APPENDIX E

ENERGY ANALYSIS

HERITAGE VALLEY BUSINESS PARK

ENERGY ANALYSIS

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LIST OF ABBREVIATED TERMS

%	Percent
(1)	Reference
AQIA	Heritage Valley Business Park Air Quality Impact Analysis
BACM	Best Available Control Measures
BTU	British Thermal Units
CalEEMod	California Emissions Estimator Model
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CCR	California Code of Regulations
CEC	California Energy Commission
CEQA	California Environmental Quality Act
City	City of Menifee
CPUC	California Public Utilities Commission
DMV	Department of Motor Vehicles
EIA	Energy Information Administration
EPA	Environmental Protection Agency
EMFAC	EMissions FACtor
FERC	Federal Energy Regulatory Commission
GHG	Greenhouse Gas
GHGA	Heritage Valley Business Park Greenhouse Gas Analysis
GWh	Gigawatt Hour
HHDT	Heavy-Heavy Duty Trucks
hp-hr-gal	Horsepower Hours Per Gallon
IEPR	Integrated Energy Policy Report
ISO	Independent Service Operator
ISTEA	Intermodal Surface Transportation Efficiency Act
ITE	Institute of Transportation Engineers
kBTU	Kilo British Thermal Units
kWh	Kilowatt Hour
LDA	Light Duty Auto
LDT1/LDT2	Light-Duty Trucks
LHDT1/LHDT2	Light-Heavy Duty Trucks
MDV	Medium Duty Trucks
MHDT	Medium-Heavy Duty Trucks
MMcfd	Million Cubic Feet Per Day
mpg	Miles Per Gallon
MPO	Metropolitan Planning Organization
PG&E	Pacific Gas and Electric
Project	Heritage Valley Business Park
PV	Photovoltaic

SCAB	South Coast Air Basin
SCE	Southern California Edison
SDAB	San Diego Air Basin
sf	Square Feet
SoCalGas	Southern California Gas
TEA-21	Transportation Equity Act for the 21st Century
TRU	Transport Refrigeration Unit
U.S.	United States
VMT	Vehicle Miles Traveled

EXECUTIVE SUMMARY

ES.1 SUMMARY OF FINDINGS

The results of this Heritage Valley Business Park *Energy Analysis* are summarized below based on the significance criteria in Section 6 of this report consistent with Appendix G of the CEQA Guidelines (CEQA Guidelines) (1). Table ES-1 shows the findings of significance for potential energy impacts under CEQA.

TABLE ES-1: SUMMARY OF CEQA SIGNIFICANCE FINDINGS

Analysis	Report Section	Significance Findings	
		Unmitigated	Mitigated
Energy Impact #1: Would the Project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	6.0	*Less Than Significant*	*n/a*
Energy Impact #2: Would the Project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	6.0	*Less Than Significant*	*n/a*

ES.2 PROJECT REQUIREMENTS

The Project would be required to comply with regulations imposed by the federal and state agencies that regulate energy use and consumption through various means and programs. Those that are directly and indirectly applicable to the Project and that would assist in the reduction of energy usage include:

- Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)
- The Transportation Equity Act for the 21st Century (TEA-21)
- Integrated Energy Policy Report (IEPR)
- State of California Energy Plan
- California Code Title 24, Part 6, Energy Efficiency Standards
- California Code Title 24, Part 11, California Green Building Standards Code (CALGreen)
- AB 1493 Pavley Regulations and Fuel Efficiency Standards
- California's Renewable Portfolio Standard (RPS)
- Clean Energy and Pollution Reduction Act of 2015 (SB 350)

Consistency with the above regulations is discussed in detail in Section 5 of this report.

1 INTRODUCTION

This report presents the results of the energy analysis prepared by Urban Crossroads, Inc., for the proposed Heritage Valley Business Park (Project). The purpose of this report is to ensure that energy implication is considered by the City of Menifee (Lead Agency), as the lead agency, and to quantify anticipated energy usage associated with construction and operation of the proposed Project, determine if the usage amounts are efficient, typical, or wasteful for the land use type, and to emphasize avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy.

1.1 SITE LOCATION

The Project site is located generally south of Ethanac Road, east of Trumble Road, and west of Sherman Road in the City of Menifee. The Project is bound by vacant land to the east, south, and west, and commercial uses to the north, as shown in Exhibit 1-A.

1.2 PROJECT DESCRIPTION

The project proposes to construct an approximately 829,755 square foot industrial building on a 41.16-acre site. The industrial building will consist of approximately 10,000 square feet of office space and approximately 749,755 square feet of warehouse/distribution space as well as up to 80,000 square feet of high-cube cold storage use. The proposed development will have 503 parking spaces and 258 trailer parking spaces along with onsite landscaping improvements and associated offsite improvements. As part of the project a General Plan, Zone Change, and Specific Plan Amendment will be processed in conjunction with the proposed industrial building. The change proposed to switch the land use designation of APNs 331-110-024, 025, and 026 from Heavy Industrial (HI) to Specific Plan (SP), more specifically the Menifee North SP Planning Area 2, to create cohesive development standards.

The Project site consists of ten parcels (APNs: 331-110-023, 024, 025, 026, 027, 031, 035, 038, 039, and 041) and is located generally south of Ethanac Road, north of McLaughlin, east of Trumble Road, and west of Sherman Road in the City of Menifee. The Project is bound by vacant land to the east, south, and west, and commercial uses to the north, as shown in Exhibit 1-A.

