 | 0.00 | 0.27 | 0.00 | 943 | 943 | 0.04 | 0.01 | 0.00 | 946 |
| Total | 356 | 349 | 293 | 551 | 3.23 | 5.20 | 157 | 163 | 4.89 | 41.4 | 46.3 | 10,802 | 407,073 | 417,875 | 1,105 | 57.8 | 1,359 | 464,088 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Mobile | 8.62 | 7.95 | 52.2 | 55.1 | 0.59 | 0.82 | 28.7 | 29.5 | 0.78 | 7.55 | 8.34 | — | 55,659 | 55,659 | 0.59 | 7.36 | 55.1 | 57,923 |
| Area | 56.1 | 55.5 | 0.37 | 44.5 | <0.005 | 0.08 | — | 0.08 | 0.06 | — | 0.06 | — | 166 | 166 | 0.01 | <0.005 | — | 167 |
| Energy | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | — | 9,587 | 9,587 | 1.21 | 0.15 | — | 9,662 |
| Water | — | — | — | — | — | — | — | — | — | — | — | 834 | 1,827 | 2,661 | 85.8 | 2.06 | — | 5,420 |
| Waste | — | — | — | — | — | — | — | — | — | — | — | 954 | 0.00 | 954 | 95.3 | 0.00 | — | 3,338 |
| Refrig. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 170 | 170 |
| Stationary | 0.37 | 0.34 | 0.94 | 0.86 | <0.005 | 0.05 | 0.00 | 0.05 | 0.05 | 0.00 | 0.05 | 0.00 | 156 | 156 | 0.01 | <0.005 | 0.00 | 157 |
| Total | 65.1 | 63.7 | 53.5 | 100 | 0.59 | 0.95 | 28.7 | 29.7 | 0.89 | 7.55 | 8.45 | 1,788 | 67,396 | 69,184 | 183 | 9.57 | 225 | 76,835 |

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 | 52.4 | 49.9 | 16.2 | 328 | 0.58 | 0.24 | 60.7 | 61.0 | 0.22 | 15.3 | 15.6 | — | 58,910 | 58,910 | 2.98 | 1.95 | 141 | 59,706 |

| | | | | | | | | | | | | | | | | | | |
|----------------------------------|------|------|------|------|------|------|------|------|------|------|------|---|---------|---------|------|------|-------|---------|
| Refrigerated Warehouse-No Rail | 4.86 | 4.63 | 1.51 | 30.4 | 0.05 | 0.02 | 5.64 | 5.66 | 0.02 | 1.42 | 1.44 | — | 5,468 | 5,468 | 0.28 | 0.18 | 13.0 | 5,542 |
| Parking Lot | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| User Defined Industrial | 12.0 | 9.90 | 350 | 97.6 | 3.80 | 5.88 | 150 | 156 | 5.63 | 40.2 | 45.9 | — | 400,236 | 400,236 | 1.23 | 58.4 | 900 | 418,565 |
| Total | 69.3 | 64.4 | 368 | 456 | 4.43 | 6.15 | 217 | 223 | 5.87 | 57.0 | 62.9 | — | 464,614 | 464,614 | 4.49 | 60.5 | 1,053 | 483,814 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unrefrigerated Warehouse-No Rail | 48.3 | 45.7 | 18.0 | 269 | 0.52 | 0.24 | 60.7 | 61.0 | 0.22 | 15.3 | 15.6 | — | 52,785 | 52,785 | 3.27 | 2.09 | 3.64 | 53,491 |
| Refrigerated Warehouse-No Rail | 4.49 | 4.24 | 1.67 | 24.9 | 0.05 | 0.02 | 5.64 | 5.66 | 0.02 | 1.42 | 1.44 | — | 4,900 | 4,900 | 0.30 | 0.19 | 0.34 | 4,965 |
| Parking Lot | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| User Defined Industrial | 11.5 | 9.43 | 368 | 98.3 | 3.80 | 5.89 | 150 | 156 | 5.63 | 40.2 | 45.9 | — | 400,406 | 400,406 | 1.21 | 58.4 | 23.3 | 417,876 |
| Total | 64.3 | 59.4 | 388 | 392 | 4.37 | 6.15 | 217 | 223 | 5.87 | 57.0 | 62.9 | — | 458,091 | 458,091 | 4.79 | 60.7 | 27.3 | 476,333 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unrefrigerated Warehouse-No Rail | 6.46 | 6.10 | 2.48 | 38.5 | 0.07 | 0.03 | 8.03 | 8.06 | 0.03 | 2.03 | 2.06 | — | 6,557 | 6,557 | 0.40 | 0.26 | 7.34 | 6,651 |

| | | | | | | | | | | | | | | | | | | |
|--------------------------------|------|------|------|------|------|---------|------|------|---------|------|------|---|--------|--------|------|------|------|--------|
| Refrigerated Warehouse-No Rail | 0.60 | 0.56 | 0.23 | 3.57 | 0.01 | < 0.005 | 0.74 | 0.75 | < 0.005 | 0.19 | 0.19 | — | 607 | 607 | 0.04 | 0.02 | 0.68 | 616 |
| Parking Lot | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| User Defined Industrial | 1.57 | 1.29 | 49.5 | 13.0 | 0.51 | 0.79 | 19.9 | 20.7 | 0.75 | 5.34 | 6.09 | — | 48,496 | 48,496 | 0.15 | 7.08 | 47.1 | 50,656 |
| Total | 8.62 | 7.95 | 52.2 | 55.1 | 0.59 | 0.82 | 28.7 | 29.5 | 0.78 | 7.55 | 8.34 | — | 55,659 | 55,659 | 0.59 | 7.36 | 55.1 | 57,923 |

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 | — | — | — | — | — | — | — | — | — | — | — | — | 34,666 | 34,666 | 4.39 | 0.53 | — | 34,934 |
| Refrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | — | 13,916 | 13,916 | 1.76 | 0.21 | — | 14,024 |
| Parking Lot | — | — | — | — | — | — | — | — | — | — | — | — | 9,326 | 9,326 | 1.18 | 0.14 | — | 9,399 |
| User Defined Industrial | — | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |

| | | | | | | | | | | | | | | | | | | | | | | |
|----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|--------|--------|------|------|---|--------|
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 57,909 | 57,909 | 7.33 | 0.89 | — | 58,357 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unrefrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 34,666 | 34,666 | 4.39 | 0.53 | — | 34,934 |
| Refrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 13,916 | 13,916 | 1.76 | 0.21 | — | 14,024 |
| Parking Lot | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 9,326 | 9,326 | 1.18 | 0.14 | — | 9,399 |
| User Defined Industrial | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 57,909 | 57,909 | 7.33 | 0.89 | — | 58,357 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unrefrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 5,739 | 5,739 | 0.73 | 0.09 | — | 5,784 |
| Refrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 2,304 | 2,304 | 0.29 | 0.04 | — | 2,322 |
| Parking Lot | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 1,544 | 1,544 | 0.20 | 0.02 | — | 1,556 |
| User Defined Industrial | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 9,587 | 9,587 | 1.21 | 0.15 | — | 9,662 |

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

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

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

| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|----------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Parking Lot | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| User Defined Industrial | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 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 | 0.00 | 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 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Refrigerated Warehouse-No Rail | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 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 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| User Defined Industrial | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 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 | 0.00 | 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) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|-------|------|------|------|------|---------|------|---|------|------|---|------|---|-----|-----|------|---------|---|-----|
| Total | 56.1 | 55.5 | 0.37 | 44.5 | < 0.005 | 0.08 | — | 0.08 | 0.06 | — | 0.06 | — | 166 | 166 | 0.01 | < 0.005 | — | 167 |
|-------|------|------|------|------|---------|------|---|------|------|---|------|---|-----|-----|------|---------|---|-----|

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 use-Rail | — | — | — | — | — | — | — | — | — | — | — | 4,594 | 10,074 | 14,668 | 472 | 11.3 | — | 29,857 |
| Refrigerated Warehouse-No use-Rail | — | — | — | — | — | — | — | — | — | — | — | 446 | 958 | 1,405 | 45.9 | 1.10 | — | 2,880 |
| Parking Lot | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| User Defined Industrial | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Total | — | — | — | — | — | — | — | — | — | — | — | 5,040 | 11,033 | 16,073 | 518 | 12.4 | — | 32,737 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unrefrigerated Warehouse-No use-Rail | — | — | — | — | — | — | — | — | — | — | — | 4,594 | 10,074 | 14,668 | 472 | 11.3 | — | 29,857 |

| | | | | | | | | | | | | | | | | | | | |
|----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|-------|--------|--------|------|------|---|--------|
| Refrigerated | — | — | — | — | — | — | — | — | — | — | — | — | 446 | 958 | 1,405 | 45.9 | 1.10 | — | 2,880 |
| Parking Lot | — | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| User Defined Industrial | — | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | 5,040 | 11,033 | 16,073 | 518 | 12.4 | — | 32,737 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unrefrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | — | 761 | 1,668 | 2,428 | 78.2 | 1.88 | — | 4,943 |
| Refrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | — | 73.9 | 159 | 233 | 7.60 | 0.18 | — | 477 |
| Parking Lot | — | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| User Defined Industrial | — | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | 834 | 1,827 | 2,661 | 85.8 | 2.06 | — | 5,420 |

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) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

16126 AVCC Ops Detailed Report, 12/18/2024

| | | | | | | | | | | | | | | | | | | |
|----------------------------------|---|---|---|---|---|---|---|---|---|---|---|-------|------|-------|------|------|---|--------|
| Unrefrig Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | 5,252 | 0.00 | 5,252 | 525 | 0.00 | — | 18,374 |
| Refrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | 510 | 0.00 | 510 | 51.0 | 0.00 | — | 1,785 |
| Parking Lot | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| User Defined Industrial | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Total | — | — | — | — | — | — | — | — | — | — | — | 5,762 | 0.00 | 5,762 | 576 | 0.00 | — | 20,159 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unrefrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | 5,252 | 0.00 | 5,252 | 525 | 0.00 | — | 18,374 |
| Refrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | 510 | 0.00 | 510 | 51.0 | 0.00 | — | 1,785 |
| Parking Lot | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| User Defined Industrial | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Total | — | — | — | — | — | — | — | — | — | — | — | 5,762 | 0.00 | 5,762 | 576 | 0.00 | — | 20,159 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | | | | | | |
|----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|------|------|------|------|------|---|-------|
| Unrefrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 869 | 0.00 | 869 | 86.9 | 0.00 | — | 3,042 |
| Refrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 84.5 | 0.00 | 84.5 | 8.44 | 0.00 | — | 296 |
| Parking Lot | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| User Defined Industrial | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 954 | 0.00 | 954 | 95.3 | 0.00 | — | 3,338 |

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

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

| Land Use | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e | |
|--------------------------------|-----|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|------|-------|------|-----|-----|-------|-------|-------|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Refrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 1,027 | 1,027 | 1,027 |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 1,027 | 1,027 | 1,027 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | | | | | |
|--------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|-------|-------|-------|
| Refrigerated | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 1,027 | 1,027 | |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 1,027 | 1,027 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Refrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 170 | 170 | |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 170 | 170 |

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)

| Equipm 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) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Fire Pump | 5.95 | 5.41 | 15.1 | 13.8 | 0.03 | 0.80 | 0.00 | 0.80 | 0.80 | 0.00 | 0.80 | 0.00 | 2,770 | 2,770 | 0.11 | 0.02 | 0.00 | 2,780 |
| Emergency Generator | 8.84 | 8.04 | 22.5 | 20.5 | 0.04 | 1.18 | 0.00 | 1.18 | 1.18 | 0.00 | 1.18 | 0.00 | 4,114 | 4,114 | 0.17 | 0.03 | 0.00 | 4,127 |
| Total | 14.8 | 13.5 | 37.6 | 34.3 | 0.06 | 1.98 | 0.00 | 1.98 | 1.98 | 0.00 | 1.98 | 0.00 | 6,884 | 6,884 | 0.28 | 0.05 | 0.00 | 6,907 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Fire Pump | 5.95 | 5.41 | 15.1 | 13.8 | 0.03 | 0.80 | 0.00 | 0.80 | 0.80 | 0.00 | 0.80 | 0.00 | 2,770 | 2,770 | 0.11 | 0.02 | 0.00 | 2,780 |
| Emergency Generator | 8.84 | 8.04 | 22.5 | 20.5 | 0.04 | 1.18 | 0.00 | 1.18 | 1.18 | 0.00 | 1.18 | 0.00 | 4,114 | 4,114 | 0.17 | 0.03 | 0.00 | 4,127 |
| Total | 14.8 | 13.5 | 37.6 | 34.3 | 0.06 | 1.98 | 0.00 | 1.98 | 1.98 | 0.00 | 1.98 | 0.00 | 6,884 | 6,884 | 0.28 | 0.05 | 0.00 | 6,907 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Fire Pump | 0.15 | 0.14 | 0.38 | 0.35 | <0.005 | 0.02 | 0.00 | 0.02 | 0.02 | 0.00 | 0.02 | 0.00 | 62.8 | 62.8 | <0.005 | <0.005 | 0.00 | 63.0 |
| Emergency Generator | 0.22 | 0.20 | 0.56 | 0.51 | <0.005 | 0.03 | 0.00 | 0.03 | 0.03 | 0.00 | 0.03 | 0.00 | 93.3 | 93.3 | <0.005 | <0.005 | 0.00 | 93.6 |
| Total | 0.37 | 0.34 | 0.94 | 0.86 | <0.005 | 0.05 | 0.00 | 0.05 | 0.05 | 0.00 | 0.05 | 0.00 | 156 | 156 | 0.01 | <0.005 | 0.00 | 157 |

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)

| Equipm 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 | 14,866 | 1,213 | 487 | 3,964,315 | 87,104 | 7,107 | 2,855 | 23,228,804 |
| Refrigerated Warehouse-No Rail | 1,380 | 97.7 | 39.3 | 366,891 | 8,085 | 572 | 230 | 2,149,788 |
| Parking Lot | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

| | | | | | | | | |
|-------------------------|-------|-----|-----|-----------|---------|--------|-------|------------|
| User Defined Industrial | 4,936 | 432 | 171 | 1,318,366 | 171,878 | 15,049 | 5,940 | 45,905,515 |
|-------------------------|-------|-----|-----|-----------|---------|--------|-------|------------|

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 | 17,060,552 | 5,686,851 | 894,060 |

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 | 48,519,179 | 261 | 0.0330 | 0.0040 | 0.00 |
| Refrigerated Warehouse-No Rail | 19,477,199 | 261 | 0.0330 | 0.0040 | 0.00 |
| Parking Lot | 13,053,280 | 261 | 0.0330 | 0.0040 | 0.00 |
| User Defined Industrial | 0.00 | 261 | 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 | 2,397,254,513 | 70,016,578 |
| Refrigerated Warehouse-No Rail | 232,913,844 | 0.00 |
| Parking Lot | 0.00 | 0.00 |
| User Defined Industrial | 0.00 | 0.00 |

5.13. Operational Waste Generation

5.13.1. Unmitigated

| Land Use | Waste (ton/year) | Cogeneration (kWh/year) |
|----------------------------------|------------------|-------------------------|
| Unrefrigerated Warehouse-No Rail | 9,745 | — |
| Refrigerated Warehouse-No Rail | 947 | — |
| Parking Lot | 0.00 | — |
| User Defined Industrial | 0.00 | — |

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

| Land Use Type | Equipment Type | Refrigerant | GWP | Quantity (kg) | Operations Leak Rate | Service Leak Rate | Times Serviced |
|--------------------------------|----------------|--------------|-----|---------------|----------------------|-------------------|----------------|
| Refrigerated Warehouse-No Rail | Cold storage | User Defined | 150 | 7.50 | 7.50 | 7.50 | 25.0 |

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 |
|---------------------|-----------|----------------|---------------|----------------|------------|-------------|
| Fire Pump | Diesel | 11.0 | 1.00 | 50.0 | 300 | 0.73 |
| Emergency Generator | Diesel | 7.00 | 1.00 | 50.0 | 700 | 0.73 |

5.16.2. Process Boilers

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

5.17. User Defined

| Equipment Type | Fuel Type |
|----------------|-----------|
|----------------|-----------|

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

| Vegetation Land Use Type | Vegetation Soil Type | Initial Acres | Final Acres |
|--------------------------|----------------------|---------------|-------------|
|--------------------------|----------------------|---------------|-------------|

5.18.1. 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 | 36.0 | annual days of extreme heat |
| Extreme Precipitation | 1.45 | annual days with precipitation above 20 mm |
| Sea Level Rise | — | meters of inundation depth |
| Wildfire | 1.70 | 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 | 5 | 0 | 0 | N/A |
| Extreme Precipitation | N/A | N/A | N/A | N/A |
| Sea Level Rise | 1 | 0 | 0 | N/A |

| | | | | |
|-------------------------|-----|-----|-----|-----|
| Wildfire | 1 | 0 | 0 | N/A |
| Flooding | N/A | N/A | N/A | N/A |
| Drought | N/A | N/A | N/A | N/A |
| Snowpack Reduction | N/A | N/A | N/A | N/A |
| Air Quality Degradation | 0 | 0 | 0 | N/A |

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

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

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

6.3. Adjusted Climate Risk Scores

| Climate Hazard | Exposure Score | Sensitivity Score | Adaptive Capacity Score | Vulnerability Score |
|------------------------------|----------------|-------------------|-------------------------|---------------------|
| Temperature and Extreme Heat | 5 | 1 | 1 | 4 |
| Extreme Precipitation | N/A | N/A | N/A | N/A |
| Sea Level Rise | 1 | 1 | 1 | 2 |
| Wildfire | 1 | 1 | 1 | 2 |
| Flooding | N/A | N/A | N/A | N/A |
| Drought | N/A | N/A | N/A | N/A |
| Snowpack Reduction | N/A | N/A | N/A | N/A |
| Air Quality Degradation | 1 | 1 | 1 | 2 |

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

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

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

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

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

| Indicator | Result for Project Census Tract |
|---------------------------------|---------------------------------|
| Exposure Indicators | — |
| AQ-Ozone | 88.7 |
| AQ-PM | 5.81 |
| AQ-DPM | 4.06 |
| Drinking Water | 85.4 |
| Lead Risk Housing | 21.0 |
| Pesticides | 38.2 |
| Toxic Releases | 69.3 |
| Traffic | 8.11 |
| Effect Indicators | — |
| CleanUp Sites | 78.1 |
| Groundwater | 2.11 |
| Haz Waste Facilities/Generators | 88.6 |
| Impaired Water Bodies | 0.00 |
| Solid Waste | 75.7 |
| Sensitive Population | — |
| Asthma | 74.6 |
| Cardio-vascular | 53.5 |
| Low Birth Weights | 13.2 |
| Socioeconomic Factor Indicators | — |
| Education | 42.3 |
| Housing | 38.1 |
| Linguistic | 32.0 |
| Poverty | 61.8 |
| Unemployment | 26.9 |