EXHIBIT 1-A: LOCATION MAP

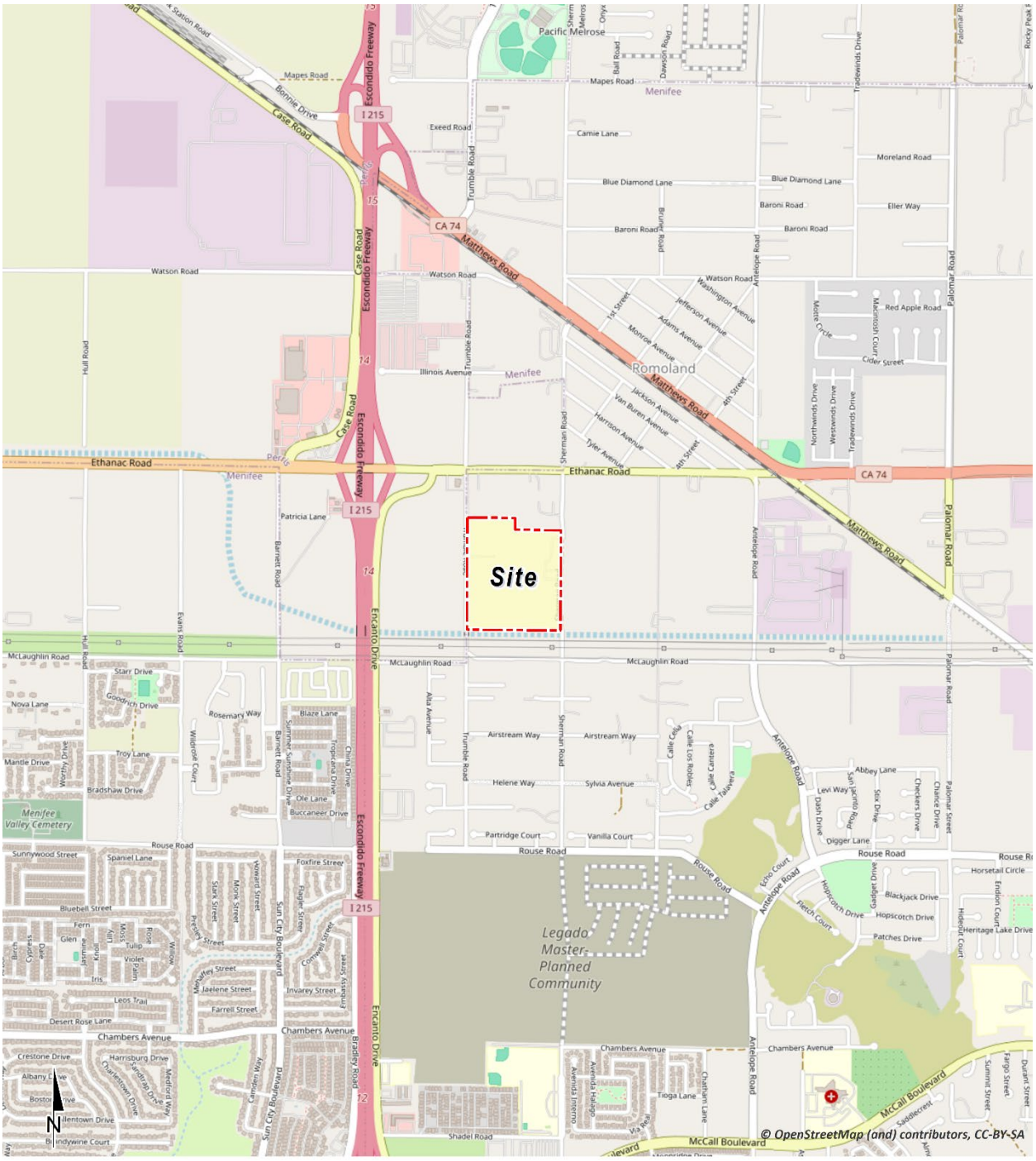
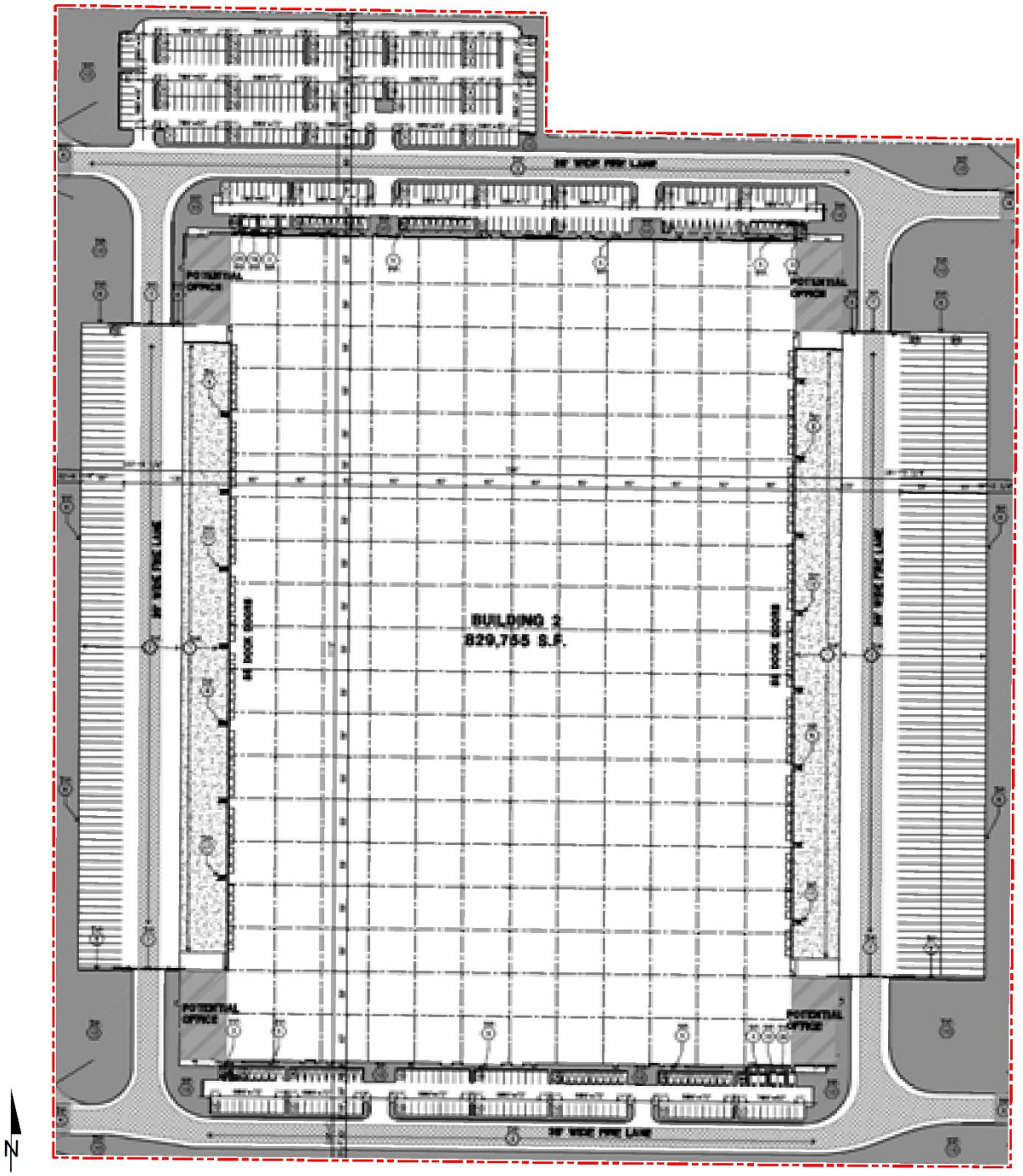


EXHIBIT 1-B: SITE PLAN



2 EXISTING CONDITIONS

This section provides an overview of the existing energy conditions in the Project region.

2.1 OVERVIEW

The most recent data for California's estimated total energy consumption and natural gas consumption is from 2023, released by the United States (U.S.) Energy Information Administration's (EIA) California State Profile and Energy Estimates and includes (2):

- As of 2023, approximately 6,817 trillion British Thermal Unit (BTU) of energy was consumed
- As of 2023, approximately 648 million barrels of petroleum
- As of 2023, approximately 2,085 billion cubic feet of natural gas
- As of 2023, approximately 1,277 thousand short tons of coal

According to the EIA, in 2023 the U.S. petroleum consumption comprised about 89% of all transportation energy use, excluding fuel consumed for aviation and most marine vessels (3). In 2024, about 251,265 million gallons (or about 5,983 million barrels) of finished petroleum products were consumed in the U.S., an average of about 687 million gallons per day (or about 16.4 million barrels per day) (4). In 2021, California consumed approximately 12,147 million gallons in motor gasoline (33.31 million gallons per day) and approximately 3,541 million gallons of diesel fuel (9.7 million gallons per day) (5).

The most recent data provided by the EIA for energy use in California is reported from 2023, which shows approximate energy usage by each of the following sectors:

- 44.5% for transportation uses
- 21.4% for industrial uses
- 17.1% for residential uses
- 17.0% for commercial uses (6)

According to the EIA, California used approximately 239,480 million kilowatt hours (kWh) of electricity in 2023 (7). By sector in 2023, residential uses utilized 34.6% of the state's electricity, followed by 47.2% for commercial uses, 18.0% for industrial uses, and 0.3% for transportation. Electricity usage in California for differing land uses varies substantially by the type of uses in a building, type of construction materials used in a building, and the efficiency of all electricity-consuming devices within a building (7).

According to the EIA, California used approximately 21,292 million therms of natural gas in 2023 (8). In 2023 (the most recent year for which data is available), by sector, industrial uses utilized 31.6% of the state's natural gas, followed by 31.3% used as fuel in the electric power sector, 22.8% from residential, 12.7% from commercial, 1.5% from transportation uses and the remaining 3% was utilized for the operations, processing and production of natural gas itself (8). While the supply of natural gas in the United States and production in the lower 48 states has increased greatly since 2008, California produces little, and imports 90% of its supply of natural gas (8).

In 2023, total system electric generation for California was 281,140 gigawatt hours (GWh). California's massive electricity in-state generation system generated approximately 215,623 GWh which accounted for approximately 76% of the electricity it uses; the rest was imported from the

Pacific Northwest (6%) and the U.S. Southwest (18%) (9). Natural gas is the main source for electricity generation at 43.68% of the total in-state electric generation system power as shown in Table 2-1.

An updated summary of, and context for energy consumption and energy demands within the State is presented in "U.S. Energy Information Administration, California State Profile and Energy Estimates, Quick Facts" excerpted below (10):

- In 2024, California was the fourth-largest electricity producer in the nation. It is also the nation's third-largest electricity consumer and imports the second largest amount of electricity of any state.
- In 2024, California was the eighth-largest producer of crude oil among the 50 states, and the state ranked third in crude oil refining capacity.
- California is the largest consumer of jet fuel and second-largest consumer of motor gasoline among the 50 states.
- California is the second-largest total energy consumer among the states, but its per capita energy consumption is the third-lowest in the nation.
- In 2024, renewable resources, including hydroelectric power and small-scale solar power, supplied 57% of California's in-state electricity generation. Natural gas fueled another 35% and nuclear power provided almost all the rest.

As indicated below, California is one of the nation's leading energy-producing states, and California's per capita energy use is among the nation's most efficient. Given the nature of the Project, the remainder of this discussion will focus on the three sources of energy that are most relevant to the Project—namely, electricity, natural gas, and transportation fuel for vehicle trips associated with the uses planned for the Project.

TABLE 2-1: TOTAL ELECTRICITY SYSTEM POWER (CALIFORNIA 2023)

Fuel Type	California In-State Generation (GWh)	% of California In-State Generation	Northwest Imports (GWh)	Southwest Imports (GWh)	Total Imports (GWh)	Total California Energy Mix (GWh)	Total California Power Mix
Coal	257	0.12%	163	4,561	4,724	4,981	1.77%
Natural Gas	94,192	43.68%	52	8,530	8,582	102,774	36.56%
Oil	36	0.02%	0	0	0	36	0.01%
Other (Waste Heat/Petroleum Coke)	206	0.10%	0	0	0	206	0.07%
Unspecified	0	0.00%	100	10,273	10,373	10,373	3.69%
Total Thermal and Unspecified	*94,690*	*43.91%*	*316*	*23,363*	*23,679*	*118,370*	*42.10%*
Nuclear	17,714	8.22%	196	8,361	8,558	26,272	9.34%
Large Hydro	27,066	12.55%	4,712	1,109	5,821	32,886	11.70%
Biomass	5,037	2.34%	753	-	753	5,790	2.06%
Geothermal	10,999	5.10%	221	2,347	2,569	13,567	4.83%
Small Hydro	4,853	2.25%	133	2	135	4,988	1.77%
Solar	41,344	19.17%	417	6,108	6,525	47,869	17.03%
Wind	13,920	6.46%	9,177	8,302	17,479	31,399	11.17%
Total Non-GHG and Renewable Resources	120,932	56.09%	15,609	26,229	41,838	162,771	57.90%
System Totals	215,623	100.00%	15,925	49,593	65,518	281,140	100.00%

Source: CECs 2023 Total System Electric Generation

2.2 ELECTRICITY

The usage associated with electricity use was calculated using CalEEMod Version 2022.1. The Southern California region's electricity reliability has been of concern for the past several years due to the planned retirement of aging facilities that depend upon once-through cooling technologies, as well as the June 2013 retirement of the San Onofre Nuclear Generating Station (San Onofre). While the once-through cooling phase-out has been ongoing since the May 2010 adoption of the State Water Resources Control Board's once-through cooling policy, the retirement of San Onofre complicated the situation. California Independent Service Operator (ISO) studies revealed the extent to which the Mojave Desert Air Basin (MDAB) and the San Diego Air Basin (SDAB) region were vulnerable to low-voltage and post-transient voltage instability concerns. A preliminary plan to address these issues was detailed in the 2013 Integrative Energy Policy Report (IEPR) after a collaborative process with other energy agencies, utilities, and air districts. Similarly, the subsequent 2023 IEPR provides information and policy recommendations on advancing a clean, reliable, and affordable energy system (11).

California's electricity industry is an organization of traditional utilities, private generating companies, and state agencies, each with a variety of roles and responsibilities to ensure that electrical power is provided to consumers. The California ISO is a nonprofit public benefit corporation and is the impartial operator of the State's wholesale power grid and is charged with maintaining grid reliability, and to direct uninterrupted electrical energy supplies to California's homes and communities. While utilities still own transmission assets, the ISO routes electrical power along these assets, maximizing the use of the transmission system and its power generation resources. The ISO matches buyers and sellers of electricity to ensure that enough power is available to meet demand. To these ends, every five minutes the ISO forecasts electrical demands, accounts for operating reserves, and assigns the lowest cost power plant unit to meet demands while ensuring adequate system transmission capacities and capabilities (12).

Part of the ISO's charge is to plan and coordinate grid enhancements to ensure that electrical power is provided to California consumers. To this end, utilities file annual transmission expansion/modification plans to accommodate the State's growing electrical needs. The ISO reviews and either approves or denies the proposed additions. In addition, and perhaps most importantly, the ISO works with other areas in the western United States electrical grid to ensure that adequate power supplies are available to the State. In this manner, continuing reliable and affordable electrical power is assured to existing and new consumers throughout the State.

Electricity is currently provided to the Project site by Southern California Edison (SCE). SCE provides electric power to more than 15 million persons in 15 counties and in 180 incorporated cities, within a service area encompassing approximately 50,000 square miles. Based on SCE's 2023 Power Content Label Mix, SCE derives electricity from varied energy resources including: fossil fuels, hydroelectric generators, nuclear power plants, geothermal power plants, solar power generation, and wind farms. SCE also purchases from independent power producers and utilities, including out-of-state suppliers (13).

Table 2-2, SCE's specific proportional shares of electricity sources in 2023. As indicated in Table 2-2, the 2023 SCE Power Mix has renewable energy at 37.6% of the overall energy resources. Biomass

and waste resources are at 0.1%, geothermal resources are at 5.2%, eligible hydroelectric resources are at 0.7%, solar energy is at 19.8%, and wind power is at 11.7% (14).

TABLE 2-2: SCE 2023 POWER CONTENT MIX

Energy Resources	2023 SCE Power Mix
Eligible Renewable	37.6%
Biomass & Waste	0.1%
Geothermal	5.2%
Eligible Hydroelectric	0.7%
Solar	19.8%
Wind	11.7%
Coal	0.0%
Large Hydroelectric	4.5%
Natural Gas	20.0%
Nuclear	9.1%
Other	0.1%
Unspecified Sources of Power*	28.8%
Total	100%

* "Unspecified sources of power" means electricity from transactions that are not traceable to specific generation sources

2.3 NATURAL GAS

The following summary of natural gas customers and volumes, supplies, delivery of supplies, storage, service options, and operations is excerpted from information provided by the California Public Utilities Commission (CPUC).