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 | 67.56063134 |
| Employed | 13.29398178 |
| Median HI | 45.83600667 |
| Education | — |
| Bachelor's or higher | 38.31643783 |
| High school enrollment | 100 |
| Preschool enrollment | 48.45374054 |
| Transportation | — |
| Auto Access | 66.18760426 |
| Active commuting | 14.50019248 |
| Social | — |
| 2-parent households | 65.622995 |
| Voting | 65.36635442 |
| Neighborhood | — |
| Alcohol availability | 88.70781471 |
| Park access | 23.43128449 |
| Retail density | 4.080585141 |
| Supermarket access | 30.32208392 |
| Tree canopy | 85.67945592 |
| Housing | — |
| Homeownership | 75.37533684 |
| Housing habitability | 76.05543436 |
| Low-inc homeowner severe housing cost burden | 38.73989478 |
| Low-inc renter severe housing cost burden | 63.54420634 |

| | |
|---------------------------------------|-------------|
| Uncrowded housing | 83.16437829 |
| Health Outcomes | — |
| Insured adults | 61.15744899 |
| Arthritis | 73.2 |
| Asthma ER Admissions | 41.1 |
| High Blood Pressure | 77.3 |
| Cancer (excluding skin) | 55.0 |
| Asthma | 43.1 |
| Coronary Heart Disease | 72.1 |
| Chronic Obstructive Pulmonary Disease | 62.6 |
| Diagnosed Diabetes | 68.9 |
| Life Expectancy at Birth | 4.1 |
| Cognitively Disabled | 94.6 |
| Physically Disabled | 49.3 |
| Heart Attack ER Admissions | 35.9 |
| Mental Health Not Good | 46.4 |
| Chronic Kidney Disease | 79.8 |
| Obesity | 42.9 |
| Pedestrian Injuries | 90.4 |
| Physical Health Not Good | 57.2 |
| Stroke | 70.4 |
| Health Risk Behaviors | — |
| Binge Drinking | 11.9 |
| Current Smoker | 43.1 |
| No Leisure Time for Physical Activity | 66.6 |
| Climate Change Exposures | — |
| Wildfire Risk | 0.0 |
| SLR Inundation Area | 0.0 |

| | |
|----------------------------------|------|
| Children | 88.7 |
| Elderly | 25.8 |
| English Speaking | 89.3 |
| Foreign-born | 8.1 |
| Outdoor Workers | 46.5 |
| Climate Change Adaptive Capacity | — |
| Impervious Surface Cover | 93.4 |
| Traffic Density | 4.7 |
| Traffic Access | 23.0 |
| Other Indices | — |
| Hardship | 48.4 |
| Other Decision Support | — |
| 2016 Voting | 51.0 |

7.3. Overall Health & Equity Scores

| Metric | Result for Project Census Tract |
|---|---------------------------------|
| CalEnviroScreen 4.0 Score for Project Location (a) | 46.0 |
| Healthy Places Index Score for Project Location (b) | 49.0 |
| Project Located in a Designated Disadvantaged Community (Senate Bill 535) | No |
| Project Located in a Low-Income Community (Assembly Bill 1550) | Yes |
| Project Located in a Community Air Protection Program Community (Assembly Bill 617) | No |

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

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

| Screen | Justification |
|--------------------------|---|
| Operations: Vehicle Data | Fleet mix adjusted based on Project trip generation summary and to separate passenger cars and industrial trucks. |
| Operations: Fleet Mix | Fleet mix adjusted to separate passenger vehicles and trucks. |
| Operations: Energy Use | Project will not use natural gas. |
| Operations: Refrigerants | As of 1 January 2022, new commercial refrigeration equipment may not use refrigerants with a GWP of 150 or greater. |

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APPENDIX 3.3:

**CALEEMOD PAS 2, 4, 6 (EAST HALF), 7 & 8 OPERATIONAL EMISSIONS MODEL
OUTPUTS – 2040**

16126 AVCC Ops PAs 2, 4, 6E, 7, 8 2040 Detailed Report

Table of Contents

- 1. Basic Project Information
 - 1.1. Basic Project Information
 - 1.2. Land Use Types
 - 1.3. User-Selected Emission Reduction Measures by Emissions Sector
- 2. Emissions Summary
- 2.4. Operations Emissions Compared Against Thresholds
- 2.5. Operations Emissions by Sector, Unmitigated
- 4. Operations Emissions Details
 - 4.1. Mobile Emissions by Land Use
 - 4.1.1. Unmitigated
 - 4.2. Energy
 - 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 | 16126 AVCC Ops PAs 2, 4, 6E, 7, 8 2040 |
| Operational Year | 2040 |
| Lead Agency | — |
| Land Use Scale | Project/site |
| Analysis Level for Defaults | County |
| Windspeed (m/s) | 5.00 |
| Precipitation (days) | 13.0 |
| Location | 34.77190866778564, -118.15416969812995 |
| County | Los Angeles-Mojave Desert |
| City | Unincorporated |
| Air District | Antelope Valley AQMD |
| Air Basin | Mojave Desert |
| TAZ | 3673 |
| EDFZ | 7 |
| Electric Utility | Southern California Edison |
| Gas Utility | Southern California Gas |
| App Version | 2022.1.1.29 |

1.2. Land Use Types

| Land Use Subtype | Size | Unit | Lot Acreage | Building Area (sq ft) | Landscape Area (sq ft) | Special Landscape Area (sq ft) | Population | Description |
|----------------------------------|--------|----------|-------------|-----------------------|------------------------|--------------------------------|------------|-------------|
| Unrefrigerated Warehouse-No Rail | 10,367 | 1000sqft | 238 | 10,366,506 | 4,326,205 | — | — | — |

| | | | | | | | | |
|--------------------------------|--------|-------------------|------|-----------|------|---|---|---|
| Refrigerated Warehouse-No Rail | 1,007 | 1000sqft | 23.1 | 1,007,195 | 0.00 | — | — | — |
| Parking Lot | 342 | Acre | 342 | 0.00 | 0.00 | — | — | — |
| User Defined Industrial | 11,374 | User Defined Unit | 0.00 | 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. | 420 | 408 | 334 | 895 | 3.78 | 7.41 | 217 | 224 | 6.99 | 56.9 | 63.9 | 10,802 | 464,049 | 474,851 | 1,105 | 63.8 | 1,378 | 522,864 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 329 | 323 | 347 | 348 | 3.69 | 6.53 | 217 | 223 | 6.33 | 56.9 | 63.3 | 10,802 | 456,088 | 466,890 | 1,105 | 63.9 | 1,036 | 514,606 |
| Average Daily (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 346 | 340 | 234 | 490 | 2.68 | 4.03 | 157 | 161 | 3.78 | 41.4 | 45.1 | 10,802 | 350,026 | 360,828 | 1,104 | 50.3 | 1,138 | 404,572 |
| Annual (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 63.1 | 62.0 | 42.8 | 89.4 | 0.49 | 0.74 | 28.7 | 29.4 | 0.69 | 7.55 | 8.24 | 1,788 | 57,951 | 59,739 | 183 | 8.33 | 188 | 66,981 |

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 | 53.3 | 49.4 | 292 | 366 | 3.68 | 4.55 | 217 | 221 | 4.35 | 56.9 | 61.3 | — | 386,190 | 386,190 | 3.55 | 50.4 | 352 | 401,636 |
| Area | 352 | 345 | 4.16 | 495 | 0.03 | 0.88 | — | 0.88 | 0.66 | — | 0.66 | — | 2,034 | 2,034 | 0.09 | 0.02 | — | 2,041 |
| Energy | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | — | 57,909 | 57,909 | 7.33 | 0.89 | — | 58,357 |
| Water | — | — | — | — | — | — | — | — | — | — | — | 5,040 | 11,033 | 16,073 | 518 | 12.4 | — | 32,737 |
| Waste | — | — | — | — | — | — | — | — | — | — | — | 5,762 | 0.00 | 5,762 | 576 | 0.00 | — | 20,159 |
| Refrig. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 1,027 | 1,027 |
| Stationary | 14.8 | 13.5 | 37.6 | 34.3 | 0.06 | 1.98 | 0.00 | 1.98 | 1.98 | 0.00 | 1.98 | 0.00 | 6,884 | 6,884 | 0.28 | 0.05 | 0.00 | 6,907 |
| Total | 420 | 408 | 334 | 895 | 3.78 | 7.41 | 217 | 224 | 6.99 | 56.9 | 63.9 | 10,802 | 464,049 | 474,851 | 1,105 | 63.8 | 1,378 | 522,864 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Mobile | 50.1 | 46.3 | 309 | 314 | 3.62 | 4.55 | 217 | 221 | 4.35 | 56.9 | 61.3 | — | 380,262 | 380,262 | 3.73 | 50.5 | 9.13 | 395,419 |
| Area | 264 | 264 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Energy | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | — | 57,909 | 57,909 | 7.33 | 0.89 | — | 58,357 |
| Water | — | — | — | — | — | — | — | — | — | — | — | 5,040 | 11,033 | 16,073 | 518 | 12.4 | — | 32,737 |
| Waste | — | — | — | — | — | — | — | — | — | — | — | 5,762 | 0.00 | 5,762 | 576 | 0.00 | — | 20,159 |
| Refrig. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 1,027 | 1,027 |
| Stationary | 14.8 | 13.5 | 37.6 | 34.3 | 0.06 | 1.98 | 0.00 | 1.98 | 1.98 | 0.00 | 1.98 | 0.00 | 6,884 | 6,884 | 0.28 | 0.05 | 0.00 | 6,907 |
| Total | 329 | 323 | 347 | 348 | 3.69 | 6.53 | 217 | 223 | 6.33 | 56.9 | 63.3 | 10,802 | 456,088 | 466,890 | 1,105 | 63.9 | 1,036 | 514,606 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Mobile | 36.7 | 33.9 | 227 | 241 | 2.66 | 3.33 | 157 | 161 | 3.18 | 41.4 | 44.5 | — | 279,139 | 279,139 | 2.76 | 37.0 | 111 | 290,339 |
| Area | 307 | 304 | 2.05 | 244 | 0.01 | 0.43 | — | 0.43 | 0.33 | — | 0.33 | — | 1,003 | 1,003 | 0.04 | 0.01 | — | 1,007 |
| Energy | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | — | 57,909 | 57,909 | 7.33 | 0.89 | — | 58,357 |
| Water | — | — | — | — | — | — | — | — | — | — | — | 5,040 | 11,033 | 16,073 | 518 | 12.4 | — | 32,737 |

| | | | | | | | | | | | | | | | | | | |
|------------|------|------|------|------|--------|------|------|------|------|------|-------|--------|---------|---------|--------|-------|--------|---------|
| Waste | — | — | — | — | — | — | — | — | — | — | 5,762 | 0.00 | 5,762 | 576 | 0.00 | — | 20,159 | |
| Refrig. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 1,027 | 1,027 | |
| Stationary | 2.03 | 1.84 | 5.15 | 4.70 | 0.01 | 0.27 | 0.27 | 0.00 | 0.27 | 0.00 | 0.27 | 943 | 943 | 0.04 | 0.01 | 0.00 | 946 | |
| Total | 346 | 340 | 234 | 490 | 2.68 | 4.03 | 157 | 161 | 3.78 | 41.4 | 45.1 | 10,802 | 350,026 | 360,828 | 1,104 | 50.3 | 1,138 | 404,572 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Mobile | 6.70 | 6.18 | 41.4 | 44.0 | 0.49 | 0.61 | 28.7 | 29.3 | 0.58 | 7.55 | 8.13 | 46,215 | 46,215 | 0.46 | 6.12 | 18.4 | 48,069 | |
| Area | 56.1 | 55.5 | 0.37 | 44.5 | <0.005 | 0.08 | — | 0.08 | 0.06 | — | 0.06 | 166 | 166 | 0.01 | <0.005 | — | 167 | |
| Energy | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | 9,587 | 9,587 | 1.21 | 0.15 | — | 9,662 | |
| Water | — | — | — | — | — | — | — | — | — | — | — | 834 | 1,827 | 85.8 | 2.06 | — | 5,420 | |
| Waste | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 954 | 95.3 | 0.00 | — | 3,338 | |
| Refrig. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 170 | 170 | |
| Stationary | 0.37 | 0.34 | 0.94 | 0.86 | <0.005 | 0.05 | 0.00 | 0.05 | 0.05 | 0.00 | 0.05 | 156 | 156 | 0.01 | <0.005 | 0.00 | 157 | |
| Total | 63.1 | 62.0 | 42.8 | 89.4 | 0.49 | 0.74 | 28.7 | 29.4 | 0.69 | 7.55 | 8.24 | 1,788 | 57,951 | 59,739 | 183 | 8.33 | 188 | 66,981 |

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 | 40.5 | 38.5 | 11.7 | 263 | 0.53 | 0.15 | 60.8 | 61.0 | 0.14 | 15.4 | 15.5 | — | 53,692 | 53,692 | 2.23 | 1.64 | 32.3 | 54,269 | |

| | | | | | | | | | | | | | | | | | | |
|----------------------------------|------|------|------|------|------|------|------|------|------|------|------|---|---------|---------|------|------|------|---------|
| Refrigerated Warehouse-No Rail | 3.76 | 3.58 | 1.09 | 24.4 | 0.05 | 0.01 | 5.65 | 5.66 | 0.01 | 1.43 | 1.44 | — | 4,984 | 4,984 | 0.21 | 0.15 | 3.00 | 5,037 |
| Parking Lot | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| User Defined Industrial | 9.04 | 7.29 | 279 | 78.4 | 3.10 | 4.38 | 150 | 154 | 4.19 | 40.2 | 44.3 | — | 327,514 | 327,514 | 1.11 | 48.6 | 317 | 342,330 |
| Total | 53.3 | 49.4 | 292 | 366 | 3.68 | 4.55 | 217 | 221 | 4.35 | 56.9 | 61.3 | — | 386,190 | 386,190 | 3.55 | 50.4 | 352 | 401,636 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unrefrigerated Warehouse-No Rail | 38.0 | 36.0 | 13.0 | 214 | 0.48 | 0.15 | 60.8 | 61.0 | 0.14 | 15.4 | 15.5 | — | 48,109 | 48,109 | 2.42 | 1.75 | 0.84 | 48,693 |
| Refrigerated Warehouse-No Rail | 3.53 | 3.35 | 1.21 | 19.9 | 0.04 | 0.01 | 5.65 | 5.66 | 0.01 | 1.43 | 1.44 | — | 4,466 | 4,466 | 0.22 | 0.16 | 0.08 | 4,520 |
| Parking Lot | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| User Defined Industrial | 8.56 | 6.87 | 295 | 79.5 | 3.10 | 4.39 | 150 | 154 | 4.20 | 40.2 | 44.4 | — | 327,687 | 327,687 | 1.09 | 48.6 | 8.21 | 342,207 |
| Total | 50.1 | 46.3 | 309 | 314 | 3.62 | 4.55 | 217 | 221 | 4.35 | 56.9 | 61.3 | — | 380,262 | 380,262 | 3.73 | 50.5 | 9.13 | 395,419 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unrefrigerated Warehouse-No Rail | 5.06 | 4.79 | 1.79 | 30.6 | 0.07 | 0.02 | 8.04 | 8.06 | 0.02 | 2.03 | 2.05 | — | 5,976 | 5,976 | 0.30 | 0.22 | 1.69 | 6,049 |

| | | | | | | | | | | | | | | | | | | |
|--------------------------------|------|------|------|------|------|---------|------|------|---------|------|------|---|--------|--------|------|------|------|--------|
| Refrigerated Warehouse-No Rail | 0.47 | 0.44 | 0.17 | 2.84 | 0.01 | < 0.005 | 0.74 | 0.75 | < 0.005 | 0.19 | 0.19 | — | 553 | 553 | 0.03 | 0.02 | 0.16 | 560 |
| Parking Lot | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| User Defined Industrial | 1.18 | 0.95 | 39.5 | 10.5 | 0.41 | 0.59 | 19.9 | 20.5 | 0.56 | 5.33 | 5.89 | — | 39,686 | 39,686 | 0.13 | 5.89 | 16.6 | 41,460 |
| Total | 6.70 | 6.18 | 41.4 | 44.0 | 0.49 | 0.61 | 28.7 | 29.3 | 0.58 | 7.55 | 8.13 | — | 46,215 | 46,215 | 0.46 | 6.12 | 18.4 | 48,069 |

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 | — | — | — | — | — | — | — | — | — | — | — | — | 34,666 | 34,666 | 4.39 | 0.53 | — | 34,934 |
| Refrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | — | 13,916 | 13,916 | 1.76 | 0.21 | — | 14,024 |
| Parking Lot | — | — | — | — | — | — | — | — | — | — | — | — | 9,326 | 9,326 | 1.18 | 0.14 | — | 9,399 |
| User Defined Industrial | — | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |

16126 AVCC Ops PAs 2, 4, 6E, 7, 8 2040 Detailed Report, 12/19/2024

| | | | | | | | | | | | | | | | | | | | | | | | |
|----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|--------|--------|--------|------|------|---|---|--------|
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 57,909 | 57,909 | 57,909 | 7.33 | 0.89 | — | — | 58,357 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unrefrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 34,666 | 34,666 | 34,666 | 4.39 | 0.53 | — | — | 34,934 |
| Refrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 13,916 | 13,916 | 13,916 | 1.76 | 0.21 | — | — | 14,024 |
| Parking Lot | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 9,326 | 9,326 | 9,326 | 1.18 | 0.14 | — | — | 9,399 |
| User Defined Industrial | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | — | 0.00 |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 57,909 | 57,909 | 57,909 | 7.33 | 0.89 | — | — | 58,357 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unrefrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 5,739 | 5,739 | 5,739 | 0.73 | 0.09 | — | — | 5,784 |
| Refrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 2,304 | 2,304 | 2,304 | 0.29 | 0.04 | — | — | 2,322 |
| Parking Lot | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 1,544 | 1,544 | 1,544 | 0.20 | 0.02 | — | — | 1,556 |
| User Defined Industrial | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | — | 0.00 |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 9,587 | 9,587 | 9,587 | 1.21 | 0.15 | — | — | 9,662 |

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 | 0.00 |
| Refrigerated Warehouse-No Rail | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 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 | 0.00 |
| User Defined Industrial | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 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 | 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 | 0.00 |
| Refrigerated Warehouse-No Rail | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 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 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | |
| User Defined Industrial | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 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 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 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-Use-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 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| Refrigerated Warehouse-Use-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 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 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 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| User Defined Industrial | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 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 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 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 | 245 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Architectural Coatings | 19.2 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Landscaping Equipment | 88.1 | 4.16 | 495 | 0.03 | 0.88 | — | 0.88 | 0.66 | — | 2,034 | 2,034 | 2,034 | 0.09 | 0.02 | — | — | — | — | — | — | 2,041 | 2,041 |
| Total | 352 | 4.16 | 495 | 0.03 | 0.88 | — | 0.88 | 0.66 | — | 2,034 | 2,034 | 2,034 | 0.09 | 0.02 | — | — | — | — | — | — | 2,041 | 2,041 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Consumer Products | 245 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Architectural Coatings | 19.2 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | 264 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Consumer Products | 44.6 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Architectural Coatings | 3.50 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Landscaping Equipment | 7.93 | 0.37 | 44.5 | < 0.005 | 0.08 | — | 0.08 | 0.06 | — | 166 | 166 | 166 | 0.01 | < 0.005 | — | — | — | — | — | — | 167 | 167 |

| | | | | | | | | | | | | | | | | | | | |
|-------|------|------|------|------|---------|------|---|------|---|------|---|------|---|-----|-----|------|---------|---|-----|
| Total | 56.1 | 55.5 | 0.37 | 44.5 | < 0.005 | 0.08 | — | 0.08 | — | 0.06 | — | 0.06 | — | 166 | 166 | 0.01 | < 0.005 | — | 167 |
|-------|------|------|------|------|---------|------|---|------|---|------|---|------|---|-----|-----|------|---------|---|-----|