> *"The CPUC regulates natural gas utility service for approximately 10.8 million customers that receive natural gas from Pacific Gas and Electric (PG&E), Southern California Gas (SoCalGas), San Diego Gas & Electric (SDG&E), Southwest Gas, and several smaller natural gas utilities. The CPUC also regulates independent storage operators: Lodi Gas Storage, Wild Goose Storage, Central Valley Storage and Gill Ranch Storage.*
>
> *California's natural gas utilities provide service to over 11 million gas meters. SoCalGas and PG&E provide service to about 5.9 million and 4.3 million customers, respectively, while SDG&E provides service to over 800, 000 customers. In 2018, California gas utilities forecasted that they would deliver about 4740 million cubic feet per day (MMcfd) of gas to their customers, on average, under normal weather conditions.*
>
> *The overwhelming majority of natural gas utility customers in California are residential and small commercial customers, referred to as "core" customers. Larger volume gas customers, like electric generators and industrial customers, are called "noncore" customers. Although very small in number relative to core customers, noncore*

customers consume about 65% of the natural gas delivered by the state's natural gas utilities, while core customers consume about 35%.

A significant amount of gas (about 19%, or 1131 MMcfd, of the total forecasted California consumption in 2018) is also directly delivered to some California large volume consumers, without being transported over the regulated utility pipeline system. Those customers, referred to as "bypass" customers, take service directly from interstate pipelines or directly from California producers.

SDG&E and Southwest Gas' southern division are wholesale customers of SoCalGas, i.e., they receive deliveries of gas from SoCalGas and in turn deliver that gas to their own customers. (Southwest Gas also provides natural gas distribution service in the Lake Tahoe area.) Similarly, West Coast Gas, a small gas utility, is a wholesale customer of PG&E. Some other wholesale customers are municipalities like the cities of Palo Alto, Long Beach, and Vernon, which are not regulated by the CPUC.

Natural gas from out-of-state production basins is delivered into California via the interstate natural gas pipeline system. The major interstate pipelines are Gas Transmission Northwest Pipeline, Kern River Pipeline, Transwestern Pipeline, El Paso Pipeline, Ruby Pipeline, Mojave Pipeline, and Tuscarora. Another pipeline, the North Baja - Baja Norte Pipeline takes gas off the El Paso Pipeline at the California/Arizona border and delivers that gas through California into Mexico. While the Federal Energy Regulatory Commission (FERC) regulates the transportation of natural gas on the interstate pipelines, and authorizes rates for that service, the CPUC may participate in FERC regulatory proceedings to represent the interests of California natural gas consumers.

The gas transported to California gas utilities via the interstate pipelines, as well as some of the California-produced gas, is delivered into the PG&E and SoCalGas intrastate natural gas transmission pipelines systems (commonly referred to as California's "backbone" pipeline system). Natural gas on the utilities' backbone pipeline systems is then delivered to the local transmission and distribution pipeline systems, or to natural gas storage fields. Some large volume noncore customers take natural gas delivery directly off the high-pressure backbone and local transmission pipeline systems, while core customers and other noncore customers take delivery off the utilities' distribution pipeline systems. The state's natural gas utilities operate over 100,000 miles of transmission and distribution pipelines, and thousands more miles of service lines.

Bypass customers take most of their deliveries directly off the Kern/Mojave pipeline system, but they also take a significant amount of gas from California production.

PG&E and SoCalGas own and operate several natural gas storage fields that are located within their service territories in northern and southern California, respectively. These storage fields, and four independently owned storage utilities - Lodi Gas Storage, Wild Goose Storage, Central Valley Storage, and Gill Ranch Storage - help meet peak seasonal and daily natural gas demand and allow California natural gas customers to secure natural gas supplies more efficiently. PG&E is a 25% owner of the Gill Ranch Storage field. These storage fields provide a significant amount of infrastructure

capacity to help meet California's natural gas requirements, and without these storage fields, California would need much more pipeline capacity in order to meet peak gas requirements.

Prior to the late 1980s, California regulated utilities provided virtually all natural gas services to all their customers. Since then, the Commission has gradually restructured the California gas industry in order to give customers more options while assuring regulatory protections for those customers that wish to, or are required to, continue receiving utility-provided services.

The option to purchase natural gas from independent suppliers is one of the results of this restructuring process. Although the regulated utilities procure natural gas supplies for most core customers, core customers have the option to purchase natural gas from independent natural gas marketers, called "core transport agents" (CTA). Contact information for core transport agents can be found on the utilities' web sites. Noncore customers, on the other hand, make natural gas supply arrangements directly with producers or with marketers.

Another option resulting from the restructuring process occurred in 1993, when the Commission removed the utilities' storage service responsibility for noncore customers, along with the cost of this service from noncore customers' transportation rates. The Commission also encouraged the development of independent storage fields, and in subsequent years, all the independent storage fields in California were established. Noncore customers and marketers may now take storage service from the utility or from an independent storage provider (if available), and pay for that service, or may opt to take no storage service at all. For core customers, the Commission assures that the utility has adequate storage capacity set aside to meet core requirements, and core customers pay for that service.

In a 1997 decision, the Commission adopted PG&E's "Gas Accord", which unbundled PG&E's backbone transmission costs from noncore transportation rates. This decision gave customers and marketers the opportunity to obtain pipeline capacity rights on PG&E's backbone transmission pipeline system, if desired, and pay for that service at rates authorized by the Commission. The Gas Accord also required PG&E to set aside a certain amount of backbone transmission capacity in order to deliver gas to its core customers. Subsequent Commission decisions modified and extended the initial terms of the Gas Accord. The "Gas Accord" framework is still in place today for PG&E's backbone and storage rates and services and is now simply referred to as PG&E Gas Transmission and Storage (GT&S).

In a 2006 decision, the Commission adopted a similar gas transmission framework for Southern California, called the "firm access rights" system. SoCalGas and SDG&E implemented the firm access rights (FAR) system in 2008, and it is now referred to as the backbone transmission system (BTS) framework. As under the PG&E backbone transmission system, SoCalGas backbone transmission costs are unbundled from noncore transportation rates. Noncore customers and marketers may obtain, and pay for, firm backbone transmission capacity at various receipt points on the SoCalGas

system. A certain amount of backbone transmission capacity is obtained for core customers to assure meeting their requirements.

Many if not most noncore customers now use a marketer to provide for several of the services formerly provided by the utility. That is, a noncore customer may simply arrange for a marketer to procure its supplies, and obtain any needed storage and backbone transmission capacity, in order to assure that it will receive its needed deliveries of natural gas supplies. Core customers still mainly rely on the utilities for procurement service, but they have the option to take procurement service from a CTA. Backbone transmission and storage capacity is either set aside or obtained for core customers in amounts to assure very high levels of service.

In order [to] properly operate their natural gas transmission pipeline and storage systems, PG&E and SoCalGas must balance the amount of gas received into the pipeline system and delivered to customers or to storage fields. Some of these utilities' storage capacity is dedicated to this service, and under most circumstances, customers do not need to precisely match their deliveries with their consumption. However, when too much or too little gas is expected to be delivered into the utilities' systems, relative to the amount being consumed, the utilities require customers to more precisely match up their deliveries with their consumption. And, if customers do not meet certain delivery requirements, they could face financial penalties. The utilities do not profit from these financial penalties - the amounts are then returned to customers as a whole. If the utilities find that they are unable to deliver all the gas that is expected to be consumed, they may even call for a curtailment of some gas deliveries. These curtailments are typically required for just the largest, noncore customers. It has been many years since there has been a significant curtailment of core customers in California." (15)

As indicated in the preceding discussions, natural gas is available from a variety of in-state and out-of-state sources and is provided throughout the State in response to market supply and demand. Complementing available natural gas resources, biogas may soon be available via existing delivery systems, thereby increasing the availability and reliability of resources in total. The CPUC oversees utility purchases and transmission of natural gas to ensure reliable and affordable natural gas deliveries to existing and new consumers throughout the State.