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 use-Rail | — | — | — | — | — | — | — | — | — | — | — | 4,594 | 10,074 | 14,668 | 472 | 11.3 | — | — | 29,857 |
| Refrigerated Warehouse-No use-Rail | — | — | — | — | — | — | — | — | — | — | — | 446 | 958 | 1,405 | 45.9 | 1.10 | — | — | 2,880 |
| Parking Lot | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | — | 0.00 |
| User Defined Industrial | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | — | 0.00 |
| Total | — | — | — | — | — | — | — | — | — | — | — | 5,040 | 11,033 | 16,073 | 518 | 12.4 | — | — | 32,737 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unrefrigerated Warehouse-No use-Rail | — | — | — | — | — | — | — | — | — | — | — | 4,594 | 10,074 | 14,668 | 472 | 11.3 | — | — | 29,857 |

| | | | | | | | | | | | | | | | | | | | |
|----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|-------|--------|--------|------|------|---|--------|
| Refrigerated | — | — | — | — | — | — | — | — | — | — | — | — | 446 | 958 | 1,405 | 45.9 | 1.10 | — | 2,880 |
| Parking Lot | — | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| User Defined Industrial | — | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | 5,040 | 11,033 | 16,073 | 518 | 12.4 | — | 32,737 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unrefrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | — | 761 | 1,668 | 2,428 | 78.2 | 1.88 | — | 4,943 |
| Refrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | — | 73.9 | 159 | 233 | 7.60 | 0.18 | — | 477 |
| Parking Lot | — | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| User Defined Industrial | — | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | 834 | 1,827 | 2,661 | 85.8 | 2.06 | — | 5,420 |

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) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | | |
|----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|-------|------|-------|------|------|---|--------|
| Unrefrig Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | — | 5,252 | 0.00 | 5,252 | 525 | 0.00 | — | 18,374 |
| Refrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | — | 510 | 0.00 | 510 | 51.0 | 0.00 | — | 1,785 |
| Parking Lot | — | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| User Defined Industrial | — | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | 5,762 | 0.00 | 5,762 | 576 | 0.00 | — | 20,159 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unrefrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | — | 5,252 | 0.00 | 5,252 | 525 | 0.00 | — | 18,374 |
| Refrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | — | 510 | 0.00 | 510 | 51.0 | 0.00 | — | 1,785 |
| Parking Lot | — | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| User Defined Industrial | — | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | 5,762 | 0.00 | 5,762 | 576 | 0.00 | — | 20,159 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | | | | | | | | |
|----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|------|------|------|------|------|---|-------|
| Unrefrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 869 | 0.00 | 869 | 86.9 | 0.00 | — | 3,042 |
| Refrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 84.5 | 0.00 | 84.5 | 8.44 | 0.00 | — | 296 |
| Parking Lot | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| User Defined Industrial | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 954 | 0.00 | 954 | 95.3 | 0.00 | — | 3,338 |

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

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

| Land Use | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e | |
|--------------------------------|-----|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|------|-------|------|-----|-----|-------|-------|-------|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Refrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 1,027 | 1,027 | 1,027 |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 1,027 | 1,027 | 1,027 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | | | | | | | |
|--------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|-------|-------|
| Refrigerated | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 1,027 | 1,027 |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 1,027 | 1,027 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Refrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 170 | 170 |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 170 | 170 |

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)

| Equipm ent 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)

| | | | | | | | | | | | | | | | | | | | | | | | | |
|---------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Criteria Pollutants | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
|---------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

| Equipm 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) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Fire Pump | 5.95 | 5.41 | 15.1 | 13.8 | 0.03 | 0.80 | 0.00 | 0.80 | 0.80 | 0.00 | 0.80 | 0.00 | 2,770 | 2,770 | 0.11 | 0.02 | 0.00 | 2,780 |
| Emergency Generator | 8.84 | 8.04 | 22.5 | 20.5 | 0.04 | 1.18 | 0.00 | 1.18 | 1.18 | 0.00 | 1.18 | 0.00 | 4,114 | 4,114 | 0.17 | 0.03 | 0.00 | 4,127 |
| Total | 14.8 | 13.5 | 37.6 | 34.3 | 0.06 | 1.98 | 0.00 | 1.98 | 1.98 | 0.00 | 1.98 | 0.00 | 6,884 | 6,884 | 0.28 | 0.05 | 0.00 | 6,907 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Fire Pump | 5.95 | 5.41 | 15.1 | 13.8 | 0.03 | 0.80 | 0.00 | 0.80 | 0.80 | 0.00 | 0.80 | 0.00 | 2,770 | 2,770 | 0.11 | 0.02 | 0.00 | 2,780 |
| Emergency Generator | 8.84 | 8.04 | 22.5 | 20.5 | 0.04 | 1.18 | 0.00 | 1.18 | 1.18 | 0.00 | 1.18 | 0.00 | 4,114 | 4,114 | 0.17 | 0.03 | 0.00 | 4,127 |
| Total | 14.8 | 13.5 | 37.6 | 34.3 | 0.06 | 1.98 | 0.00 | 1.98 | 1.98 | 0.00 | 1.98 | 0.00 | 6,884 | 6,884 | 0.28 | 0.05 | 0.00 | 6,907 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Fire Pump | 0.15 | 0.14 | 0.38 | 0.35 | <0.005 | 0.02 | 0.00 | 0.02 | 0.02 | 0.00 | 0.02 | 0.00 | 62.8 | 62.8 | <0.005 | <0.005 | 0.00 | 63.0 |
| Emergency Generator | 0.22 | 0.20 | 0.56 | 0.51 | <0.005 | 0.03 | 0.00 | 0.03 | 0.03 | 0.00 | 0.03 | 0.00 | 93.3 | 93.3 | <0.005 | <0.005 | 0.00 | 93.6 |
| Total | 0.37 | 0.34 | 0.94 | 0.86 | <0.005 | 0.05 | 0.00 | 0.05 | 0.05 | 0.00 | 0.05 | 0.00 | 156 | 156 | 0.01 | <0.005 | 0.00 | 157 |

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)

| Equipm 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 | 14,866 | 1,213 | 487 | 3,964,315 | 87,104 | 7,107 | 2,855 | 23,228,804 |
| Refrigerated Warehouse-No Rail | 1,380 | 97.7 | 39.3 | 366,891 | 8,085 | 572 | 230 | 2,149,788 |
| Parking Lot | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

| | | | | | | | | |
|-------------------------|-------|-----|-----|-----------|---------|--------|-------|------------|
| User Defined Industrial | 4,936 | 432 | 171 | 1,318,366 | 171,927 | 15,054 | 5,942 | 45,918,698 |
|-------------------------|-------|-----|-----|-----------|---------|--------|-------|------------|

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 | 17,060,552 | 5,686,851 | 894,060 |

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 | 48,519,179 | 261 | 0.0330 | 0.0040 | 0.00 |
| Refrigerated Warehouse-No Rail | 19,477,199 | 261 | 0.0330 | 0.0040 | 0.00 |
| Parking Lot | 13,053,280 | 261 | 0.0330 | 0.0040 | 0.00 |
| User Defined Industrial | 0.00 | 261 | 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 | 2,397,254,513 | 70,016,578 |
| Refrigerated Warehouse-No Rail | 232,913,844 | 0.00 |
| Parking Lot | 0.00 | 0.00 |
| User Defined Industrial | 0.00 | 0.00 |

5.13. Operational Waste Generation

5.13.1. Unmitigated

| Land Use | Waste (ton/year) | Cogeneration (kWh/year) |
|----------------------------------|------------------|-------------------------|
| Unrefrigerated Warehouse-No Rail | 9,745 | — |
| Refrigerated Warehouse-No Rail | 947 | — |
| Parking Lot | 0.00 | — |
| User Defined Industrial | 0.00 | — |

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

| Land Use Type | Equipment Type | Refrigerant | GWP | Quantity (kg) | Operations Leak Rate | Service Leak Rate | Times Serviced |
|--------------------------------|----------------|--------------|-----|---------------|----------------------|-------------------|----------------|
| Refrigerated Warehouse-No Rail | Cold storage | User Defined | 150 | 7.50 | 7.50 | 7.50 | 25.0 |

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 |
|---------------------|-----------|----------------|---------------|----------------|------------|-------------|
| Fire Pump | Diesel | 11.0 | 1.00 | 50.0 | 300 | 0.73 |
| Emergency Generator | Diesel | 7.00 | 1.00 | 50.0 | 700 | 0.73 |

5.16.2. Process Boilers

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

5.17. User Defined

| Equipment Type | Fuel Type |
|----------------|-----------|
|----------------|-----------|

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

| Vegetation Land Use Type | Vegetation Soil Type | Initial Acres | Final Acres |
|--------------------------|----------------------|---------------|-------------|
|--------------------------|----------------------|---------------|-------------|

5.18.1. 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 | 36.0 | annual days of extreme heat |
| Extreme Precipitation | 1.45 | annual days with precipitation above 20 mm |
| Sea Level Rise | — | meters of inundation depth |
| Wildfire | 1.70 | 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 | 5 | 0 | 0 | N/A |
| Extreme Precipitation | N/A | N/A | N/A | N/A |
| Sea Level Rise | 1 | 0 | 0 | N/A |

| | | | | |
|-------------------------|-----|-----|-----|-----|
| Wildfire | 1 | 0 | 0 | N/A |
| Flooding | N/A | N/A | N/A | N/A |
| Drought | N/A | N/A | N/A | N/A |
| Snowpack Reduction | N/A | N/A | N/A | N/A |
| Air Quality Degradation | 0 | 0 | 0 | N/A |

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

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

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

6.3. Adjusted Climate Risk Scores

| Climate Hazard | Exposure Score | Sensitivity Score | Adaptive Capacity Score | Vulnerability Score |
|------------------------------|----------------|-------------------|-------------------------|---------------------|
| Temperature and Extreme Heat | 5 | 1 | 1 | 4 |
| Extreme Precipitation | N/A | N/A | N/A | N/A |
| Sea Level Rise | 1 | 1 | 1 | 2 |
| Wildfire | 1 | 1 | 1 | 2 |
| Flooding | N/A | N/A | N/A | N/A |
| Drought | N/A | N/A | N/A | N/A |
| Snowpack Reduction | N/A | N/A | N/A | N/A |
| Air Quality Degradation | 1 | 1 | 1 | 2 |

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

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

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

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

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

| Indicator | Result for Project Census Tract |
|---------------------------------|---------------------------------|
| Exposure Indicators | — |
| AQ-Ozone | 88.7 |
| AQ-PM | 5.81 |
| AQ-DPM | 4.06 |
| Drinking Water | 85.4 |
| Lead Risk Housing | 21.0 |
| Pesticides | 38.2 |
| Toxic Releases | 69.3 |
| Traffic | 8.11 |
| Effect Indicators | — |
| CleanUp Sites | 78.1 |
| Groundwater | 2.11 |
| Haz Waste Facilities/Generators | 88.6 |
| Impaired Water Bodies | 0.00 |
| Solid Waste | 75.7 |
| Sensitive Population | — |
| Asthma | 74.6 |
| Cardio-vascular | 53.5 |
| Low Birth Weights | 13.2 |
| Socioeconomic Factor Indicators | — |
| Education | 42.3 |
| Housing | 38.1 |
| Linguistic | 32.0 |
| Poverty | 61.8 |
| Unemployment | 26.9 |

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 | 67.56063134 |
| Employed | 13.29398178 |
| Median HI | 45.83600667 |
| Education | — |
| Bachelor's or higher | 38.31643783 |
| High school enrollment | 100 |
| Preschool enrollment | 48.45374054 |
| Transportation | — |
| Auto Access | 66.18760426 |
| Active commuting | 14.50019248 |
| Social | — |
| 2-parent households | 65.622995 |
| Voting | 65.36635442 |
| Neighborhood | — |
| Alcohol availability | 88.70781471 |
| Park access | 23.43128449 |
| Retail density | 4.080585141 |
| Supermarket access | 30.32208392 |
| Tree canopy | 85.67945592 |
| Housing | — |
| Homeownership | 75.37533684 |
| Housing habitability | 76.05543436 |
| Low-inc homeowner severe housing cost burden | 38.73989478 |
| Low-inc renter severe housing cost burden | 63.54420634 |

| | |
|---------------------------------------|-------------|
| Uncrowded housing | 83.16437829 |
| Health Outcomes | — |
| Insured adults | 61.15744899 |
| Arthritis | 73.2 |
| Asthma ER Admissions | 41.1 |
| High Blood Pressure | 77.3 |
| Cancer (excluding skin) | 55.0 |
| Asthma | 43.1 |
| Coronary Heart Disease | 72.1 |
| Chronic Obstructive Pulmonary Disease | 62.6 |
| Diagnosed Diabetes | 68.9 |
| Life Expectancy at Birth | 4.1 |
| Cognitively Disabled | 94.6 |
| Physically Disabled | 49.3 |
| Heart Attack ER Admissions | 35.9 |
| Mental Health Not Good | 46.4 |
| Chronic Kidney Disease | 79.8 |
| Obesity | 42.9 |
| Pedestrian Injuries | 90.4 |
| Physical Health Not Good | 57.2 |
| Stroke | 70.4 |
| Health Risk Behaviors | — |
| Binge Drinking | 11.9 |
| Current Smoker | 43.1 |
| No Leisure Time for Physical Activity | 66.6 |
| Climate Change Exposures | — |
| Wildfire Risk | 0.0 |
| SLR Inundation Area | 0.0 |

| | |
|----------------------------------|------|
| Children | 88.7 |
| Elderly | 25.8 |
| English Speaking | 89.3 |
| Foreign-born | 8.1 |
| Outdoor Workers | 46.5 |
| Climate Change Adaptive Capacity | — |
| Impervious Surface Cover | 93.4 |
| Traffic Density | 4.7 |
| Traffic Access | 23.0 |
| Other Indices | — |
| Hardship | 48.4 |
| Other Decision Support | — |
| 2016 Voting | 51.0 |

7.3. Overall Health & Equity Scores

| Metric | Result for Project Census Tract |
|---|---------------------------------|
| CalEnviroScreen 4.0 Score for Project Location (a) | 46.0 |
| Healthy Places Index Score for Project Location (b) | 49.0 |
| Project Located in a Designated Disadvantaged Community (Senate Bill 535) | No |
| Project Located in a Low-Income Community (Assembly Bill 1550) | Yes |
| Project Located in a Community Air Protection Program Community (Assembly Bill 617) | No |

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

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

| Screen | Justification |
|--------------------------|---|
| Operations: Vehicle Data | Fleet mix adjusted based on Project trip generation summary and to separate passenger cars and industrial trucks. |
| Operations: Fleet Mix | Fleet mix adjusted to separate passenger vehicles and trucks. |
| Operations: Energy Use | Project will not use natural gas. |
| Operations: Refrigerants | As of 1 January 2022, new commercial refrigeration equipment may not use refrigerants with a GWP of 150 or greater. |

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APPENDIX 3.4:

CALEEMOD PA 6 (WEST HALF) OPERATIONAL EMISSIONS MODEL OUTPUTS – 2040

16126 AVCC Ops PA6 West 2040 Detailed Report

Table of Contents

- 1. Basic Project Information
 - 1.1. Basic Project Information
 - 1.2. Land Use Types
 - 1.3. User-Selected Emission Reduction Measures by Emissions Sector
- 2. Emissions Summary
- 2.4. Operations Emissions Compared Against Thresholds
- 2.5. Operations Emissions by Sector, Unmitigated
- 4. Operations Emissions Details
 - 4.1. Mobile Emissions by Land Use
 - 4.1.1. Unmitigated
 - 4.2. Energy
 - 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 | 16126 AVCC Ops PA6 West 2040 |
| Operational Year | 2040 |
| Lead Agency | — |
| Land Use Scale | Project/site |
| Analysis Level for Defaults | County |
| Windspeed (m/s) | 5.00 |
| Precipitation (days) | 13.0 |
| Location | 34.74473558151715, -118.16161603802243 |
| County | Los Angeles-Mojave Desert |
| City | Unincorporated |
| Air District | Antelope Valley AQMD |
| Air Basin | Mojave Desert |
| TAZ | 3673 |
| EDFZ | 7 |
| Electric Utility | Southern California Edison |
| Gas Utility | Southern California Gas |
| App Version | 2022.1.1.29 |

1.2. Land Use Types

| Land Use Subtype | Size | Unit | Lot Acreage | Building Area (sq ft) | Landscape Area (sq ft) | Special Landscape Area (sq ft) | Population | Description |
|-------------------------|------|----------|-------------|-----------------------|------------------------|--------------------------------|------------|-------------|
| General Office Building | 60.0 | 1000sqft | 1.38 | 60,000 | 0.00 | — | — | — |

| | | | | | | | | |
|----------------------------------|-------|-------------------|------|-----------|---------|---|---|---|
| Unrefrigerated Warehouse-No Rail | 1,955 | 1000sqft | 44.9 | 1,955,072 | 710,464 | — | — | — |
| Parking Lot | 53.9 | Acre | 53.9 | 0.00 | 0.00 | — | — | — |
| User Defined Industrial | 1,955 | User Defined Unit | 0.00 | 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. | 75.8 | 72.7 | 68.8 | 238 | 0.92 | 1.96 | 60.7 | 62.7 | 1.88 | 15.7 | 17.6 | 1,907 | 112,696 | 114,603 | 196 | 11.8 | 74.3 | 123,096 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 59.6 | 57.7 | 71.4 | 119 | 0.89 | 1.81 | 60.7 | 62.5 | 1.77 | 15.7 | 17.5 | 1,907 | 109,274 | 111,181 | 196 | 11.8 | 1.97 | 119,617 |
| Average Daily (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 63.6 | 61.5 | 54.1 | 138 | 0.67 | 1.53 | 44.4 | 45.9 | 1.48 | 11.5 | 13.0 | 1,907 | 86,827 | 88,734 | 196 | 9.30 | 23.6 | 96,433 |
| Annual (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 11.6 | 11.2 | 9.87 | 25.2 | 0.12 | 0.28 | 8.10 | 8.38 | 0.27 | 2.10 | 2.37 | 316 | 14,375 | 14,691 | 32.5 | 1.54 | 3.90 | 15,966 |