2.4 TRANSPORTATION ENERGY RESOURCES

The Project would generate additional vehicle trips with resulting consumption of energy resources, predominantly gasoline and diesel fuel. On January 1, 2024, the Department of Motor Vehicles (DMV) reported 35.7 million registered vehicles in California, which, based on data from the 2021 version of the EMissions FACtor (EMFAC) model, are estimated to consume approximately 17.5 billion gallons of fuel annually (16).[1] Gasoline (and other vehicle fuels) are commercially provided commodities and would be available to the Project patrons and employees via commercial outlets.

California's on-road transportation system includes 396,616 lane miles, more than 26.6 million passenger vehicles and light trucks, and almost 9.0 million medium- and heavy-duty vehicles (6). While gasoline consumption has been declining since 2008 it is still by far the dominant fuel.

[1] Fuel consumptions estimated utilizing information from EMFAC2021.

California is the second-largest consumer of petroleum products, after Texas, and accounts for 9% of the nation's total consumption. The State is the largest U.S. consumer of jet fuel and the second largest U.S. consumer of motor gasoline. 86% of the petroleum consumed in California is used in the transportation sector (17).

California accounts for less than 1% of total U.S. natural gas reserves and production. As with crude oil, California's natural gas production has experienced a gradual decline since 1985. In 2024, about 31% of the natural gas delivered to consumers went to the State's industrial sector, and about 30% was delivered to the electric power sector. Natural gas fueled more than two-fifths of the State's utility-scale electricity generation in 2024. The residential sector, where three-fifths of California households use natural gas for home heating, accounted for 22% of natural gas deliveries. The commercial sector received 15% of the deliveries to end users and the transportation sector consumed the remaining 1% (17).

3 REGULATORY BACKGROUND

Federal and state agencies regulate energy use and consumption through various means and programs. On the federal level, the United States Department of Transportation, the United States Department of Energy, and the United States Environmental Protection Agency (EPA) are three federal agencies with substantial influence over energy policies and programs. On the state level, the CPUC and the CEC are two agencies with authority over different aspects of energy. Relevant federal and state energy-related laws and plans are summarized below.

3.1 FEDERAL REGULATIONS

3.1.1 Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)

The ISTEA promoted the development of inter-modal transportation systems to maximize mobility as well as address national and local interests in air quality and energy. ISTEA contained factors that Metropolitan Planning Organizations (MPOs) were to address in developing transportation plans and programs, including some energy-related factors. To meet the new ISTEA requirements, MPOs adopted explicit policies defining the social, economic, energy, and environmental values guiding transportation decisions.

3.1.2 The Transportation Equity Act for the 21st Century (TEA-21)

The TEA-21 was signed into law in 1998 and builds upon the initiatives established in the ISTEA legislation, discussed above. The TEA-21 authorizes highway, highway safety, transit, and other efficient surface transportation programs. The TEA-21 continues the program structure established for highways and transit under ISTEA, such as flexibility in the use of funds, emphasis on measures to improve the environment, and focus on a strong planning process as the foundation of good transportation decisions. The TEA-21 also provides for investment in research and its application to maximize the performance of the transportation system through, for example, deployment of Intelligent Transportation Systems (ITS), to help improve operations and management of transportation systems and vehicle safety.

3.2 CALIFORNIA REGULATIONS

3.2.1 Integrated Energy Policy Report (IEPR)

Senate Bill 1389 (Bowen, Chapter 568, Statutes of 2002) requires the CEC to prepare a biennial integrated energy policy report that assesses major energy trends and issues facing the state's electricity, natural gas, and transportation fuel sectors and provides policy recommendations to conserve resources; protect the environment; ensure reliable, secure, and diverse energy supplies; enhance the state's economy; and protect public health and safety (Public Resources Code § 25301[a]). The CEC prepares these assessments and associated policy recommendations every two years, with updates in alternate years, as part of the Integrated Energy Policy Report.

The 2023 IEPR was adopted February 2024, and continues to work towards improving electricity, natural gas, and transportation fuel energy use in California. The 2023 IEPR introduces a new framework for embedding equity and environmental justice at the CEC and the California Energy Planning Library which allows for easier access to energy data and analytics for a wide range of users.

Additionally, energy reliability, western electricity integration, gasoline cost factors and price spikes, the role of hydrogen in California's clean energy future, fossil gas transition, and distributed energy resources are topics discussed within the 2023 IEPR (18).

3.2.2 State of California Energy Plan

The CEC is responsible for preparing the State Energy Plan, which identifies emerging trends related to energy supply, demand, conservation, public health and safety, and the maintenance of a healthy economy. The State Energy Plan calls for the State to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies several strategies, including assistance to public agencies and fleet operators and encouragement of urban designs that reduce vehicle miles traveled (VMT) and accommodate pedestrian and bicycle access.

3.2.3 Title 24 Energy Efficiency Standards and California Green Building Standards

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.

The 2022 California Title 24 Energy Standards became effective on January 1, 2023, with updates for the 2025 standards set to take effect on January 1, 2026. As the Project is expected to be completed in 2028, it will need to comply with the Title 24 Energy Standards in effect at that time, which may include further updates beyond the 2025 version.

CALGreen is updated on a regular basis, with the most recent approved update consisting of the 2025 California Green Building Code Standards that go into effect on January 1, 2026. The Project would be required to comply with the applicable standards in place at the time plan check submittals are made.

3.2.4 AB 1493 Pavley Regulations and Fuel Efficiency Standards

California AB 1493, enacted on July 22, 2002, required California Air Resources Board (CARB) to develop and adopt regulations that reduce GHGs emitted by passenger vehicles and light duty trucks. Under this legislation, CARB adopted regulations to reduce GHG emissions from non-commercial passenger vehicles (cars and light-duty trucks). Although aimed at reducing GHG emissions, specifically, a co-benefit of the Pavley standards is an improvement in fuel efficiency and consequently a reduction in fuel consumption.

3.2.5 California's Renewable Portfolio Standard (RPS)

First established in 2002 under Senate Bill (SB) 1078, California's Renewable Portfolio Standards (RPS) requires retail sellers of electric services to increase procurement from eligible renewable resources to 44% of total retail sales by 2024 (19).

3.2.6 Clean Energy and Pollution Reduction Act of 2015 (SB 350)

In October 2015, the legislature approved and the Governor signed SB 350, which reaffirms California's commitment to reducing its GHG emissions and addressing climate change. Key provisions include an increase in the renewables portfolio standard (RPS), higher energy efficiency requirements for buildings, initial strategies towards a regional electricity grid, and improved infrastructure for electric vehicle charging stations. 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 will be achieved through the California Public Utility Commission (CPUC), the CEC, and local publicly owned utilities.
- Reorganize the Independent System Operator (ISO) to develop more regional electricity transmission markets and to improve accessibility in these markets, which will facilitate the growth of renewable energy markets in the western United States (California Leginfo 2015).

3.2.7 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 between 2026 and 2040, the regulation would reduce GHG emissions by a cumulative 395 million metric tons, equivalent to reducing petroleum use by 915 million barrels.