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 | 11.3 | 10.0 | 54.8 | 139 | 0.85 | 0.86 | 60.7 | 61.6 | 0.82 | 15.7 | 16.6 | — | 88,556 | 88,556 | 1.02 | 9.41 | 74.3 | 91,460 |
| Area | 62.3 | 61.1 | 0.74 | 87.6 | 0.01 | 0.16 | — | 0.16 | 0.12 | — | 0.12 | — | 360 | 360 | 0.02 | < 0.005 | — | 362 |
| Energy | 1.16 | 0.58 | 10.5 | 8.85 | 0.06 | 0.80 | — | 0.80 | 0.80 | — | 0.80 | — | 21,337 | 21,337 | 2.22 | 0.16 | — | 21,440 |
| Water | — | — | — | — | — | — | — | — | — | — | — | 887 | 1,939 | 2,825 | 91.2 | 2.19 | — | 5,758 |
| Waste | — | — | — | — | — | — | — | — | — | — | — | 1,021 | 0.00 | 1,021 | 102 | 0.00 | — | 3,570 |
| Refrig. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.04 | 0.04 |
| Stationary | 1.08 | 0.98 | 2.75 | 2.51 | < 0.005 | 0.14 | 0.00 | 0.14 | 0.14 | 0.00 | 0.14 | 0.00 | 504 | 504 | 0.02 | < 0.005 | 0.00 | 505 |
| Total | 75.8 | 72.7 | 68.8 | 238 | 0.92 | 1.96 | 60.7 | 62.7 | 1.88 | 15.7 | 17.6 | 1,907 | 112,696 | 114,603 | 196 | 11.8 | 74.3 | 123,096 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Mobile | 10.7 | 9.47 | 58.1 | 108 | 0.82 | 0.86 | 60.7 | 61.6 | 0.82 | 15.7 | 16.6 | — | 85,494 | 85,494 | 1.03 | 9.47 | 1.93 | 88,343 |
| Area | 46.7 | 46.7 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Energy | 1.16 | 0.58 | 10.5 | 8.85 | 0.06 | 0.80 | — | 0.80 | 0.80 | — | 0.80 | — | 21,337 | 21,337 | 2.22 | 0.16 | — | 21,440 |
| Water | — | — | — | — | — | — | — | — | — | — | — | 887 | 1,939 | 2,825 | 91.2 | 2.19 | — | 5,758 |
| Waste | — | — | — | — | — | — | — | — | — | — | — | 1,021 | 0.00 | 1,021 | 102 | 0.00 | — | 3,570 |
| Refrig. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.04 | 0.04 |
| Stationary | 1.08 | 0.98 | 2.75 | 2.51 | < 0.005 | 0.14 | 0.00 | 0.14 | 0.14 | 0.00 | 0.14 | 0.00 | 504 | 504 | 0.02 | < 0.005 | 0.00 | 505 |
| Total | 59.6 | 57.7 | 71.4 | 119 | 0.89 | 1.81 | 60.7 | 62.5 | 1.77 | 15.7 | 17.5 | 1,907 | 109,274 | 111,181 | 196 | 11.8 | 1.97 | 119,617 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Mobile | 7.93 | 7.02 | 42.8 | 85.4 | 0.61 | 0.63 | 44.4 | 45.0 | 0.60 | 11.5 | 12.1 | — | 63,304 | 63,304 | 0.77 | 6.95 | 23.5 | 65,417 |
| Area | 54.4 | 53.8 | 0.36 | 43.2 | < 0.005 | 0.08 | — | 0.08 | 0.06 | — | 0.06 | — | 178 | 178 | 0.01 | < 0.005 | — | 178 |
| Energy | 1.16 | 0.58 | 10.5 | 8.85 | 0.06 | 0.80 | — | 0.80 | 0.80 | — | 0.80 | — | 21,337 | 21,337 | 2.22 | 0.16 | — | 21,440 |
| Water | — | — | — | — | — | — | — | — | — | — | — | 887 | 1,939 | 2,825 | 91.2 | 2.19 | — | 5,758 |

| | | | | | | | | | | | | | | | | | | | | | |
|------------|------|------|------|------|---------|---------|------|------|---------|------|---------|---------|---------|-------|--------|--------|---------|---------|------|--------|-------|
| Waste | — | — | — | — | — | — | — | — | — | — | — | — | — | 1,021 | 0.00 | 1,021 | 102 | 0.00 | — | — | 3,570 |
| Refrig. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.04 | 0.04 | — |
| Stationary | 0.15 | 0.13 | 0.38 | 0.34 | < 0.005 | 0.02 | 0.02 | 0.00 | 0.02 | 0.00 | 0.00 | 0.02 | 0.02 | 0.00 | 69.0 | 69.0 | < 0.005 | < 0.005 | 0.00 | 0.00 | 69.2 |
| Total | 63.6 | 61.5 | 54.1 | 138 | 0.67 | 1.53 | 44.4 | 11.5 | 1.48 | 11.5 | 13.0 | 2.21 | 2.10 | 1,907 | 86,827 | 88,734 | 196 | 9.30 | 23.6 | 96,433 | |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Mobile | 1.45 | 1.28 | 7.82 | 15.6 | 0.11 | 0.12 | 8.10 | 2.10 | 0.11 | 2.10 | 2.21 | 0.01 | 0.01 | — | 10,481 | 10,481 | 0.13 | 1.15 | 3.90 | 10,831 | |
| Area | 9.92 | 9.82 | 0.07 | 7.89 | < 0.005 | 0.01 | — | — | 0.01 | — | 0.01 | 0.01 | — | — | 29.4 | 29.4 | < 0.005 | < 0.005 | — | 29.5 | |
| Energy | 0.21 | 0.11 | 1.92 | 1.61 | 0.01 | 0.15 | — | — | 0.15 | — | 0.15 | 0.15 | — | — | 3,533 | 3,533 | 0.37 | 0.03 | — | 3,550 | |
| Water | — | — | — | — | — | — | — | — | — | — | — | — | — | 147 | 321 | 468 | 15.1 | 0.36 | — | 953 | |
| Waste | — | — | — | — | — | — | — | — | — | — | — | — | — | 169 | 0.00 | 169 | 16.9 | 0.00 | — | 591 | |
| Refrig. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.01 | 0.01 | — |
| Stationary | 0.03 | 0.02 | 0.07 | 0.06 | < 0.005 | < 0.005 | 0.00 | 0.00 | < 0.005 | 0.00 | < 0.005 | < 0.005 | < 0.005 | 0.00 | 11.4 | 11.4 | < 0.005 | < 0.005 | 0.00 | 11.5 | |
| Total | 11.6 | 11.2 | 9.87 | 25.2 | 0.12 | 0.28 | 8.10 | 2.10 | 0.27 | 2.10 | 2.37 | 2.10 | 2.10 | 316 | 14,375 | 14,691 | 32.5 | 1.54 | 3.90 | 15,966 | |

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) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| General Office Building | 2.55 | 2.28 | 2.08 | 30.9 | 0.08 | 0.03 | 8.91 | 8.94 | 0.03 | 2.26 | 2.29 | — | 8,354 | 8,354 | 0.23 | 0.31 | 6.47 | 8,457 |

| | | | | | | | | | | | | | | | | | | |
|----------------------------------|------|------|------|------|------|---------|------|------|---------|------|------|---|--------|--------|------|------|------|--------|
| Unrefrigerated | 7.19 | 6.51 | 3.32 | 94.7 | 0.22 | 0.05 | 25.5 | 25.6 | 0.05 | 6.45 | 6.50 | — | 21,955 | 21,955 | 0.59 | 0.44 | 13.6 | 22,113 |
| Parking Lot | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| User Defined Industrial | 1.54 | 1.24 | 49.4 | 13.4 | 0.55 | 0.77 | 26.3 | 27.1 | 0.74 | 7.03 | 7.77 | — | 58,248 | 58,248 | 0.20 | 8.67 | 54.2 | 60,890 |
| Total | 11.3 | 10.0 | 54.8 | 139 | 0.85 | 0.86 | 60.7 | 61.6 | 0.82 | 15.7 | 16.6 | — | 88,556 | 88,556 | 1.02 | 9.41 | 74.3 | 91,460 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| General Office Building | 2.41 | 2.15 | 2.27 | 23.4 | 0.07 | 0.03 | 8.91 | 8.94 | 0.03 | 2.26 | 2.29 | — | 7,609 | 7,609 | 0.24 | 0.32 | 0.17 | 7,710 |
| Unrefrigerated Warehouse-No Rail | 6.82 | 6.16 | 3.74 | 71.0 | 0.19 | 0.05 | 25.5 | 25.6 | 0.05 | 6.45 | 6.50 | — | 19,607 | 19,607 | 0.60 | 0.47 | 0.35 | 19,763 |
| Parking Lot | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| User Defined Industrial | 1.46 | 1.16 | 52.1 | 13.6 | 0.55 | 0.77 | 26.3 | 27.1 | 0.74 | 7.03 | 7.77 | — | 58,278 | 58,278 | 0.19 | 8.68 | 1.41 | 60,870 |
| Total | 10.7 | 9.47 | 58.1 | 108 | 0.82 | 0.86 | 60.7 | 61.6 | 0.82 | 15.7 | 16.6 | — | 85,494 | 85,494 | 1.03 | 9.47 | 1.93 | 88,343 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| General Office Building | 0.33 | 0.29 | 0.32 | 3.47 | 0.01 | < 0.005 | 1.21 | 1.22 | < 0.005 | 0.31 | 0.31 | — | 969 | 969 | 0.03 | 0.04 | 0.35 | 983 |
| Unrefrigerated Warehouse-No Rail | 0.92 | 0.83 | 0.52 | 10.3 | 0.03 | 0.01 | 3.40 | 3.40 | 0.01 | 0.86 | 0.86 | — | 2,454 | 2,454 | 0.07 | 0.06 | 0.71 | 2,474 |
| Parking Lot | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

| | | | | | | | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|---|--------|--------|------|------|------|--------|
| User Defined Industrial | 0.20 | 0.16 | 6.98 | 1.80 | 0.07 | 0.10 | 3.49 | 3.59 | 0.10 | 0.93 | 1.03 | — | 7,058 | 7,058 | 0.02 | 1.05 | 2.84 | 7,374 |
| Total | 1.45 | 1.28 | 7.82 | 15.6 | 0.11 | 0.12 | 8.10 | 8.21 | 0.11 | 2.10 | 2.21 | — | 10,481 | 10,481 | 0.13 | 1.15 | 3.90 | 10,831 |

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) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| General Office Building | — | — | — | — | — | — | — | — | — | — | — | — | 764 | 764 | 0.10 | 0.01 | — | 770 |
| Unrefrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | — | 6,538 | 6,538 | 0.83 | 0.10 | — | 6,588 |
| Parking Lot | — | — | — | — | — | — | — | — | — | — | — | — | 1,470 | 1,470 | 0.19 | 0.02 | — | 1,482 |
| User Defined Industrial | — | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | 8,772 | 8,772 | 1.11 | 0.13 | — | 8,840 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| General Office Building | — | — | — | — | — | — | — | — | — | — | — | — | 764 | 764 | 0.10 | 0.01 | — | 770 |

| | | | | | | | | | | | | | | | | | | | | | |
|----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|-------|-------|------|---------|---|-------|
| Unrefrigerated | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 6,538 | 6,538 | 0.83 | 0.10 | — | 6,588 |
| Parking Lot | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 1,470 | 1,470 | 0.19 | 0.02 | — | 1,482 |
| User Defined Industrial | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 8,772 | 8,772 | 1.11 | 0.13 | — | 8,840 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| General Office Building | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 126 | 126 | 0.02 | < 0.005 | — | 127 |
| Unrefrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 1,082 | 1,082 | 0.14 | 0.02 | — | 1,091 |
| Parking Lot | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 243 | 243 | 0.03 | < 0.005 | — | 245 |
| User Defined Industrial | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 1,452 | 1,452 | 0.18 | 0.02 | — | 1,464 |

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) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| General Office Building | 0.04 | 0.02 | 0.41 | 0.34 | < 0.005 | 0.03 | — | 0.03 | 0.03 | — | 0.03 | — | 487 | 487 | 0.04 | < 0.005 | — | 489 | |

| | | | | | | | | | | | | | | | | | | | |
|----------------------------------|------|---------|------|------|---------|------|---|------|---|------|---|------|---|--------|--------|------|---------|---|--------|
| Unrefrigerated | 1.11 | 0.56 | 10.1 | 8.50 | 0.06 | 0.77 | — | 0.77 | — | 0.77 | — | 0.77 | — | 12,078 | 12,078 | 1.07 | 0.02 | — | 12,111 |
| 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 |
| User Defined Industrial | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | — | 0.00 | — | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Total | 1.16 | 0.58 | 10.5 | 8.85 | 0.06 | 0.80 | — | 0.80 | — | 0.80 | — | 0.80 | — | 12,565 | 12,565 | 1.11 | 0.02 | — | 12,600 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| General Office Building | 0.04 | 0.02 | 0.41 | 0.34 | < 0.005 | 0.03 | — | 0.03 | — | 0.03 | — | 0.03 | — | 487 | 487 | 0.04 | < 0.005 | — | 489 |
| Unrefrigerated Warehouse-No Rail | 1.11 | 0.56 | 10.1 | 8.50 | 0.06 | 0.77 | — | 0.77 | — | 0.77 | — | 0.77 | — | 12,078 | 12,078 | 1.07 | 0.02 | — | 12,111 |
| 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 |
| User Defined Industrial | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | — | 0.00 | — | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Total | 1.16 | 0.58 | 10.5 | 8.85 | 0.06 | 0.80 | — | 0.80 | — | 0.80 | — | 0.80 | — | 12,565 | 12,565 | 1.11 | 0.02 | — | 12,600 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| General Office Building | 0.01 | < 0.005 | 0.07 | 0.06 | < 0.005 | 0.01 | — | 0.01 | — | 0.01 | — | 0.01 | — | 80.7 | 80.7 | 0.01 | < 0.005 | — | 80.9 |
| Unrefrigerated Warehouse-No Rail | 0.20 | 0.10 | 1.85 | 1.55 | 0.01 | 0.14 | — | 0.14 | — | 0.14 | — | 0.14 | — | 2,000 | 2,000 | 0.18 | < 0.005 | — | 2,005 |
| 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 |

| | | | | | | | | | | | | | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|-------|-------|------|------|------|------|---------|------|-------|
| User Defined Industrial | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| Total | 0.21 | 0.11 | 1.92 | 1.61 | 0.01 | 0.15 | 0.15 | 0.15 | 0.15 | 0.15 | 0.15 | 0.15 | 0.15 | 0.15 | 0.18 | 2,080 | 2,080 | 0.00 | 0.00 | 0.00 | 0.00 | < 0.005 | — | 2,086 |

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 | 43.3 | 43.3 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Architectural Coatings | 3.38 | 3.38 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Landscaping Equipment | 15.6 | 14.4 | 0.74 | 87.6 | 0.01 | 0.16 | — | 0.16 | 0.12 | — | 0.12 | — | 360 | 360 | 0.02 | < 0.005 | — | 362 |
| Total | 62.3 | 61.1 | 0.74 | 87.6 | 0.01 | 0.16 | — | 0.16 | 0.12 | — | 0.12 | — | 360 | 360 | 0.02 | < 0.005 | — | 362 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Consumer Products | 43.3 | 43.3 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | | | |
|------------------------|------|------|------|--------|------|---|------|------|------|---|---|---|---|---|------|---|---|---|---|------|
| Architectural Coatings | 3.38 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | 46.7 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Consumer Products | 7.90 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Architectural Coatings | 0.62 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Landscape Equipment | 1.40 | 0.07 | 7.89 | <0.005 | 0.01 | — | 0.01 | 0.01 | 0.01 | — | — | — | — | — | 0.01 | — | — | — | — | — |
| Total | 9.92 | 0.07 | 7.89 | <0.005 | 0.01 | — | 0.01 | 0.01 | 0.01 | — | — | — | — | — | 0.01 | — | — | — | — | — |
| | | | | | | | | | | | | | | | | | | | | 29.5 |
| | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | 29.5 |
| | | | | | | | | | | | | | | | | | | | | 29.5 |

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) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| General Office Building | — | — | — | — | — | — | — | — | — | — | — | 20.4 | 43.9 | 64.3 | 2.10 | 0.05 | — | — | 132 |

16126 AVCC Ops PA6 West 2040 Detailed Report, 3/13/2025

| | | | | | | | | | | | | | | | | | | | | |
|----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|------|-------|-------|------|------|---|-------|
| Unrefrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | — | — | 866 | 1,895 | 2,761 | 89.1 | 2.14 | — | 5,626 |
| Parking Lot | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| User Defined Industrial | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | 887 | 1,939 | 2,825 | 91.2 | 2.19 | — | 5,758 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| General Office Building | — | — | — | — | — | — | — | — | — | — | — | — | — | 20.4 | 43.9 | 64.3 | 2.10 | 0.05 | — | 132 |
| Unrefrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | — | — | 866 | 1,895 | 2,761 | 89.1 | 2.14 | — | 5,626 |
| Parking Lot | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| User Defined Industrial | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | 887 | 1,939 | 2,825 | 91.2 | 2.19 | — | 5,758 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| General Office Building | — | — | — | — | — | — | — | — | — | — | — | — | — | 3.38 | 7.26 | 10.6 | 0.35 | 0.01 | — | 21.8 |
| Unrefrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | — | — | 143 | 314 | 457 | 14.7 | 0.35 | — | 931 |

| | | | | | | | | | | | | | | | | | | | |
|-------------------------|---|---|---|---|---|---|---|---|---|---|------|------|------|------|------|------|------|---|------|
| Parking Lot | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| User Defined Industrial | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Total | — | — | — | — | — | — | — | — | — | — | 147 | 321 | 468 | 15.1 | 0.36 | — | — | — | 953 |

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) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| General Office Building | — | — | — | — | — | — | — | — | — | — | — | 30.1 | 0.00 | 30.1 | 3.01 | 0.00 | — | 105 | |
| Unrefrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | 990 | 0.00 | 990 | 99.0 | 0.00 | — | 3,465 | |
| Parking Lot | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | |
| User Defined Industrial | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | |
| Total | — | — | — | — | — | — | — | — | — | — | — | 1,021 | 0.00 | 1,021 | 102 | 0.00 | — | 3,570 | |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | | | | |
|----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|--------------|-------------|--------------|-------------|-------------|---|--------------|
| General Office Building | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 30.1 | 0.00 | 30.1 | 3.01 | 0.00 | — | 105 |
| Unrefrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 990 | 0.00 | 990 | 99.0 | 0.00 | — | 3,465 |
| Parking Lot | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| User Defined Industrial | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 1,021 | 0.00 | 1,021 | 102 | 0.00 | — | 3,570 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| General Office Building | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 4.98 | 0.00 | 4.98 | 0.50 | 0.00 | — | 17.4 |
| Unrefrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 164 | 0.00 | 164 | 16.4 | 0.00 | — | 574 |
| Parking Lot | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| User Defined Industrial | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 169 | 0.00 | 169 | 16.9 | 0.00 | — | 591 |

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) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| General Office Building | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.04 | 0.04 | 0.04 |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.04 | 0.04 | 0.04 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| General Office Building | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.04 | 0.04 | 0.04 |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.04 | 0.04 | 0.04 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.04 | 0.04 | 0.04 |
| General Office Building | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.01 | 0.01 | 0.01 |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.01 | 0.01 | 0.01 |

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)

| Equipm ent 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) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Fire Pump | 1.08 | 0.98 | 2.75 | 2.51 | < 0.005 | 0.14 | 0.00 | 0.14 | 0.14 | 0.00 | 0.14 | 0.00 | 504 | 504 | 0.02 | < 0.005 | 0.00 | 505 | |
| Total | 1.08 | 0.98 | 2.75 | 2.51 | < 0.005 | 0.14 | 0.00 | 0.14 | 0.14 | 0.00 | 0.14 | 0.00 | 504 | 504 | 0.02 | < 0.005 | 0.00 | 505 | |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Fire Pump | 1.08 | 0.98 | 2.75 | 2.51 | < 0.005 | 0.14 | 0.00 | 0.14 | 0.14 | 0.00 | 0.14 | 0.00 | 504 | 504 | 0.02 | < 0.005 | 0.00 | 505 | |
| Total | 1.08 | 0.98 | 2.75 | 2.51 | < 0.005 | 0.14 | 0.00 | 0.14 | 0.14 | 0.00 | 0.14 | 0.00 | 504 | 504 | 0.02 | < 0.005 | 0.00 | 505 | |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Fire Pump | 0.03 | 0.02 | 0.07 | 0.06 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | 0.00 | 11.4 | 11.4 | < 0.005 | < 0.005 | 0.00 | 11.5 | |
| Total | 0.03 | 0.02 | 0.07 | 0.06 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | 0.00 | 11.4 | 11.4 | < 0.005 | < 0.005 | 0.00 | 11.5 | |

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)

| Equipm ent 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)

| Vegetati on | 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 |
|-------------------------|---------------|----------------|--------------|------------|-------------|--------------|------------|-----------|
| General Office Building | 650 | 133 | 42.0 | 178,563 | 12,575 | 2,565 | 813 | 3,454,575 |

| | | | | | | | | |
|----------------------------------|-------|------|------|---------|--------|-------|-------|-----------|
| Unrefrigerated Warehouse-No Rail | 1,889 | 201 | 80.2 | 507,065 | 36,538 | 3,896 | 1,551 | 9,809,931 |
| Parking Lot | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| User Defined Industrial | 850 | 74.3 | 29.3 | 227,129 | 30,123 | 2,631 | 1,039 | 8,044,912 |

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 | 3,022,608 | 1,007,536 | 140,951 |

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) |
|----------------------------------|----------------------|-----|--------|--------|-----------------------|
| General Office Building | 1,069,217 | 261 | 0.0330 | 0.0040 | 1,520,788 |
| Unrefrigerated Warehouse-No Rail | 9,150,447 | 261 | 0.0330 | 0.0040 | 37,686,254 |

| | | | | | |
|-------------------------|-----------|-----|--------|--------|------|
| Parking Lot | 2,057,891 | 261 | 0.0330 | 0.0040 | 0.00 |
| User Defined Industrial | 0.00 | 261 | 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) |
|----------------------------------|-------------------------|--------------------------|
| General Office Building | 10,664,025 | 0.00 |
| Unrefrigerated Warehouse-No Rail | 452,110,400 | 11,498,359 |
| Parking Lot | 0.00 | 0.00 |
| User Defined Industrial | 0.00 | 0.00 |

5.13. Operational Waste Generation

5.13.1. Unmitigated

| Land Use | Waste (ton/year) | Cogeneration (kWh/year) |
|----------------------------------|------------------|-------------------------|
| General Office Building | 55.8 | — |
| Unrefrigerated Warehouse-No Rail | 1,838 | — |
| Parking Lot | 0.00 | — |
| User Defined Industrial | 0.00 | — |

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

| Land Use Type | Equipment Type | Refrigerant | GWP | Quantity (kg) | Operations Leak Rate | Service Leak Rate | Times Serviced |
|-------------------------|---|--------------|-----|---------------|----------------------|-------------------|----------------|
| General Office Building | Household refrigerators and/or freezers | User Defined | 150 | 0.02 | 0.60 | 0.00 | 1.00 |

| | | | | | | | |
|-------------------------|-------------------------------------|--------------|-----|---------|------|------|------|
| General Office Building | Other commercial A/C and heat pumps | User Defined | 750 | < 0.005 | 4.00 | 4.00 | 18.0 |
|-------------------------|-------------------------------------|--------------|-----|---------|------|------|------|

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

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

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

| Equipment Type | Fuel Type | Number per Day | Hours per Day | Hours per Year | Horsepower | Load Factor |
|----------------|-----------|----------------|---------------|----------------|------------|-------------|
| Fire Pump | Diesel | 2.00 | 1.00 | 50.0 | 300 | 0.73 |

5.16.2. Process Boilers

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

5.17. User Defined

| Equipment Type | Fuel Type |
|----------------|-----------|
|----------------|-----------|

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

| Vegetation Land Use Type | Vegetation Soil Type | Initial Acres | Final Acres |
|--------------------------|----------------------|---------------|-------------|
|--------------------------|----------------------|---------------|-------------|

5.18.1. 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 | 35.5 | annual days of extreme heat |
| Extreme Precipitation | 1.35 | annual days with precipitation above 20 mm |
| Sea Level Rise | — | meters of inundation depth |
| Wildfire | 0.00 | annual hectares burned |

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

6.2. Initial Climate Risk Scores

| Climate Hazard | Exposure Score | Sensitivity Score | Adaptive Capacity Score | Vulnerability Score |
|------------------------------|----------------|-------------------|-------------------------|---------------------|
| Temperature and Extreme Heat | 5 | 0 | 0 | N/A |
| Extreme Precipitation | N/A | N/A | N/A | N/A |
| Sea Level Rise | 1 | 0 | 0 | N/A |
| Wildfire | 1 | 0 | 0 | N/A |
| Flooding | N/A | N/A | N/A | N/A |
| Drought | N/A | N/A | N/A | N/A |
| Snowpack Reduction | N/A | N/A | N/A | N/A |
| Air Quality Degradation | 0 | 0 | 0 | N/A |

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

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

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

6.3. Adjusted Climate Risk Scores

| Climate Hazard | Exposure Score | Sensitivity Score | Adaptive Capacity Score | Vulnerability Score |
|------------------------------|----------------|-------------------|-------------------------|---------------------|
| Temperature and Extreme Heat | 5 | 1 | 1 | 4 |
| Extreme Precipitation | N/A | N/A | N/A | N/A |
| Sea Level Rise | 1 | 1 | 1 | 2 |
| Wildfire | 1 | 1 | 1 | 2 |
| Flooding | N/A | N/A | N/A | N/A |
| Drought | N/A | N/A | N/A | N/A |
| Snowpack Reduction | N/A | N/A | N/A | N/A |
| Air Quality Degradation | 1 | 1 | 1 | 2 |

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

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

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

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

| Indicator | Result for Project Census Tract |
|---------------------------------|---------------------------------|
| Exposure Indicators | — |
| AQ-Ozone | 88.7 |
| AQ-PM | 5.81 |
| AQ-DPM | 4.06 |
| Drinking Water | 85.4 |
| Lead Risk Housing | 21.0 |
| Pesticides | 38.2 |
| Toxic Releases | 69.3 |
| Traffic | 8.11 |
| Effect Indicators | — |
| CleanUp Sites | 78.1 |
| Groundwater | 2.11 |
| Haz Waste Facilities/Generators | 88.6 |
| Impaired Water Bodies | 0.00 |
| Solid Waste | 75.7 |
| Sensitive Population | — |
| Asthma | 74.6 |
| Cardio-vascular | 53.5 |
| Low Birth Weights | 13.2 |

| | |
|---------------------------------|------|
| Socioeconomic Factor Indicators | — |
| Education | 42.3 |
| Housing | 38.1 |
| Linguistic | 32.0 |
| Poverty | 61.8 |
| Unemployment | 26.9 |

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 | 67.56063134 |
| Employed | 13.29398178 |
| Median HI | 45.83600667 |
| Education | — |
| Bachelor's or higher | 38.31643783 |
| High school enrollment | 100 |
| Preschool enrollment | 48.45374054 |
| Transportation | — |
| Auto Access | 66.18760426 |
| Active commuting | 14.50019248 |
| Social | — |
| 2-parent households | 65.622995 |
| Voting | 65.36635442 |
| Neighborhood | — |
| Alcohol availability | 88.70781471 |
| Park access | 23.43128449 |
| Retail density | 4.080585141 |

| | |
|--|-------------|
| Supermarket access | 30.32208392 |
| Tree canopy | 85.67945592 |
| Housing | — |
| Homeownership | 75.37533684 |
| Housing habitability | 76.05543436 |
| Low-inc homeowner severe housing cost burden | 38.73989478 |
| Low-inc renter severe housing cost burden | 63.54420634 |
| Uncrowded housing | 83.16437829 |
| Health Outcomes | — |
| Insured adults | 61.15744899 |
| Arthritis | 73.2 |
| Asthma ER Admissions | 41.1 |
| High Blood Pressure | 77.3 |
| Cancer (excluding skin) | 55.0 |
| Asthma | 43.1 |
| Coronary Heart Disease | 72.1 |
| Chronic Obstructive Pulmonary Disease | 62.6 |
| Diagnosed Diabetes | 68.9 |
| Life Expectancy at Birth | 4.1 |
| Cognitively Disabled | 94.6 |
| Physically Disabled | 49.3 |
| Heart Attack ER Admissions | 35.9 |
| Mental Health Not Good | 46.4 |
| Chronic Kidney Disease | 79.8 |
| Obesity | 42.9 |
| Pedestrian Injuries | 90.4 |
| Physical Health Not Good | 57.2 |
| Stroke | 70.4 |

| | |
|---------------------------------------|------|
| Health Risk Behaviors | — |
| Binge Drinking | 11.9 |
| Current Smoker | 43.1 |
| No Leisure Time for Physical Activity | 66.6 |
| Climate Change Exposures | — |
| Wildfire Risk | 0.0 |
| SLR Inundation Area | 0.0 |
| Children | 88.7 |
| Elderly | 25.8 |
| English Speaking | 89.3 |
| Foreign-born | 8.1 |
| Outdoor Workers | 46.5 |
| Climate Change Adaptive Capacity | — |
| Impervious Surface Cover | 93.4 |
| Traffic Density | 4.7 |
| Traffic Access | 23.0 |
| Other Indices | — |
| Hardship | 48.4 |
| Other Decision Support | — |
| 2016 Voting | 51.0 |

7.3. Overall Health & Equity Scores

| Metric | Result for Project Census Tract |
|---|---------------------------------|
| CalEnviroScreen 4.0 Score for Project Location (a) | 46.0 |
| Healthy Places Index Score for Project Location (b) | 49.0 |
| Project Located in a Designated Disadvantaged Community (Senate Bill 535) | No |
| Project Located in a Low-Income Community (Assembly Bill 1550) | Yes |
| Project Located in a Community Air Protection Program Community (Assembly Bill 617) | No |

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

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

| Screen | Justification |
|--------------------------|--|
| Operations: Vehicle Data | Trip characteristics based on Project transportation assessment. |
| Operations: Fleet Mix | Fleet mix adjusted to separate passenger vehicles and trucks. |
| Operations: Energy Use | Project will not use natural gas. |
| Operations: Refrigerants | As of 1 January 2022, new commercial refrigeration equipment may not use refrigerants with a GWP of 150 or greater. Further, R-404A (the CalEEMod default) is unacceptable for new supermarket and cold storage systems as of 1 January 2019 and 2023, respectively. Beginning 1 January 2025, all new air conditioning equipment may not use refrigerants with a GWP of 750 or greater. |

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APPENDIX 3.5:

CALEEMOD PAs 1, 3, 5 OPERATIONAL EMISSIONS MODEL OUTPUTS – 2040

16126 - PAs 1, 3, 5 (2040) Detailed Report

Table of Contents

- 1. Basic Project Information
 - 1.1. Basic Project Information
 - 1.2. Land Use Types
 - 1.3. User-Selected Emission Reduction Measures by Emissions Sector
- 2. Emissions Summary
- 2.4. Operations Emissions Compared Against Thresholds
- 2.5. Operations Emissions by Sector, Unmitigated
- 4. Operations Emissions Details
 - 4.1. Mobile Emissions by Land Use
 - 4.1.1. Unmitigated
 - 4.2. Energy
 - 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 | 16126 - PAs 1, 3, 5 (2040) |
| Operational Year | 2040 |
| Lead Agency | — |
| Land Use Scale | Plan/community |
| Analysis Level for Defaults | County |
| Windspeed (m/s) | 5.00 |
| Precipitation (days) | 13.0 |
| Location | 34.77026356696756, -118.16507019821043 |
| County | Los Angeles-Mojave Desert |
| City | Unincorporated |
| Air District | Antelope Valley AQMD |
| Air Basin | Mojave Desert |
| TAZ | 3673 |
| EDFZ | 7 |
| Electric Utility | Southern California Edison |
| Gas Utility | Southern California Gas |
| App Version | 2022.1.1.29 |

1.2. Land Use Types

| Land Use Subtype | Size | Unit | Lot Acreage | Building Area (sq ft) | Landscape Area (sq ft) | Special Landscape Area (sq ft) | Population | Description |
|----------------------------------|-------|----------|-------------|-----------------------|------------------------|--------------------------------|------------|-------------|
| Industrial Park | 8,271 | 1000sqft | 190 | 8,271,173 | 0.00 | — | — | IP Trucks |
| Unrefrigerated Warehouse-No Rail | 5,169 | 1000sqft | 119 | 5,169,483 | 0.00 | — | — | W Trucks |

| | | | | | | | | |
|----------------------------------|--------|-------------------|------|-----------|------|---|---|-------------|
| Unrefrigerated Warehouse-No Rail | 5,169 | 1000sqft | 119 | 5,169,483 | 0.00 | — | — | HCPH Trucks |
| Refrigerated Warehouse-No Rail | 2,068 | 1000sqft | 47.5 | 2,067,793 | 0.00 | — | — | HCCS Trucks |
| User Defined Industrial | 20,678 | User Defined Unit | 0.00 | 0.00 | 0.00 | — | — | PC |

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. | 842 | 810 | 872 | 2,198 | 9.62 | 24.9 | 545 | 570 | 24.1 | 143 | 167 | 20,976 | 1,262,954 | 1,283,930 | 2,168 | 138 | 3,682 | 1,382,920 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 672 | 652 | 903 | 1,125 | 9.37 | 23.3 | 545 | 569 | 22.9 | 143 | 166 | 20,976 | 1,239,500 | 1,260,565 | 2,169 | 138 | 2,902 | 1,358,925 |
| Average Daily (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 695 | 673 | 696 | 1,355 | 7.53 | 18.7 | 427 | 446 | 18.1 | 112 | 130 | 20,976 | 1,044,895 | 1,065,871 | 2,166 | 114 | 3,153 | 1,157,278 |
| Annual (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 127 | 123 | 127 | 247 | 1.37 | 3.41 | 78.0 | 81.4 | 3.31 | 20.4 | 23.7 | 3,473 | 172,994 | 176,467 | 359 | 18.9 | 522 | 191,601 |

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 | 165 | 154 | 668 | 1,129 | 8.70 | 10.1 | 545 | 556 | 9.64 | 143 | 152 | — | 910,201 | 910,201 | 10.5 | 112 | 801 | 944,730 |
| Area | 636 | 623 | 7.57 | 899 | 0.05 | 1.60 | — | 1.60 | 1.21 | — | 1.21 | — | 3,698 | 3,698 | 0.16 | 0.03 | — | 3,712 |
| Energy | 13.6 | 6.81 | 124 | 104 | 0.74 | 9.41 | — | 9.41 | 9.41 | — | 9.41 | — | 316,119 | 316,119 | 34.4 | 2.86 | — | 317,831 |
| Water | — | — | — | — | — | — | — | — | — | — | — | 9,163 | 19,672 | 28,835 | 942 | 22.6 | — | 59,129 |
| Waste | — | — | — | — | — | — | — | — | — | — | — | 11,813 | 0.00 | 11,813 | 1,181 | 0.00 | — | 41,329 |
| Refrig. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 2,881 | 2,881 |
| Stationary | 28.5 | 25.9 | 72.5 | 66.1 | 0.12 | 3.81 | 0.00 | 3.81 | 3.81 | 0.00 | 3.81 | 0.00 | 13,264 | 13,264 | 0.53 | 0.10 | 0.00 | 13,309 |
| Total | 842 | 810 | 872 | 2,198 | 9.62 | 24.9 | 545 | 570 | 24.1 | 143 | 167 | 20,976 | 1,262,954 | 1,283,930 | 2,168 | 138 | 3,682 | 1,382,920 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Mobile | 155 | 144 | 707 | 955 | 8.51 | 10.1 | 545 | 556 | 9.65 | 143 | 152 | — | 890,534 | 890,534 | 11.1 | 113 | 20.8 | 924,446 |
| Area | 475 | 475 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Energy | 13.6 | 6.81 | 124 | 104 | 0.74 | 9.41 | — | 9.41 | 9.41 | — | 9.41 | — | 316,119 | 316,119 | 34.4 | 2.86 | — | 317,831 |
| Water | — | — | — | — | — | — | — | — | — | — | — | 9,163 | 19,672 | 28,835 | 942 | 22.6 | — | 59,129 |
| Waste | — | — | — | — | — | — | — | — | — | — | — | 11,813 | 0.00 | 11,813 | 1,181 | 0.00 | — | 41,329 |
| Refrig. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 2,881 | 2,881 |
| Stationary | 28.5 | 25.9 | 72.5 | 66.1 | 0.12 | 3.81 | 0.00 | 3.81 | 3.81 | 0.00 | 3.81 | 0.00 | 13,264 | 13,264 | 0.53 | 0.10 | 0.00 | 13,309 |
| Total | 672 | 652 | 903 | 1,125 | 9.37 | 23.3 | 545 | 569 | 22.9 | 143 | 166 | 20,976 | 1,239,500 | 1,260,565 | 2,169 | 138 | 2,902 | 1,358,925 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|------------|------|------|------|-------|--------|------|------|------|------|------|------|--------|-----------|-----------|-------|--------|-------|-----------|
| Mobile | 123 | 114 | 559 | 799 | 6.74 | 7.95 | 427 | 435 | 7.59 | 112 | 119 | — | 705,463 | 705,463 | 8.88 | 88.9 | 272 | 732,455 |
| Area | 554 | 548 | 3.73 | 444 | 0.03 | 0.79 | — | 0.79 | 0.60 | — | 0.60 | — | 1,824 | 1,824 | 0.08 | 0.02 | — | 1,830 |
| Energy | 13.6 | 6.81 | 124 | 104 | 0.74 | 9.41 | — | 9.41 | 9.41 | — | 9.41 | — | 316,119 | 316,119 | 34.4 | 2.86 | — | 317,831 |
| Water | — | — | — | — | — | — | — | — | — | — | — | 9,163 | 19,672 | 28,835 | 942 | 22.6 | — | 59,129 |
| Waste | — | — | — | — | — | — | — | — | — | — | — | 11,813 | 0.00 | 11,813 | 1,181 | 0.00 | — | 41,329 |
| Refrig. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 2.881 | 2,881 |
| Stationary | 3.90 | 3.55 | 9.93 | 9.06 | 0.02 | 0.52 | 0.00 | 0.52 | 0.52 | 0.00 | 0.52 | 0.00 | 1,817 | 1,817 | 0.07 | 0.01 | 0.00 | 1,823 |
| Total | 695 | 673 | 696 | 1,355 | 7.53 | 18.7 | 427 | 446 | 18.1 | 112 | 130 | 20,976 | 1,044,895 | 1,065,871 | 2,166 | 114 | 3,153 | 1,157,278 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Mobile | 22.4 | 20.8 | 102 | 146 | 1.23 | 1.45 | 78.0 | 79.4 | 1.39 | 20.4 | 21.8 | — | 116,797 | 116,797 | 1.47 | 14.7 | 45.1 | 121,266 |
| Area | 101 | 100 | 0.68 | 80.9 | <0.005 | 0.14 | — | 0.14 | 0.11 | — | 0.11 | — | 302 | 302 | 0.01 | <0.005 | — | 303 |
| Energy | 2.48 | 1.24 | 22.6 | 19.0 | 0.14 | 1.72 | — | 1.72 | 1.72 | — | 1.72 | — | 52,337 | 52,337 | 5.69 | 0.47 | — | 52,621 |
| Water | — | — | — | — | — | — | — | — | — | — | — | 1,517 | 3,257 | 4,774 | 156 | 3.75 | — | 9,789 |
| Waste | — | — | — | — | — | — | — | — | — | — | — | 1,956 | 0.00 | 1,956 | 195 | 0.00 | — | 6,842 |
| Refrig. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 477 | 477 |
| Stationary | 0.71 | 0.65 | 1.81 | 1.65 | <0.005 | 0.10 | 0.00 | 0.10 | 0.10 | 0.00 | 0.10 | 0.00 | 301 | 301 | 0.01 | <0.005 | 0.00 | 302 |
| Total | 127 | 123 | 127 | 247 | 1.37 | 3.41 | 78.0 | 81.4 | 3.31 | 20.4 | 23.7 | 3,473 | 172,994 | 176,467 | 359 | 18.9 | 522 | 191,601 |