4 EXISTING PROJECT SITE OPERATIONAL ENERGY DEMANDS

4.1 EXISTING OPERATIONAL ENERGY DEMANDS

4.1.1 Existing Transportation Energy Demands

The site is currently developed with existing non-conforming residential homes and businesses. The estimated transportation energy demands from the existing development are summarized in Table 4-1.

TABLE 4-1: TOTAL PROJECT-GENERATED TRAFFIC ANNUAL FUEL CONSUMPTION (ALL VEHICLES)

Vehicle Type	Average Vehicle Fuel Economy (mpg)	Annual VMT	Estimated Annual Fuel Consumption
LDA	35.14	292,677	8,328
LDT1	26.76	21,361	798
LDT2	27.23	125,386	4,605
MDV	21.91	92,201	4,208
LHDT1	17.78	109,989	6,188
LHDT2	16.65	31,511	1,892
MHDT	9.09	86,451	9,514
HHDT	6.60	314,402	47,649
MCY	42.30	13,296	314
Total Net Annual Fuel Consumption (Gallons)		1,087,274	83,496

4.1.2 Existing Facility Energy Demands

The estimated energy demands of the existing development are summarized in Table 4-2.

TABLE 4-2: EXISTING ANNUAL OPERATIONAL ENERGY DEMAND SUMMARY

Energy Type	Natural Gas (kBTU/yr)	Electricity (kWh/yr)
Existing	76,369	18,409
Total Usage	76,369	18,409

kBTU – kilo-British Thermal Units
kWh – Kilowatt Hour

5 PROJECT ENERGY DEMANDS AND ENERGY EFFICIENCY MEASURES

5.1 EVALUATION CRITERIA

Appendix F of the *State CEQA Guidelines* (20) states that the means of achieving the goal of energy conservation includes the following:

- Decreasing overall per capita energy consumption;
- Decreasing reliance on fossil fuels such as coal, natural gas, and oil; and
- Increasing reliance on renewable energy sources.

In compliance with Appendix G of the *State CEQA Guidelines* (21), this report analyzes the Project's anticipated energy use during construction and operations to determine if the Project would:

- Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation; or
- Conflict with or obstruct a state or local plan for renewable energy or energy efficiency

5.2 METHODOLOGY

Information from the CalEEMod Version 2022.1 outputs for the *Heritage Valley Business Park Air Quality Impact Analysis* (AQIA) (22) was utilized in this analysis, detailing Project-related construction equipment, transportation energy demands, and facility energy demands.

5.2.1 CalEEMod

The California Air Pollution Control Officers Association (CAPCOA) in conjunction with other California air districts, including SCAQMD, released CalEEMod 2022 in May 2022. CalEEMod periodically releases updates, as such the latest version available at the time of this report has been utilized in this analysis. The purpose of this model is to calculate construction-source and operational-source criteria pollutants and GHG emissions from direct and indirect sources as well as energy usage (23). Accordingly, the latest version of CalEEMod has been used to determine the proposed Project's anticipated transportation and facility energy demands. Outputs from the annual model runs are provided in Appendices 5.1.

5.2.2 Emission Factors Model

On May 2, 2022, the EPA approved the 2021 version of the EMissions FACtor model (EMFAC) web database for use in State Implementation Plan and transportation conformity analyses. EMFAC2021 is a mathematical model that was developed to calculate emission rates, fuel consumption, VMT from motor vehicles that operate on highways, freeways, and local roads in California and is commonly used by the CARB to project changes in future emissions from on-road mobile sources (24). This energy study utilizes the different fuel types for each vehicle class from the annual EMFAC2021 emission inventory in order to derive the average vehicle fuel economy which is then used to determine the estimated annual fuel consumption associated with vehicle usage during Project construction and operational activities. For purposes of analysis, the 2026 through 2028

analysis years were utilized to determine the average vehicle fuel economy used throughout the duration of the Project. Output from the EMFAC2021 model run is provided in Appendix 5.2.

5.3 Construction Energy Demands

The focus within this section is the energy implications of the construction process, specifically the power cost from on-site electricity consumption during construction of the proposed Project.

5.3.1 Construction Power Cost

The total Project construction power costs is the summation of the products of the area (sf) by the construction duration and the typical power cost.

Construction Duration

For purposes of analysis, construction will begin September 2026 and would last through September 2027 (22). The construction schedule utilized in the analysis, shown in Table 5-1, represents a "worst-case" analysis scenario. The duration of construction activity and associated equipment represents a reasonable approximation of the expected construction fleet as required per *CEQA Guidelines* (25).

Table 5-1: Construction Duration

Construction Activity	Start Date	End Date	Days
Demolition	09/01/2026	09/18/2026	14
Site Preparation	09/21/2026	09/25/2026	5
Grading	09/28/2026	11/20/2026	40
Building Construction	11/23/2026	09/24/2027	220
Paving	06/14/2027	07/28/2027	33
Architectural Coating	04/05/2027	05/14/2027	30

Project Construction Power Cost

The *2025 National Construction Estimator* identifies a typical power cost per 1,000 sf of construction per month of $2.85, which was used to calculate the Project's total construction power cost (26). As shown in Table 5-2, the total power cost of on-site electricity usage during the building construction of the Project is estimated to be approximately $28,377.62.

Table 5-2: Construction Power Cost

Land Use	Power Cost	Total Building Size (1,000 SF)	Construction Duration (months)	Total Project Construction Power Cost
Warehouse/High-Cube Cold Storage	$2.85	829.755	12	$28,377.62
			Total Project Construction Cost	$28,377.62

5.3.2 Construction Electricity Usage

The total Project construction electricity usage is the summation of the products of the power cost (estimated in Table 5-2) by the utility provider cost per kWh of electricity.

Project Construction Electricity Usage

The SCE's general service rate schedule was used to determine the Project's electrical usage. As of June 1, 2025, SCE's general service rate is $0.17 per kWh of electricity for industrial uses (27). As shown in Table 5-3, the total electricity usage from on-site Project construction related activities is estimated to be approximately 166,927 kWh.

TABLE 5-3: CONSTRUCTION ELECTRICITY USAGE

Land Use	Cost per kWh	Total Project Construction Electricity Usage
Warehouse/High-Cube Cold Storage	$0.17	166,927
Total Project Construction Electricity Usage (kWh)		166,927

5.3.3 Construction Equipment Fuel Estimates

Fuel consumed by construction equipment would be the primary energy resource expended over the course of Project construction.

Construction Equipment

A summary of construction equipment assumptions by phase is provided at Table 5-4. Consistent with industry standards and typical construction practices, each piece of equipment listed in Table 5-4 will operate up to a total of eight (8) hours per day, or more than two-thirds of the period during which construction activities are allowed pursuant to the City Code.