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) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Industrial Park | 7.88 | 6.36 | 243 | 70.0 | 2.64 | 3.69 | 125 | 129 | 3.53 | 33.5 | 37.1 | — | — | — | — | 278,932 | 278,932 | 0.97 | 41.5 | 258 | 291,595 |
| Unrefrigerated Warehouse-Use-No Rail | 10.2 | 8.23 | 314 | 90.6 | 3.42 | 4.77 | 162 | 167 | 4.56 | 43.4 | 48.0 | — | — | — | — | 361,120 | 361,120 | 1.26 | 53.8 | 335 | 377,515 |
| Refrigerated Warehouse-Use-No Rail | 2.79 | 2.32 | 69.0 | 24.2 | 0.73 | 1.10 | 38.6 | 39.7 | 1.05 | 10.4 | 11.4 | — | — | — | — | 76,919 | 76,919 | 0.28 | 11.1 | 91.9 | 80,330 |
| User Defined Industrial | 144 | 137 | 41.9 | 944 | 1.91 | 0.55 | 219 | 220 | 0.50 | 55.3 | 55.8 | — | — | — | — | 193,230 | 193,230 | 7.96 | 5.85 | 116 | 195,290 |
| Total | 165 | 154 | 668 | 1,129 | 8.70 | 10.1 | 545 | 556 | 9.64 | 143 | 152 | — | — | — | — | 910,201 | 910,201 | 10.5 | 112 | 801 | 944,730 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Industrial Park | 7.42 | 5.95 | 256 | 71.2 | 2.64 | 3.69 | 125 | 129 | 3.53 | 33.5 | 37.1 | — | — | — | — | 279,102 | 279,102 | 0.95 | 41.6 | 6.70 | 291,524 |
| Unrefrigerated Warehouse-Use-No Rail | 9.60 | 7.70 | 332 | 92.1 | 3.42 | 4.78 | 162 | 167 | 4.57 | 43.4 | 48.0 | — | — | — | — | 361,340 | 361,340 | 1.23 | 53.8 | 8.68 | 377,422 |
| Refrigerated Warehouse-Use-No Rail | 2.65 | 2.20 | 72.8 | 24.5 | 0.73 | 1.10 | 38.6 | 39.7 | 1.05 | 10.4 | 11.4 | — | — | — | — | 76,967 | 76,967 | 0.28 | 11.1 | 2.38 | 80,291 |
| User Defined Industrial | 135 | 128 | 46.5 | 767 | 1.71 | 0.55 | 219 | 220 | 0.50 | 55.3 | 55.8 | — | — | — | — | 173,126 | 173,126 | 8.62 | 6.25 | 3.02 | 175,208 |

| | | | | | | | | | | | | | | | | | | |
|--------------------------------------|------|------|------|------|------|------|------|------|------|------|------|---|---------|---------|------|------|------|---------|
| Total | 155 | 144 | 707 | 955 | 8.51 | 10.1 | 545 | 556 | 9.65 | 143 | 152 | — | 890,534 | 890,534 | 11.1 | 113 | 20.8 | 924,446 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Industrial Park | 1.22 | 0.99 | 41.0 | 11.2 | 0.42 | 0.59 | 19.9 | 20.5 | 0.56 | 5.32 | 5.88 | — | 40,404 | 40,404 | 0.14 | 6.02 | 16.2 | 42,217 |
| Unrefrigerated Warehouse-Use-No Rail | 1.33 | 1.07 | 44.3 | 12.2 | 0.46 | 0.64 | 21.5 | 22.2 | 0.61 | 5.76 | 6.37 | — | 43,751 | 43,751 | 0.15 | 6.52 | 17.5 | 45,715 |
| Refrigerated Warehouse-Use-No Rail | 0.36 | 0.30 | 9.74 | 3.24 | 0.10 | 0.15 | 5.12 | 5.26 | 0.14 | 1.37 | 1.51 | — | 9,312 | 9,312 | 0.03 | 1.35 | 4.80 | 9,719 |
| User Defined Industrial | 19.5 | 18.5 | 6.94 | 119 | 0.25 | 0.08 | 31.4 | 31.5 | 0.07 | 7.94 | 8.01 | — | 23,331 | 23,331 | 1.15 | 0.84 | 6.60 | 23,616 |
| Total | 22.4 | 20.8 | 102 | 146 | 1.23 | 1.45 | 78.0 | 79.4 | 1.39 | 20.4 | 21.8 | — | 116,797 | 116,797 | 1.47 | 14.7 | 45.1 | 121,266 |

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) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Industrial Park | — | — | — | — | — | — | — | — | — | — | — | — | 105,312 | 105,312 | 13.3 | 1.62 | — | 106,126 |

| | | | | | | | | | | | | | | | | | | | | |
|--------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|--------|--------|------|------|---|--------|
| Unrefrig Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 5,724 | 5,724 | 0.72 | 0.09 | — | 5,768 |
| Refrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 4,730 | 4,730 | 0.60 | 0.07 | — | 4,767 |
| User Defined Industrial | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 27,890 | 27,890 | 3.53 | 0.43 | — | 28,106 |

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) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Industrial Park | 6.19 | 3.10 | 56.3 | 47.3 | 0.34 | 4.28 | — | 4.28 | 4.28 | — | 4.28 | — | 67,188 | 67,188 | 5.95 | 0.13 | — | 67,375 | |
| Unrefrigerated Warehouse-No Rail | 5.89 | 2.94 | 53.5 | 45.0 | 0.32 | 4.07 | — | 4.07 | 4.07 | — | 4.07 | — | 63,871 | 63,871 | 5.65 | 0.12 | — | 64,048 | |
| Refrigerated Warehouse-No Rail | 1.53 | 0.77 | 13.9 | 11.7 | 0.08 | 1.06 | — | 1.06 | 1.06 | — | 1.06 | — | 16,603 | 16,603 | 1.47 | 0.03 | — | 16,649 | |
| User Defined Industrial | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | |
| Total | 13.6 | 6.81 | 124 | 104 | 0.74 | 9.41 | — | 9.41 | 9.41 | — | 9.41 | — | 147,663 | 147,663 | 13.1 | 0.28 | — | 148,072 | |

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 | 443 | 443 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Architectural Coatings | 32.8 | 32.8 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Landscaping Equipment | 160 | 148 | 7.57 | 899 | 0.05 | 1.60 | — | 1.60 | 1.21 | — | 1.21 | — | 3,698 | 3,698 | 0.16 | 0.03 | — | 3,712 |
| Total | 636 | 623 | 7.57 | 899 | 0.05 | 1.60 | — | 1.60 | 1.21 | — | 1.21 | — | 3,698 | 3,698 | 0.16 | 0.03 | — | 3,712 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Consumer Products | 443 | 443 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Architectural Coatings | 32.8 | 32.8 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | 475 | 475 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | | | | |
|------------------------|------------|------------|-------------|-------------|-------------------|-------------|----------|-------------|-------------|----------|-------------|----------|-------------|----------|----------|----------|----------|----------|----------|----------|------------|
| Consumer Product | 80.8 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Architectural Coatings | 5.99 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Landscaping Equipment | 14.4 | 13.3 | 0.68 | 80.9 | < 0.005 | 0.14 | — | 0.11 | 0.11 | — | 0.11 | — | 0.11 | — | — | — | — | — | — | — | — |
| Total | 101 | 100 | 0.68 | 80.9 | < 0.005 | 0.14 | — | 0.11 | 0.11 | — | 0.11 | — | 0.11 | — | — | — | — | — | — | — | 303 |

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) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Industrial Park | — | — | — | — | — | — | — | — | — | — | — | 3,665 | 7,869 | 11,534 | 377 | 9.05 | — | — | 23,652 |
| Unrefrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | 4,582 | 9,836 | 14,418 | 471 | 11.3 | — | — | 29,564 |
| Refrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | 916 | 1,967 | 2,884 | 94.2 | 2.26 | — | — | 5,913 |

| | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|-------|-------|-------|------|------|------|------|------|------|------|-------|------|
| User Defined Industrial | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 1,517 | 3,257 | 4,774 | 156 | 3.75 | — | — | — | — | — | 9,789 | |

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) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Industrial Park | — | — | — | — | — | — | — | — | — | — | — | 5,527 | 0.00 | 5,527 | 552 | 0.00 | — | 19,339 | |
| Unrefrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | 5,238 | 0.00 | 5,238 | 523 | 0.00 | — | 18,325 | |
| Refrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | 1,048 | 0.00 | 1,048 | 105 | 0.00 | — | 3,665 | |
| User Defined Industrial | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | |
| Total | — | — | — | — | — | — | — | — | — | — | — | 11,813 | 0.00 | 11,813 | 1,181 | 0.00 | — | 41,329 | |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | |

| | | | | | | | | | | | | | | | | | | | | | | | | | | |
|----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|--------|------|--------|-------|------|---|---|--------|
| Industrial Park | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 5,527 | 0.00 | 5,527 | 552 | 0.00 | — | — | 19,339 |
| Unrefrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 5,238 | 0.00 | 5,238 | 523 | 0.00 | — | — | 18,325 |
| Refrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 1,048 | 0.00 | 1,048 | 105 | 0.00 | — | — | 3,665 |
| User Defined Industrial | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | — | 0.00 |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 11,813 | 0.00 | 11,813 | 1,181 | 0.00 | — | — | 41,329 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Industrial Park | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 915 | 0.00 | 915 | 91.5 | 0.00 | — | — | 3,202 |
| Unrefrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 867 | 0.00 | 867 | 86.7 | 0.00 | — | — | 3,034 |
| Refrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 173 | 0.00 | 173 | 17.3 | 0.00 | — | — | 607 |
| User Defined Industrial | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | — | 0.00 |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 1,956 | 0.00 | 1,956 | 195 | 0.00 | — | — | 6,842 |

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) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Industrial Park | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 773 | 773 | 773 |
| Refrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 2,108 | 2,108 | 2,108 |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 2,881 | 2,881 | 2,881 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Industrial Park | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 773 | 773 | 773 |
| Refrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 2,108 | 2,108 | 2,108 |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 2,881 | 2,881 | 2,881 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Industrial Park | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 128 | 128 | 128 |

| 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) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | |
|----------------------------------|--------|--------|-------|------------|---------|---------|--------|------------|
| Unrefrigerated Warehouse-No Rail | 3,003 | 253 | 103 | 801,646 | 91,486 | 7,716 | 3,149 | 24,418,152 |
| Refrigerated Warehouse-No Rail | 1,553 | 130 | 51.7 | 414,355 | 44,289 | 3,715 | 1,474 | 11,817,396 |
| User Defined Industrial | 52,667 | 19,582 | 9,326 | 15,238,292 | 313,659 | 116,622 | 55,540 | 90,752,447 |

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 | 31,016,898 | 10,338,966 | — |

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) |
|----------------------------------|----------------------|-----|--------|--------|-----------------------|
| Industrial Park | 147,394,671 | 261 | 0.0330 | 0.0040 | 209,645,017 |
| Unrefrigerated Warehouse-No Rail | 24,195,057 | 261 | 0.0330 | 0.0040 | 99,647,710 |

| | | | | | |
|----------------------------------|------------|-----|--------|--------|------------|
| Unrefrigerated Warehouse-No Rail | 24,195,057 | 261 | 0.0330 | 0.0040 | 99,647,710 |
| Refrigerated Warehouse-No Rail | 39,987,109 | 261 | 0.0330 | 0.0040 | 51,806,573 |
| User Defined Industrial | 0.00 | 261 | 0.0330 | 0.0040 | 0.00 |

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

| Land Use | Indoor Water (gal/year) | Outdoor Water (gal/year) |
|----------------------------------|-------------------------|--------------------------|
| Industrial Park | 1,912,708,756 | 0.00 |
| Unrefrigerated Warehouse-No Rail | 1,195,442,944 | 0.00 |
| Unrefrigerated Warehouse-No Rail | 1,195,442,944 | 0.00 |
| Refrigerated Warehouse-No Rail | 478,177,131 | 0.00 |
| User Defined Industrial | 0.00 | 0.00 |

5.13. Operational Waste Generation

5.13.1. Unmitigated

| Land Use | Waste (ton/year) | Cogeneration (kWh/year) |
|----------------------------------|------------------|-------------------------|
| Industrial Park | 10,256 | — |
| Unrefrigerated Warehouse-No Rail | 4,859 | — |
| Unrefrigerated Warehouse-No Rail | 4,859 | — |
| Refrigerated Warehouse-No Rail | 1,944 | — |
| User Defined Industrial | 0.00 | — |

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

| Land Use Type | Equipment Type | Refrigerant | GWP | Quantity (kg) | Operations Leak Rate | Service Leak Rate | Times Serviced |
|--------------------------------|-------------------------------------|--------------|-----|---------------|----------------------|-------------------|----------------|
| Industrial Park | Other commercial A/C and heat pumps | User Defined | 750 | 0.30 | 4.00 | 4.00 | 18.0 |
| Refrigerated Warehouse-No Rail | Cold storage | User Defined | 150 | 7.50 | 7.50 | 7.50 | 25.0 |

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

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

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

| Equipment Type | Fuel Type | Number per Day | Hours per Day | Hours per Year | Horsepower | Load Factor |
|---------------------|-----------|----------------|---------------|----------------|------------|-------------|
| Fire Pump | Diesel | 20.0 | 1.00 | 50.0 | 300 | 0.73 |
| Emergency Generator | Diesel | 14.0 | 1.00 | 50.0 | 700 | 0.73 |

5.16.2. Process Boilers

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

5.17. User Defined

| Equipment Type | Fuel Type |
|----------------|-----------|
|----------------|-----------|

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

| Vegetation Land Use Type | Vegetation Soil Type | Initial Acres | Final Acres |
|--------------------------|----------------------|---------------|-------------|
|--------------------------|----------------------|---------------|-------------|

5.18.1. 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 | 36.0 | annual days of extreme heat |
| Extreme Precipitation | 1.45 | annual days with precipitation above 20 mm |
| Sea Level Rise | — | meters of inundation depth |
| Wildfire | 1.70 | 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 | 5 | 0 | 0 | N/A |
| Extreme Precipitation | N/A | N/A | N/A | N/A |
| Sea Level Rise | 1 | 0 | 0 | N/A |
| Wildfire | 1 | 0 | 0 | N/A |
| Flooding | N/A | N/A | N/A | N/A |
| Drought | N/A | N/A | N/A | N/A |
| Snowpack Reduction | N/A | N/A | N/A | N/A |
| Air Quality Degradation | 0 | 0 | 0 | N/A |

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

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

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

6.3. Adjusted Climate Risk Scores

| Climate Hazard | Exposure Score | Sensitivity Score | Adaptive Capacity Score | Vulnerability Score |
|------------------------------|----------------|-------------------|-------------------------|---------------------|
| Temperature and Extreme Heat | 5 | 1 | 1 | 4 |
| Extreme Precipitation | N/A | N/A | N/A | N/A |
| Sea Level Rise | 1 | 1 | 1 | 2 |
| Wildfire | 1 | 1 | 1 | 2 |
| Flooding | N/A | N/A | N/A | N/A |
| Drought | N/A | N/A | N/A | N/A |
| Snowpack Reduction | N/A | N/A | N/A | N/A |
| Air Quality Degradation | 1 | 1 | 1 | 2 |

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

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

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

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

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

| Indicator | Result for Project Census Tract |
|---------------------------------|---------------------------------|
| Exposure Indicators | — |
| AQ-Ozone | 88.7 |
| AQ-PM | 5.81 |
| AQ-DPM | 4.06 |
| Drinking Water | 85.4 |
| Lead Risk Housing | 21.0 |
| Pesticides | 38.2 |
| Toxic Releases | 69.3 |
| Traffic | 8.11 |
| Effect Indicators | — |
| CleanUp Sites | 78.1 |
| Groundwater | 2.11 |
| Haz Waste Facilities/Generators | 88.6 |
| Impaired Water Bodies | 0.00 |
| Solid Waste | 75.7 |
| Sensitive Population | — |
| Asthma | 74.6 |

| | |
|---------------------------------|------|
| Cardio-vascular | 53.5 |
| Low Birth Weights | 13.2 |
| Socioeconomic Factor Indicators | — |
| Education | 42.3 |
| Housing | 38.1 |
| Linguistic | 32.0 |
| Poverty | 61.8 |
| Unemployment | 26.9 |

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 | 67.56063134 |
| Employed | 13.29398178 |
| Median HI | 45.83600667 |
| Education | — |
| Bachelor's or higher | 38.31643783 |
| High school enrollment | 100 |
| Preschool enrollment | 48.45374054 |
| Transportation | — |
| Auto Access | 66.18760426 |
| Active commuting | 14.50019248 |
| Social | — |
| 2-parent households | 65.622995 |
| Voting | 65.36635442 |
| Neighborhood | — |
| Alcohol availability | 88.70781471 |

| | |
|--|-------------|
| Park access | 23.43128449 |
| Retail density | 4.080585141 |
| Supermarket access | 30.32208392 |
| Tree canopy | 85.67945592 |
| Housing | — |
| Homeownership | 75.37533684 |
| Housing habitability | 76.05543436 |
| Low-inc homeowner severe housing cost burden | 38.73989478 |
| Low-inc renter severe housing cost burden | 63.54420634 |
| Uncrowded housing | 83.16437829 |
| Health Outcomes | — |
| Insured adults | 61.15744899 |
| Arthritis | 73.2 |
| Asthma ER Admissions | 41.1 |
| High Blood Pressure | 77.3 |
| Cancer (excluding skin) | 55.0 |
| Asthma | 43.1 |
| Coronary Heart Disease | 72.1 |
| Chronic Obstructive Pulmonary Disease | 62.6 |
| Diagnosed Diabetes | 68.9 |
| Life Expectancy at Birth | 4.1 |
| Cognitively Disabled | 94.6 |
| Physically Disabled | 49.3 |
| Heart Attack ER Admissions | 35.9 |
| Mental Health Not Good | 46.4 |
| Chronic Kidney Disease | 79.8 |
| Obesity | 42.9 |
| Pedestrian Injuries | 90.4 |

| | |
|---------------------------------------|------|
| Physical Health Not Good | 57.2 |
| Stroke | 70.4 |
| Health Risk Behaviors | — |
| Binge Drinking | 11.9 |
| Current Smoker | 43.1 |
| No Leisure Time for Physical Activity | 66.6 |
| Climate Change Exposures | — |
| Wildfire Risk | 0.0 |
| SLR Inundation Area | 0.0 |
| Children | 88.7 |
| Elderly | 25.8 |
| English Speaking | 89.3 |
| Foreign-born | 8.1 |
| Outdoor Workers | 46.5 |
| Climate Change Adaptive Capacity | — |
| Impervious Surface Cover | 93.4 |
| Traffic Density | 4.7 |
| Traffic Access | 23.0 |
| Other Indices | — |
| Hardship | 48.4 |
| Other Decision Support | — |
| 2016 Voting | 51.0 |