TABLE 5-4: CONSTRUCTION EQUIPMENT ASSUMPTIONS (1 OF 2)

Construction Activity	Equipment	Quantity	Hours
Demolition	Concrete/Industrial Saws	1	8
	Excavators	4	8
	Rubber Tired Dozers	3	8
Site Preparation	Rubber Tired Dozers	4	8
	Crawler Tractors	6	8
Grading	Excavators	3	8
	Graders	1	8
	Rubber Tired Dozers	1	8
	Scrapers	3	8
	Crawler Tractors	3	8

TABLE 5-4: CONSTRUCTION EQUIPMENT ASSUMPTIONS (2 OF 2)

Construction Activity	Equipment[1]	Quantity	Hours
Building Construction	Cranes	1	8
	Forklifts	4	8
	Generator Sets	1	8
	Tractors/Loaders/Backhoes	4	8
	Welders	1	8
Paving	Pavers	3	8
	Paving Equipment	3	8
	Rollers	3	8
Architectural Coating	Air Compressors	1	8

Project Construction Equipment Fuel Consumption

Project construction activity timeline estimates, construction equipment schedules, equipment power ratings, load factors, and associated fuel consumption estimates are presented in Table 5-5. The aggregate fuel consumption rate for all equipment is estimated at 18.5 horsepower hour per gallon (hp-hr-gal.), obtained from CARB 2018 Emissions Factors Tables and cited fuel consumption rate factors presented in Table D-24 of the Moyer Guidelines (28). For the purposes of this analysis, the calculations are based on all construction equipment being diesel-powered which is consistent with industry standards. Diesel fuel would be supplied by existing industrial fuel providers serving the Project area and region.[2] As presented in Table 5-5, Project construction activities would consume an estimated 56,467 gallons of diesel fuel. Project construction would represent a "single-event" diesel fuel demand and would not require on-going or permanent commitment of diesel fuel resources for this purpose.

[2] Based on Appendix A of the CalEEMod User's Guide, Construction consists of several types of off-road equipment. Since the majority of the off-road construction equipment used for construction projects are diesel fueled, CalEEMod assumes all of the equipment operates on diesel fuel.

TABLE 5-5: CONSTRUCTION EQUIPMENT FUEL CONSUMPTION ESTIMATE

Activity	Duration (Days)	Equipment	HP Rating	Quantity	Usage Hours	Load Factor	HP-hrs/day	Total Fuel Consumption
Demolition	14	Concrete/Industrial Saws	33	1	8	0.73	193	146
		Excavators	36	4	8	0.38	438	331
		Rubber Tired Dozers	367	3	8	0.4	3,523	2,666
Site Preparation	5	Rubber Tired Dozers	367	4	8	0.4	4,698	1,270
		Crawler Tractors	87	6	8	0.43	1,796	485
Grading	40	Excavators	36	3	8	0.38	328	710
		Graders	148	1	8	0.41	485	1,050
		Rubber Tired Dozers	367	1	8	0.40	1,174	2,539
		Scrapers	423	3	8	0.48	4,873	10,536
		Crawler Tractors	87	3	8	0.43	898	1,941
Building Construction	220	Cranes	367	1	8	0.29	851	10,125
		Forklifts	82	4	8	0.2	525	6,241
		Generator Sets	14	1	8	0.74	83	986
		Tractors/Loaders/Backhoes	84	4	8	0.37	995	11,827
		Welders	46	1	8	0.45	166	1,969
Paving	33	Pavers	81	3	8	0.42	816	1,456
		Paving Equipment	89	3	8	0.36	769	1,372
		Rollers	36	3	8	0.38	328	586
Architectural Coating	30	Air Compressors	37	1	8	0.48	142	230
							Total Construction Fuel Demand (Gallons Fuel)	56,467

5.3.4 Construction Trips and VMT

Construction generates on-road vehicle emissions from vehicle usage for workers, vendors, and hauling commuting to and from the site. The number of workers, vendors, and hauling trips are presented below in Table 5-6. It should be noted that for Vendor Trips specifically, CalEEMod only assigns Vendor Trips to the Building Construction phase. Vendor trips would likely occur during all phases of construction. As such, the CalEEMod defaults for Vendor Trips have been adjusted based on a ratio of the total vendor trips to the number of days of each subphase of activity

TABLE 5-6: CONSTRUCTION TRIPS AND VMT

Construction Activity	Worker Trips	Vendor Trips	Hauling Trips
Demolition	20	7	3
Site Preparation	25	3	0
Grading	28	20	313
Building Construction	348	107	0
Paving	23	0	0
Architectural Coating	70	0	0

5.3.5 Construction Worker Fuel Estimates

With respect to estimated VMT for the Project, the construction worker trips would generate an estimated 1,498,815 VMT during the 12 months of construction (22). Based on CalEEMod methodology, it is assumed that 50% of all worker trips are from light-duty-auto vehicles (LDA), 25% are from light-duty-trucks (LDT1[3]), and 25% are from light-duty-trucks (LDT2[4]). Data regarding Project related construction worker trips were based on CalEEMod defaults utilized within the AQIA.

Vehicle fuel efficiencies for LDA, LDT1, and LDT2 were estimated using information generated within the 2021 version of the EMFAC developed by CARB. EMFAC2021 is a mathematical model that was developed to calculate emission rates, fuel consumption, and VMT from motor vehicles that operate on highways, freeways, and local roads in California and is commonly used by the CARB to project changes in future emissions from on-road mobile sources (24). EMFAC2021 was run for the LDA, LDT1, and LDT2 vehicle class within the California sub-area for the 2026 through 2027 calendar years. Data from EMFAC2021 is shown in Appendix 5.2.

Table 5-7 provides an estimated annual fuel consumption resulting from Project construction worker trips. Based on Table 5-7, it is estimated that 50,393 gallons of fuel will be consumed related to construction worker trips during full construction of the Project. For a conservative analysis, two-way worker trips are estimated in Table 5-7 to account for the annual fuel consumption. It should be noted that construction worker trips would represent a "single-event" gasoline fuel demand and would not require on-going or permanent commitment of fuel resources for this purpose.

[3] 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.

[4] 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 5-7: CONSTRUCTION WORKER FUEL CONSUMPTION ESTIMATES (1 OF 2)

Year	Construction Activity	Duration (Days)	Worker Trips/Day	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption
2026			LDA				
	Demolition	14	10	18.5	2,590	33.43	77
	Site Preparation	5	13	18.5	1,203	33.43	36
	Grading	40	14	18.5	10,360	33.43	310
	Building Construction	29	174	18.5	93,351	33.43	2,792
			LDT1				
	Demolition	14	5	18.5	1,295	25.70	50
	Site Preparation	5	7	18.5	648	25.70	25
	Grading	40	7	18.5	5,180	25.70	202
	Building Construction	29	87	18.5	46,676	25.70	1,816
			LDT2				
	Demolition	14	5	18.5	1,295	26.01	50
	Site Preparation	5	7	18.5	648	26.01	25
	Grading	40	7	18.5	5,180	26.01	199
	Building Construction	29	87	18.5	46,676	26.01	1,795
2027			LDA				
	Building Construction	191	174	18.5	614,829	34.29	17,932
	Paving	33	12	18.5	7,326	34.29	214
	Architectural Coating	30	35	18.5	19,425	34.29	567
			LDT1				
	Building Construction	191	87	18.5	307,415	26.22	11,725
	Paving	33	6	18.5	3,663	26.22	140
	Architectural Coating	30	18	18.5	9,990	26.22	381

TABLE 5-7: CONSTRUCTION WORKER FUEL CONSUMPTION ESTIMATES (2 OF 2)

Year	Construction Activity	Duration (Days)	Worker Trips/Day	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption
			LDT2				
2027	Building Construction	191	87	18.5	307,415	26.63	11,545
	Paving	33	6	18.5	3,663	26.63	138
	Architectural Coating	30	18	18.5	9,990	26.63	375
Total Construction Worker Fuel Consumption (Gallons)							50,393

5.3.6 Construction Vendor/Hauling Fuel Estimates

With respect to estimated VMT, the construction vendor/hauling trips (vehicles that deliver materials to the site during construction) would generate an estimated 503,098 VMT along area roadways for the Project over the duration of construction activity (22). It is assumed that 50% of all vendor trips are from medium-heavy duty trucks (MHDT), 50% of vendor trips are from heavy-heavy duty trucks (HHDT) and 100% of hauling trips are HHDT. These assumptions are consistent with the CalEEMod defaults utilized within the within the AQIA (22). Vehicle fuel efficiencies for MHDTs and HHDTs were estimated using information generated within EMFAC2021. EMFAC2021 was run for the MHDT and HHDT vehicle classes within the California sub-area for the 2026 through 2027 calendar years. Data from EMFAC2021 is shown in Appendix 5.2.