7.3. Overall Health & Equity Scores

| Metric | Result for Project Census Tract |
|---|---------------------------------|
| CalEnviroScreen 4.0 Score for Project Location (a) | 46.0 |
| Healthy Places Index Score for Project Location (b) | 49.0 |
| Project Located in a Designated Disadvantaged Community (Senate Bill 535) | No |

| | |
|---|-----|
| Project Located in a Low-Income Community (Assembly Bill 1550) | Yes |
| Project Located in a Community Air Protection Program Community (Assembly Bill 617) | No |

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

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

| Screen | Justification |
|--------------------------|---|
| Operations: Vehicle Data | Trip characteristics based on trip generation |
| Operations: Fleet Mix | Passenger Car Mix estimated based on CalEEMod default fleet mix and the ratio of the vehicle classes (LDA, LDT1, LDT2, MDV, MCV). Truck Fleet Mix based on 2, 3 and 4 axle trucks |
| Operations: Refrigerants | As of 1 January 2022, new commercial refrigeration equipment may not use refrigerants with a GWP of 150 or greater. Further, R-404A (the CalEEMod default) is unacceptable for new supermarket and cold storage systems as of 1 January 2019 and 2023, respectively. Beginning 1 January 2025, all new air conditioning equipment may not use refrigerants with a GWP of 750 or greater |

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APPENDIX 3.6:

CALEEMOD ANNEXATION AREA OPERATIONAL EMISSIONS MODEL OUTPUTS – 2040

16126 AVCC Ops Annexation Area Detailed Report

Table of Contents

- 1. Basic Project Information
 - 1.1. Basic Project Information
 - 1.2. Land Use Types
 - 1.3. User-Selected Emission Reduction Measures by Emissions Sector
- 2. Emissions Summary
- 2.4. Operations Emissions Compared Against Thresholds
- 2.5. Operations Emissions by Sector, Unmitigated
- 4. Operations Emissions Details
 - 4.1. Mobile Emissions by Land Use
 - 4.1.1. Unmitigated
 - 4.2. Energy
 - 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 | 16126 AVCC Ops Annexation Area |
| Operational Year | 2040 |
| Lead Agency | — |
| Land Use Scale | Project/site |
| Analysis Level for Defaults | County |
| Windspeed (m/s) | 5.00 |
| Precipitation (days) | 13.0 |
| Location | 34.75419785278483, -118.15724258295188 |
| County | Los Angeles-Mojave Desert |
| City | Unincorporated |
| Air District | Antelope Valley AQMD |
| Air Basin | Mojave Desert |
| TAZ | 3673 |
| EDFZ | 7 |
| Electric Utility | Southern California Edison |
| Gas Utility | Southern California Gas |
| App Version | 2022.1.1.29 |

1.2. Land Use Types

| Land Use Subtype | Size | Unit | Lot Acreage | Building Area (sq ft) | Landscape Area (sq ft) | Special Landscape Area (sq ft) | Population | Description |
|----------------------------------|-------|----------|-------------|-----------------------|------------------------|--------------------------------|------------|-------------|
| Industrial Park | 5,793 | 1000sqft | 133 | 5,793,480 | 0.00 | — | — | — |
| Unrefrigerated Warehouse-No Rail | 7,242 | 1000sqft | 166 | 7,241,850 | 0.00 | — | — | — |

| | | | | | | | | |
|--------------------------------|--------|-------------------|------|-----------|-----------|-------|---|---|
| Refrigerated Warehouse-No Rail | 1,448 | 1000sqft | 33.2 | 1,448,370 | 0.00 | — | — | — |
| User Defined Industrial | 14,484 | User Defined Unit | 0.00 | 0.00 | 0.00 | — | — | — |
| Single Family Housing | 719 | Dwelling Unit | 233 | 1,402,050 | 8,421,544 | 2,128 | — | — |
| Apartments Low Rise | 683 | Dwelling Unit | 42.7 | 723,980 | 0.00 | 2,022 | — | — |
| Mobile Home Park | 435 | Dwelling Unit | 54.8 | 565,500 | 0.00 | 1,288 | — | — |
| Office Park | 1,111 | 1000sqft | 25.5 | 1,110,780 | 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. | 820 | 782 | 712 | 3,298 | 10.9 | 20.7 | 835 | 856 | 20.0 | 215 | 235 | 16,508 | 1,343,407 | 1,359,915 | 1,718 | 110 | 2,891 | 1,438,657 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 676 | 648 | 740 | 1,992 | 10.3 | 19.5 | 835 | 854 | 19.0 | 215 | 234 | 16,508 | 1,287,127 | 1,303,636 | 1,718 | 111 | 2,059 | 1,381,836 |
| Average Daily (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | | |
|--------------|-----|-----|-----|-------|------|------|-----|-----|------|------|------|--------|-----------|-----------|-------|------|-------|-----------|---|
| Unmit. | 671 | 645 | 553 | 1,994 | 7.95 | 15.5 | 624 | 639 | 15.1 | 160 | 175 | 16,508 | 1,038,653 | 1,055,161 | 1,713 | 87.7 | 2,312 | 1,126,436 | |
| Annual (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 122 | 118 | 101 | 364 | 1.45 | 2.83 | 114 | 117 | 2.75 | 29.3 | 32.0 | 2,733 | 171,961 | 174,694 | 284 | 14.5 | 383 | 186,494 | |

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 | 235 | 215 | 546 | 2,383 | 10.1 | 8.52 | 835 | 844 | 8.10 | 215 | 223 | — | 1,047,373 | 1,047,373 | 18.1 | 90.9 | 854 | 1,075,755 | |
| Area | 552 | 542 | 6.67 | 783 | 0.04 | 1.25 | — | 1.25 | 0.95 | — | 0.95 | — | 3,068 | 3,068 | 0.13 | 0.03 | — | 3,079 | |
| Energy | 11.9 | 5.95 | 107 | 84.8 | 0.65 | 8.23 | — | 8.23 | 8.23 | — | 8.23 | — | 268,186 | 268,186 | 29.0 | 2.38 | — | 269,620 | |
| Water | — | — | — | — | — | — | — | — | — | — | — | 6,928 | 15,378 | 22,305 | 712 | 17.1 | — | 45,213 | |
| Waste | — | — | — | — | — | — | — | — | — | — | — | 9,581 | 0.00 | 9,581 | 958 | 0.00 | — | 33,520 | |
| Refrig. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 2,037 | 2,037 | |
| Stationary | 20.2 | 18.4 | 51.4 | 46.9 | 0.09 | 2.70 | 0.00 | 2.70 | 2.70 | 0.00 | 2.70 | 0.00 | 9,403 | 9,403 | 0.38 | 0.07 | 0.00 | 9,434 | |
| Total | 820 | 782 | 712 | 3,298 | 10.9 | 20.7 | 835 | 856 | 20.0 | 215 | 235 | 16,508 | 1,343,407 | 1,359,915 | 1,718 | 110 | 2,891 | 1,438,657 | |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Mobile | 222 | 202 | 582 | 1,860 | 9.60 | 8.52 | 835 | 844 | 8.10 | 215 | 223 | — | 994,161 | 994,161 | 18.7 | 91.8 | 22.1 | 1,022,013 | |
| Area | 422 | 422 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Energy | 11.9 | 5.95 | 107 | 84.8 | 0.65 | 8.23 | — | 8.23 | 8.23 | — | 8.23 | — | 268,186 | 268,186 | 29.0 | 2.38 | — | 269,620 | |
| Water | — | — | — | — | — | — | — | — | — | — | — | 6,928 | 15,378 | 22,305 | 712 | 17.1 | — | 45,213 | |
| Waste | — | — | — | — | — | — | — | — | — | — | — | 9,581 | 0.00 | 9,581 | 958 | 0.00 | — | 33,520 | |

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) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Industrial Park | 54.8 | 50.4 | 22.3 | 605 | 1.35 | 0.35 | 159 | 159 | 0.32 | 40.1 | 40.4 | — | 137,072 | 137,072 | 4.00 | 2.98 | 84.3 | 138,143 |
| Unrefrigerated Warehouse-No Rail | 63.1 | 58.1 | 25.7 | 697 | 1.56 | 0.40 | 183 | 183 | 0.37 | 46.2 | 46.5 | — | 157,878 | 157,878 | 4.61 | 3.43 | 97.1 | 159,112 |
| Refrigerated Warehouse-No Rail | 6.70 | 6.17 | 2.73 | 74.0 | 0.17 | 0.04 | 19.4 | 19.4 | 0.04 | 4.90 | 4.94 | — | 16,767 | 16,767 | 0.49 | 0.36 | 10.3 | 16,898 |
| User Defined Industrial | 13.8 | 11.2 | 431 | 120 | 4.79 | 6.76 | 231 | 238 | 6.46 | 61.8 | 68.3 | — | 505,786 | 505,786 | 1.71 | 75.1 | 485 | 528,680 |
| Single Family Housing | 21.5 | 20.0 | 13.2 | 176 | 0.44 | 0.19 | 46.9 | 47.1 | 0.18 | 11.9 | 12.1 | — | 44,529 | 44,529 | 1.50 | 1.82 | 34.1 | 45,142 |
| Apartments Low Rise | 17.4 | 16.2 | 10.7 | 142 | 0.35 | 0.15 | 38.0 | 38.2 | 0.14 | 9.65 | 9.80 | — | 36,092 | 36,092 | 1.22 | 1.47 | 27.6 | 36,589 |
| Mobile Home Park | 9.72 | 9.03 | 5.95 | 79.3 | 0.20 | 0.09 | 21.2 | 21.3 | 0.08 | 5.38 | 5.46 | — | 20,112 | 20,112 | 0.68 | 0.82 | 15.4 | 20,389 |
| Office Park | 48.2 | 44.0 | 34.4 | 490 | 1.27 | 0.54 | 137 | 138 | 0.51 | 34.8 | 35.3 | — | 129,136 | 129,136 | 3.90 | 4.93 | 99.5 | 130,802 |

| | | | | | | | | | | | | | | | | | | |
|----------------------------------|------|------|------|-------|------|------|------|------|------|------|------|---|----------|----------|------|------|------|-----------|
| Total | 235 | 215 | 546 | 2,383 | 10.1 | 8.52 | 835 | 844 | 8.10 | 215 | 223 | — | 1,047,37 | 1,047,37 | 18.1 | 90.9 | 854 | 1,075,75 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Industrial Park | 51.8 | 47.5 | 25.0 | 461 | 1.21 | 0.35 | 159 | 159 | 0.32 | 40.1 | 40.4 | — | 122,483 | 122,483 | 4.15 | 3.21 | 2.19 | 123,547 |
| Unrefrigerated Warehouse-No Rail | 59.7 | 54.7 | 28.8 | 531 | 1.39 | 0.40 | 183 | 183 | 0.37 | 46.2 | 46.5 | — | 141,074 | 141,074 | 4.78 | 3.70 | 2.52 | 142,299 |
| Refrigerated Warehouse-No Rail | 6.34 | 5.81 | 3.06 | 56.4 | 0.15 | 0.04 | 19.4 | 19.4 | 0.04 | 4.90 | 4.94 | — | 14,982 | 14,982 | 0.51 | 0.39 | 0.27 | 15,112 |
| User Defined Industrial | 13.1 | 10.5 | 455 | 122 | 4.79 | 6.76 | 231 | 238 | 6.47 | 61.8 | 68.3 | — | 506,053 | 506,053 | 1.68 | 75.1 | 12.6 | 528,492 |
| Single Family Housing | 20.2 | 18.7 | 14.4 | 138 | 0.40 | 0.19 | 46.9 | 47.1 | 0.18 | 11.9 | 12.1 | — | 40,616 | 40,616 | 1.57 | 1.89 | 0.88 | 41,219 |
| Apartments Low Rise | 16.4 | 15.1 | 11.6 | 112 | 0.32 | 0.15 | 38.0 | 38.2 | 0.14 | 9.65 | 9.80 | — | 32,920 | 32,920 | 1.27 | 1.53 | 0.72 | 33,409 |
| Mobile Home Park | 9.12 | 8.43 | 6.48 | 62.5 | 0.18 | 0.09 | 21.2 | 21.3 | 0.08 | 5.38 | 5.46 | — | 18,345 | 18,345 | 0.71 | 0.85 | 0.40 | 18,617 |
| Office Park | 45.4 | 41.2 | 37.6 | 377 | 1.15 | 0.54 | 137 | 138 | 0.51 | 34.8 | 35.3 | — | 117,687 | 117,687 | 4.02 | 5.12 | 2.58 | 119,317 |
| Total | 222 | 202 | 582 | 1,860 | 9.60 | 8.52 | 835 | 844 | 8.10 | 215 | 223 | — | 994,161 | 994,161 | 18.7 | 91.8 | 22.1 | 1,022,013 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Industrial Park | 6.83 | 6.26 | 3.42 | 65.7 | 0.16 | 0.05 | 20.8 | 20.8 | 0.04 | 5.24 | 5.29 | — | 15,068 | 15,068 | 0.50 | 0.39 | 4.36 | 15,202 |

| | | | | | | | | | | | | | | | | | | |
|--------------------------------|------|------|------|------|------|------|------|------|------|------|------|---|---------|---------|------|------|------|---------|
| Unrefrig Warehouse-No Rail | 7.87 | 7.21 | 3.94 | 75.8 | 0.19 | 0.05 | 23.9 | 24.0 | 0.05 | 6.05 | 6.09 | — | 17,368 | 17,368 | 0.58 | 0.45 | 5.03 | 17,523 |
| Refrigerated Warehouse-No Rail | 0.84 | 0.77 | 0.42 | 8.10 | 0.02 | 0.01 | 2.56 | 2.56 | 0.01 | 0.65 | 0.65 | — | 1,857 | 1,857 | 0.06 | 0.05 | 0.54 | 1,873 |
| User Defined Industrial | 1.80 | 1.45 | 60.9 | 16.1 | 0.64 | 0.90 | 30.7 | 31.6 | 0.86 | 8.21 | 9.07 | — | 61,291 | 61,291 | 0.21 | 9.10 | 25.4 | 64,033 |
| Single Family Housing | 3.60 | 3.32 | 2.60 | 26.5 | 0.07 | 0.03 | 8.29 | 8.33 | 0.03 | 2.11 | 2.14 | — | 6,715 | 6,715 | 0.26 | 0.31 | 2.38 | 6,816 |
| Apartments Low Rise | 2.52 | 2.33 | 1.82 | 18.6 | 0.05 | 0.02 | 5.81 | 5.84 | 0.02 | 1.48 | 1.50 | — | 4,705 | 4,705 | 0.18 | 0.22 | 1.67 | 4,776 |
| Mobile Home Park | 1.48 | 1.37 | 1.07 | 10.9 | 0.03 | 0.01 | 3.42 | 3.43 | 0.01 | 0.87 | 0.88 | — | 2,769 | 2,769 | 0.11 | 0.13 | 0.98 | 2,810 |
| Office Park | 6.14 | 5.57 | 5.18 | 55.0 | 0.16 | 0.07 | 18.4 | 18.5 | 0.07 | 4.67 | 4.74 | — | 14,778 | 14,778 | 0.50 | 0.64 | 5.28 | 14,985 |
| Total | 31.1 | 28.3 | 79.4 | 277 | 1.33 | 1.15 | 114 | 115 | 1.10 | 29.3 | 30.4 | — | 124,550 | 124,550 | 2.39 | 11.3 | 45.6 | 128,018 |

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) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Industrial Park | — | — | — | — | — | — | — | — | — | — | — | — | 73,765 | 73,765 | 9.33 | 1.13 | — | 74,335 | |

| | | | | | | | | | | | | | | | | | | | |
|-----------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|--------|--------|------|---------|---|--------|
| Single Family Housing | — | — | — | — | — | — | — | — | — | — | — | — | — | 586 | 586 | 0.07 | 0.01 | — | 591 |
| Apartments Low Rise | — | — | — | — | — | — | — | — | — | — | — | — | — | 310 | 310 | 0.04 | < 0.005 | — | 312 |
| Mobile Home Park | — | — | — | — | — | — | — | — | — | — | — | — | — | 247 | 247 | 0.03 | < 0.005 | — | 249 |
| Office Park | — | — | — | — | — | — | — | — | — | — | — | — | — | 2,342 | 2,342 | 0.30 | 0.04 | — | 2,360 |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | 23,020 | 23,020 | 2.91 | 0.35 | — | 23,198 |

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) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Industrial Park | 4.34 | 2.17 | 39.4 | 33.1 | 0.24 | 3.00 | — | 3.00 | 3.00 | — | 3.00 | — | 47,061 | 47,061 | 4.16 | 0.09 | — | 47,192 |
| Unrefrigerated Warehouse-No Rail | 4.12 | 2.06 | 37.5 | 31.5 | 0.22 | 2.85 | — | 2.85 | 2.85 | — | 2.85 | — | 44,738 | 44,738 | 3.96 | 0.08 | — | 44,862 |
| Refrigerated Warehouse-No Rail | 1.07 | 0.54 | 9.75 | 8.19 | 0.06 | 0.74 | — | 0.74 | 0.74 | — | 0.74 | — | 11,630 | 11,630 | 1.03 | 0.02 | — | 11,662 |
| User Defined Industrial | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |

| | | | | | | | | | | | | | | | | | | | |
|----------------------------------|------|------|------|------|------|------|---|------|---|------|---|------|---|---------|---------|------|------|---|---------|
| Single Family Housing | 0.81 | 0.41 | 6.96 | 2.96 | 0.04 | 0.56 | — | 0.56 | — | 0.56 | — | 0.56 | — | 8,834 | 8,834 | 0.78 | 0.02 | — | 8,858 |
| Apartments Low Rise | 0.33 | 0.16 | 2.81 | 1.20 | 0.02 | 0.23 | — | 0.23 | — | 0.23 | — | 0.23 | — | 3,569 | 3,569 | 0.32 | 0.01 | — | 3,579 |
| Mobile Home Park | 0.40 | 0.20 | 3.38 | 1.44 | 0.02 | 0.27 | — | 0.27 | — | 0.27 | — | 0.27 | — | 4,291 | 4,291 | 0.38 | 0.01 | — | 4,303 |
| Office Park | 0.83 | 0.42 | 7.56 | 6.35 | 0.05 | 0.57 | — | 0.57 | — | 0.57 | — | 0.57 | — | 9,023 | 9,023 | 0.80 | 0.02 | — | 9,048 |
| Total | 11.9 | 5.95 | 107 | 84.8 | 0.65 | 8.23 | — | 8.23 | — | 8.23 | — | 8.23 | — | 129,146 | 129,146 | 11.4 | 0.24 | — | 129,504 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Industrial Park | 4.34 | 2.17 | 39.4 | 33.1 | 0.24 | 3.00 | — | 3.00 | — | 3.00 | — | 3.00 | — | 47,061 | 47,061 | 4.16 | 0.09 | — | 47,192 |
| Unrefrigerated Warehouse-No Rail | 4.12 | 2.06 | 37.5 | 31.5 | 0.22 | 2.85 | — | 2.85 | — | 2.85 | — | 2.85 | — | 44,738 | 44,738 | 3.96 | 0.08 | — | 44,862 |
| Refrigerated Warehouse-No Rail | 1.07 | 0.54 | 9.75 | 8.19 | 0.06 | 0.74 | — | 0.74 | — | 0.74 | — | 0.74 | — | 11,630 | 11,630 | 1.03 | 0.02 | — | 11,662 |
| User Defined Industrial | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | — | 0.00 | — | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Single Family Housing | 0.81 | 0.41 | 6.96 | 2.96 | 0.04 | 0.56 | — | 0.56 | — | 0.56 | — | 0.56 | — | 8,834 | 8,834 | 0.78 | 0.02 | — | 8,858 |
| Apartments Low Rise | 0.33 | 0.16 | 2.81 | 1.20 | 0.02 | 0.23 | — | 0.23 | — | 0.23 | — | 0.23 | — | 3,569 | 3,569 | 0.32 | 0.01 | — | 3,579 |

| | | | | | | | | | | | | | | | | | | | |
|--------------------------------------|------|------|------|------|---------|------|---|------|---|------|---|------|---|---------|---------|------|---------|---|---------|
| Mobile Home Park | 0.40 | 0.20 | 3.38 | 1.44 | 0.02 | 0.27 | — | 0.27 | — | 0.27 | — | 0.27 | — | 4,291 | 4,291 | 0.38 | 0.01 | — | 4,303 |
| Office Park | 0.83 | 0.42 | 7.56 | 6.35 | 0.05 | 0.57 | — | 0.57 | — | 0.57 | — | 0.57 | — | 9,023 | 9,023 | 0.80 | 0.02 | — | 9,048 |
| Total | 11.9 | 5.95 | 107 | 84.8 | 0.65 | 8.23 | — | 8.23 | — | 8.23 | — | 8.23 | — | 129,146 | 129,146 | 11.4 | 0.24 | — | 129,504 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Industrial Park | 0.79 | 0.40 | 7.20 | 6.05 | 0.04 | 0.55 | — | 0.55 | — | 0.55 | — | 0.55 | — | 7,792 | 7,792 | 0.69 | 0.01 | — | 7,813 |
| Unrefrigerated Warehouse-Use-No Rail | 0.75 | 0.38 | 6.84 | 5.75 | 0.04 | 0.52 | — | 0.52 | — | 0.52 | — | 0.52 | — | 7,407 | 7,407 | 0.66 | 0.01 | — | 7,427 |
| Refrigerated Warehouse-Use-No Rail | 0.20 | 0.10 | 1.78 | 1.49 | 0.01 | 0.14 | — | 0.14 | — | 0.14 | — | 0.14 | — | 1,925 | 1,925 | 0.17 | < 0.005 | — | 1,931 |
| User Defined Industrial | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | — | 0.00 | — | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Single Family Housing | 0.15 | 0.07 | 1.27 | 0.54 | 0.01 | 0.10 | — | 0.10 | — | 0.10 | — | 0.10 | — | 1,462 | 1,462 | 0.13 | < 0.005 | — | 1,467 |
| Apartments Low Rise | 0.06 | 0.03 | 0.51 | 0.22 | < 0.005 | 0.04 | — | 0.04 | — | 0.04 | — | 0.04 | — | 591 | 591 | 0.05 | < 0.005 | — | 593 |
| Mobile Home Park | 0.07 | 0.04 | 0.62 | 0.26 | < 0.005 | 0.05 | — | 0.05 | — | 0.05 | — | 0.05 | — | 710 | 710 | 0.06 | < 0.005 | — | 712 |
| Office Park | 0.15 | 0.08 | 1.38 | 1.16 | 0.01 | 0.10 | — | 0.10 | — | 0.10 | — | 0.10 | — | 1,494 | 1,494 | 0.13 | < 0.005 | — | 1,498 |
| Total | 2.17 | 1.09 | 19.6 | 15.5 | 0.12 | 1.50 | — | 1.50 | — | 1.50 | — | 1.50 | — | 21,382 | 21,382 | 1.89 | 0.04 | — | 21,441 |

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 | 391 | 391 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Architectural Coatings | 30.5 | 30.5 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Landscaping Equipment | 130 | 121 | 6.67 | 783 | 0.04 | 1.25 | — | 1.25 | 0.95 | — | 0.95 | — | 3,068 | 3,068 | 0.13 | 0.03 | — | 3,079 |
| Total | 552 | 542 | 6.67 | 783 | 0.04 | 1.25 | — | 1.25 | 0.95 | — | 0.95 | — | 3,068 | 3,068 | 0.13 | 0.03 | — | 3,079 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Consumer Products | 391 | 391 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Architectural Coatings | 30.5 | 30.5 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | 422 | 422 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

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) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Industrial Park | — | — | — | — | — | — | — | — | — | — | — | 3,872 | 0.00 | 3,872 | 387 | 0.00 | — | — | 13,546 |
| Unrefrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | 3,669 | 0.00 | 3,669 | 367 | 0.00 | — | — | 12,836 |
| Refrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | 734 | 0.00 | 734 | 73.3 | 0.00 | — | — | 2,567 |
| User Defined Industrial | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | — | 0.00 |
| Single Family Housing | — | — | — | — | — | — | — | — | — | — | — | 304 | 0.00 | 304 | 30.4 | 0.00 | — | — | 1,064 |
| Apartments Low Rise | — | — | — | — | — | — | — | — | — | — | — | 272 | 0.00 | 272 | 27.2 | 0.00 | — | — | 952 |
| Mobile Home Park | — | — | — | — | — | — | — | — | — | — | — | 173 | 0.00 | 173 | 17.3 | 0.00 | — | — | 607 |
| Office Park | — | — | — | — | — | — | — | — | — | — | — | 557 | 0.00 | 557 | 55.6 | 0.00 | — | — | 1,948 |

| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|-------|------|-------|------|------|---|---|-------|
| Unrefrigerated | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 607 | 0.00 | 607 | 60.7 | 0.00 | — | — | 2,125 |
| Refrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 121 | 0.00 | 121 | 12.1 | 0.00 | — | — | 425 |
| User Defined Industrial | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | — | 0.00 |
| Single Family Housing | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 50.4 | 0.00 | 50.4 | 5.03 | 0.00 | — | — | 176 |
| Apartments Low Rise | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 45.1 | 0.00 | 45.1 | 4.50 | 0.00 | — | — | 158 |
| Mobile Home Park | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 28.7 | 0.00 | 28.7 | 2.87 | 0.00 | — | — | 100 |
| Office Park | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 92.2 | 0.00 | 92.2 | 9.21 | 0.00 | — | — | 322 |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 1,586 | 0.00 | 1,586 | 159 | 0.00 | — | — | 5,550 |

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) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Industrial Park | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 542 | — | 542 |

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 |
|----------------------------------|---------------|----------------|--------------|------------|-------------|--------------|------------|------------|
| Industrial Park | 16,222 | 724 | 290 | 4,282,106 | 227,149 | 10,141 | 4,056 | 59,961,242 |
| Unrefrigerated Warehouse-No Rail | 18,684 | 884 | 355 | 4,935,750 | 261,627 | 12,372 | 4,969 | 69,114,055 |
| Refrigerated Warehouse-No Rail | 1,984 | 140 | 56.5 | 527,598 | 27,785 | 1,967 | 791 | 7,387,817 |
| User Defined Industrial | 7,575 | 666 | 261 | 2,023,238 | 264,745 | 23,285 | 9,112 | 70,712,182 |
| Single Family Housing | 6,780 | 6,859 | 6,147 | 2,445,894 | 65,457 | 66,220 | 59,348 | 23,613,005 |
| Apartments Low Rise | 4,604 | 5,560 | 4,289 | 1,713,903 | 44,449 | 53,673 | 41,409 | 16,546,261 |
| Mobile Home Park | 3,098 | 2,005 | 1,844 | 1,008,448 | 29,909 | 19,360 | 17,806 | 9,735,699 |
| Office Park | 13,818 | 1,822 | 844 | 3,741,583 | 193,491 | 25,509 | 11,821 | 52,392,438 |

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) |
|------------|--|--|--|--|-----------------------------|
| 5450348.25 | 1,816,783 | 23,391,720 | 7,797,240 | — | — |

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) |
|----------------------------------|----------------------|-----|--------|--------|-----------------------|
| Industrial Park | 103,241,472 | 261 | 0.0330 | 0.0040 | 146,844,252 |
| Unrefrigerated Warehouse-No Rail | 33,894,487 | 261 | 0.0330 | 0.0040 | 139,594,959 |
| Refrigerated Warehouse-No Rail | 28,008,668 | 261 | 0.0330 | 0.0040 | 36,287,523 |
| User Defined Industrial | 0.00 | 261 | 0.0330 | 0.0040 | 0.00 |
| Single Family Housing | 4,957,609 | 261 | 0.0330 | 0.0040 | 27,563,114 |
| Apartments Low Rise | 2,619,336 | 261 | 0.0330 | 0.0040 | 11,136,776 |
| Mobile Home Park | 2,085,044 | 261 | 0.0330 | 0.0040 | 13,389,247 |
| Office Park | 19,794,418 | 261 | 0.0330 | 0.0040 | 28,154,349 |

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

| Land Use | Indoor Water (gal/year) | Outdoor Water (gal/year) |
|----------------------------------|-------------------------|--------------------------|
| Industrial Park | 1,339,742,250 | 0.00 |
| Unrefrigerated Warehouse-No Rail | 1,674,677,813 | 0.00 |
| Refrigerated Warehouse-No Rail | 334,935,563 | 0.00 |

| | | |
|-------------------------|-------------|-------------|
| User Defined Industrial | 0.00 | 0.00 |
| Single Family Housing | 26,799,862 | 166,584,921 |
| Apartments Low Rise | 25,458,005 | 0.00 |
| Mobile Home Park | 16,214,103 | 0.00 |
| Office Park | 197,423,093 | 0.00 |

5.13. Operational Waste Generation

5.13.1. Unmitigated

| Land Use | Waste (ton/year) | Cogeneration (kWh/year) |
|----------------------------------|------------------|-------------------------|
| Industrial Park | 7,184 | — |
| Unrefrigerated Warehouse-No Rail | 6,807 | — |
| Refrigerated Warehouse-No Rail | 1,361 | — |
| User Defined Industrial | 0.00 | — |
| Single Family Housing | 565 | — |
| Apartments Low Rise | 505 | — |
| Mobile Home Park | 322 | — |
| Office Park | 1,033 | — |

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

| Land Use Type | Equipment Type | Refrigerant | GWP | Quantity (kg) | Operations Leak Rate | Service Leak Rate | Times Serviced |
|--------------------------------|---|--------------|-----|---------------|----------------------|-------------------|----------------|
| Industrial Park | Other commercial A/C and heat pumps | User Defined | 750 | 0.30 | 4.00 | 4.00 | 18.0 |
| Refrigerated Warehouse-No Rail | Cold storage | User Defined | 150 | 7.50 | 7.50 | 7.50 | 25.0 |
| Single Family Housing | Average room A/C & Other residential A/C and heat pumps | User Defined | 750 | < 0.005 | 2.50 | 2.50 | 10.0 |

| | | | | | | | |
|-----------------------|---|--------------|-------|---------|------|------|------|
| Single Family Housing | Household refrigerators and/or freezers | R-134a | 1,430 | 0.12 | 0.60 | 0.00 | 1.00 |
| Apartments Low Rise | Average room A/C & Other residential A/C and heat pumps | User Defined | 750 | < 0.005 | 2.50 | 2.50 | 10.0 |
| Apartments Low Rise | Household refrigerators and/or freezers | R-134a | 1,430 | 0.12 | 0.60 | 0.00 | 1.00 |
| Mobile Home Park | Average room A/C & Other residential A/C and heat pumps | User Defined | 750 | < 0.005 | 2.50 | 2.50 | 10.0 |
| Mobile Home Park | Household refrigerators and/or freezers | R-134a | 1,430 | 0.12 | 0.60 | 0.00 | 1.00 |
| Office Park | Household refrigerators and/or freezers | R-134a | 1,430 | 0.02 | 0.60 | 0.00 | 1.00 |
| Office Park | Other commercial A/C and heat pumps | User Defined | 750 | < 0.005 | 4.00 | 4.00 | 18.0 |

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

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

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

| Equipment Type | Fuel Type | Number per Day | Hours per Day | Hours per Year | Horsepower | Load Factor |
|---------------------|-----------|----------------|---------------|----------------|------------|-------------|
| Fire Pump | Diesel | 14.0 | 1.00 | 50.0 | 300 | 0.73 |
| Emergency Generator | Diesel | 10.0 | 1.00 | 50.0 | 700 | 0.73 |

5.16.2. Process Boilers

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

5.17. User Defined

| Equipment Type | Fuel Type |
|----------------|-----------|
|----------------|-----------|

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

| Vegetation Land Use Type | Vegetation Soil Type | Initial Acres | Final Acres |
|--------------------------|----------------------|---------------|-------------|
|--------------------------|----------------------|---------------|-------------|

5.18.1. 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 | 36.0 | annual days of extreme heat |
| Extreme Precipitation | 1.45 | annual days with precipitation above 20 mm |
| Sea Level Rise | — | meters of inundation depth |
| Wildfire | 1.70 | 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 | 5 | 0 | 0 | N/A |
| Extreme Precipitation | N/A | N/A | N/A | N/A |
| Sea Level Rise | 1 | 0 | 0 | N/A |
| Wildfire | 1 | 0 | 0 | N/A |
| Flooding | N/A | N/A | N/A | N/A |
| Drought | N/A | N/A | N/A | N/A |
| Snowpack Reduction | N/A | N/A | N/A | N/A |
| Air Quality Degradation | 0 | 0 | 0 | N/A |

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

6.3. Adjusted Climate Risk Scores

| Climate Hazard | Exposure Score | Sensitivity Score | Adaptive Capacity Score | Vulnerability Score |
|------------------------------|----------------|-------------------|-------------------------|---------------------|
| Temperature and Extreme Heat | 5 | 1 | 1 | 4 |
| Extreme Precipitation | N/A | N/A | N/A | N/A |
| Sea Level Rise | 1 | 1 | 1 | 2 |
| Wildfire | 1 | 1 | 1 | 2 |
| Flooding | N/A | N/A | N/A | N/A |
| Drought | N/A | N/A | N/A | N/A |
| Snowpack Reduction | N/A | N/A | N/A | N/A |
| Air Quality Degradation | 1 | 1 | 1 | 2 |

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

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

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

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

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

| Indicator | Result for Project Census Tract |
|---------------------|---------------------------------|
| Exposure Indicators | — |
| AQ-Ozone | 88.7 |
| AQ-PM | 5.81 |
| AQ-DPM | 4.06 |
| Drinking Water | 85.4 |
| Lead Risk Housing | 21.0 |

| | |
|---------------------------------|------|
| Pesticides | 38.2 |
| Toxic Releases | 69.3 |
| Traffic | 8.11 |
| Effect Indicators | — |
| CleanUp Sites | 78.1 |
| Groundwater | 2.11 |
| Haz Waste Facilities/Generators | 88.6 |
| Impaired Water Bodies | 0.00 |
| Solid Waste | 75.7 |
| Sensitive Population | — |
| Asthma | 74.6 |
| Cardio-vascular | 53.5 |
| Low Birth Weights | 13.2 |
| Socioeconomic Factor Indicators | — |
| Education | 42.3 |
| Housing | 38.1 |
| Linguistic | 32.0 |
| Poverty | 61.8 |
| Unemployment | 26.9 |

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 | 67.56063134 |
| Employed | 13.29398178 |
| Median HI | 45.83600667 |
| Education | — |

| | |
|--|-------------|
| Bachelor's or higher | 38.31643783 |
| High school enrollment | 100 |
| Preschool enrollment | 48.45374054 |
| Transportation | — |
| Auto Access | 66.18760426 |
| Active commuting | 14.50019248 |
| Social | — |
| 2-parent households | 65.622995 |
| Voting | 65.36635442 |
| Neighborhood | — |
| Alcohol availability | 88.70781471 |
| Park access | 23.43128449 |
| Retail density | 4.080585141 |
| Supermarket access | 30.32208392 |
| Tree canopy | 85.67945592 |
| Housing | — |
| Homeownership | 75.37533684 |
| Housing habitability | 76.05543436 |
| Low-inc homeowner severe housing cost burden | 38.73989478 |
| Low-inc renter severe housing cost burden | 63.54420634 |
| Uncrowded housing | 83.16437829 |
| Health Outcomes | — |
| Insured adults | 61.15744899 |
| Arthritis | 73.2 |
| Asthma ER Admissions | 41.1 |
| High Blood Pressure | 77.3 |
| Cancer (excluding skin) | 55.0 |
| Asthma | 43.1 |

| | |
|---------------------------------------|------|
| Coronary Heart Disease | 72.1 |
| Chronic Obstructive Pulmonary Disease | 62.6 |
| Diagnosed Diabetes | 68.9 |
| Life Expectancy at Birth | 4.1 |
| Cognitively Disabled | 94.6 |
| Physically Disabled | 49.3 |
| Heart Attack ER Admissions | 35.9 |
| Mental Health Not Good | 46.4 |
| Chronic Kidney Disease | 79.8 |
| Obesity | 42.9 |
| Pedestrian Injuries | 90.4 |
| Physical Health Not Good | 57.2 |
| Stroke | 70.4 |
| Health Risk Behaviors | — |
| Binge Drinking | 11.9 |
| Current Smoker | 43.1 |
| No Leisure Time for Physical Activity | 66.6 |
| Climate Change Exposures | — |
| Wildfire Risk | 0.0 |
| SLR Inundation Area | 0.0 |
| Children | 88.7 |
| Elderly | 25.8 |
| English Speaking | 89.3 |
| Foreign-born | 8.1 |
| Outdoor Workers | 46.5 |
| Climate Change Adaptive Capacity | — |
| Impervious Surface Cover | 93.4 |
| Traffic Density | 4.7 |

| | |
|------------------------|------|
| Traffic Access | 23.0 |
| Other Indices | — |
| Hardship | 48.4 |
| Other Decision Support | — |
| 2016 Voting | 51.0 |

7.3. Overall Health & Equity Scores

| Metric | Result for Project Census Tract |
|---|---------------------------------|
| CalEnviroScreen 4.0 Score for Project Location (a) | 46.0 |
| Healthy Places Index Score for Project Location (b) | 49.0 |
| Project Located in a Designated Disadvantaged Community (Senate Bill 535) | No |
| Project Located in a Low-Income Community (Assembly Bill 1550) | Yes |
| Project Located in a Community Air Protection Program Community (Assembly Bill 617) | 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 Healthy Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

| Screen | Justification |
|--------------------------|--|
| Operations: Vehicle Data | Trip characteristics based on Project transportation assessment. |
| Operations: Fleet Mix | Fleet mix adjusted to separate passenger vehicles and trucks. |
| Operations: Hearths | Project will not use wood stoves, fireplaces, or natural gas. |

| | |
|---------------------------------|--|
| <p>Operations: Energy Use</p> | <p>The Project will not use natural gas.</p> |
| <p>Operations: Refrigerants</p> | <p>Beginning 1 January 2025, all new air conditioning equipment may not use refrigerants with a GWP of 750 or greater. As of 1 January 2022, new commercial refrigeration equipment may not use refrigerants with a GWP of 150 or greater.</p> |

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