As previously shown in Table 5-8, it is estimated that 73,537 gallons of fuel will be consumed related to construction vendor/hauling trips during full construction of the Project. It should be noted that Project construction vendor/hauling trips would represent a "single-event" diesel fuel demand and would not require on-going or permanent commitment of diesel fuel resources for this purpose.

TABLE 5-8: CONSTRUCTION VENDOR/HAULING FUEL CONSUMPTION ESTIMATES

Year	Construction Activity	Duration (Days)	Vendor/Hauling Trips/Day	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption
2026	MHDT						
	Demolition	14	4	10.2	571	8.71	66
	Site Preparation	5	2	10.2	102	8.71	12
	Grading	40	10	10.2	4,080	8.71	469
	Building Construction	29	54	10.2	15,973	8.71	1,835
	HHDT (Vendor)						
	Demolition	14	4	10.2	571	6.33	90
	Site Preparation	5	2	10.2	102	6.33	16
	Grading	40	10	10.2	4,080	6.33	645
	Building Construction	29	54	10.2	15,973	6.33	2,525
	HHDT (Hauling)						
	Demolition	14	3	20	840	6.33	133
	Grading	40	313	20	250,400	6.33	39,583
2027	MHDT						
	Building Construction	191	54	10.2	105,203	8.87	11,855
	HHDT (Vendor)						
	Building Construction	191	54	10.2	105,203	6.45	16,308
Total Construction Vendor/Hauling Fuel Consumption (Gallons)							73,537

5.3.7 Construction Energy Efficiency/Conservation Measures

Starting in 2014, CARB adopted the nation's first regulation aimed at cleaning up off-road construction equipment such as bulldozers, graders, and backhoes. These requirements ensure fleets gradually turnover the oldest and dirtiest equipment to newer, cleaner models and prevent fleets from adding older, dirtier equipment. As such, the equipment used for Project construction would conform to CARB regulations and California emissions standards. It should also be noted that there are no unusual Project characteristics or construction processes that would require the use of equipment that would be more energy intensive than is used for comparable activities; or equipment that would not conform to current emissions standards (and related fuel efficiencies). Equipment employed in the construction of the Project would therefore not result in inefficient wasteful, or unnecessary consumption of fuel.

Construction contractors would be required to comply with applicable CARB regulation regarding retrofitting, repowering, or replacement of diesel off-road construction equipment. Additionally, CARB has adopted the Airborne Toxic Control Measure to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel particulate matter and other Toxic Air Contaminants. Compliance with anti-idling and emissions regulations would result in a more efficient use of construction-related energy and the minimization or elimination of wasteful or unnecessary consumption of energy. Idling restrictions and the use of newer engines and equipment would result in less fuel combustion and energy consumption.

Additional construction-source energy efficiencies would occur due to required California regulations and best available control measures (BACM). For example, CCR Title 13, Motor Vehicles, section 2449(d)(3) Idling, limits idling times of construction vehicles to no more than five minutes, thereby precluding unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. Section 2449(d)(3) requires that grading plans shall reference the requirement that a sign shall be posted on-site stating that construction workers need to shut off engines at or before five minutes of idling." In this manner, construction equipment operators are required to be informed that engines are to be turned off at or prior to five minutes of idling. Enforcement of idling limitations is realized through periodic site inspections conducted by City building officials, and/or in response to citizen complaints.

A full analysis related to the energy needed to form construction materials is not included in this analysis due to a lack of detailed Project-specific information on construction materials. At this time, an analysis of the energy needed to create Project-related construction materials would be extremely speculative and thus has not been prepared.

In general, the construction processes promote conservation and efficient use of energy by reducing raw materials demands, with related reduction in energy demands associated with raw materials extraction, transportation, processing, and refinement. Use of materials in bulk reduces energy demands associated with preparation and transport of construction materials as well as the transport and disposal of construction waste and solid waste in general, with corollary reduced demands on area landfill capacities and energy consumed by waste transport and landfill operations.

5.4 OPERATIONAL ENERGY DEMANDS

Energy consumption in support of or related to Project operations would include transportation energy demands (energy consumed by passenger car and truck vehicles accessing the Project site), fuel demands from operational equipment, and facilities energy demands (energy consumed by building operations and site maintenance activities).

5.4.1 Transportation Energy Demands

Energy that would be consumed by Project-generated traffic is a function of total VMT and estimated vehicle fuel economies of vehicles accessing the Project site. The VMT per vehicle class can be determined by evaluating the vehicle fleet mix and the total VMT. As with worker, vendor, and hauling trips, operational vehicle fuel efficiencies were estimated using information generated within EMFAC2021 developed by CARB (24). EMFAC2021 was run for the Riverside (SC) area for the 2028 calendar year. Data from EMFAC2021 is shown in Appendix 5.2. In order to calculate fuel usage from transport refrigeration units (TRUs), fuel consumption data from CARB's Off-Road Web Platform was utilized (29).

To assess the impact of the proposed Project, the fuel consumption associated with the existing use has been subtracted from the Project's total fuel consumption. This approach ensures that only the fuel consumption attributable to the Project is evaluated. As summarized in Table 5-9, the Project would result in 6,475,021 net annual VMT and an estimated net annual fuel consumption of 471,557 gallons of fuel.

TABLE 5-9: TOTAL PROJECT-GENERATED TRAFFIC ANNUAL FUEL CONSUMPTION

Vehicle Type	Average Vehicle Fuel Economy (mpg)	Annual VMT	Estimated Annual Fuel Consumption
LDA	35.14	2,506,234	71,315
LDT1	26.76	182,916	6,834
LDT2	27.23	1,073,700	39,429
MDV	21.91	789,527	36,030
LHDT1	17.78	375,249	21,111
LHDT2	16.65	107,428	6,452
MHDT	9.09	607,815	66,891
HHDT	6.60	1,805,570	273,642
MCY	42.30	113,856	2,692
TRUs	N/A	N/A	30,657
Project Annual Fuel Consumption		7,562,295	555,053
Existing Annual Fuel Consumption		*1,087,274*	*83,496*
Total Net Annual Fuel Consumption (Gallons)		6,475,021	471,557

5.4.2 Stationary Source Fuel Demands

The proposed Project was conservatively assumed to include installation of an electric-powered fire pump and a 700 HP diesel-powered emergency generator at each building. The fire pump and

emergency generator were each 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. As presented in Table 5-10, emergency engine operation for maintenance and testing purposes would consume an estimated 1,318 gallons of diesel fuel per year.

TABLE 5-10: EMERGENCY ENGINE FUEL CONSUMPTION ESTIMATES

Equipment	Horsepower	Fuel Consumption (gal./hour)	Activity (hrs./yr)	Total Fuel Consumption (gal./year)
Emergency Generator	700	26	50	1,318
Emergency Engine Fuel Demand (Gallon)				1,318

5.4.3 On-Site Cargo Handling Equipment Fuel Demands

It is common for warehouse buildings to require the operation of exterior cargo handling equipment in the building's truck court areas. For this Project, the on-site operational modeling includes the use of three (3) electric cargo handling equipment. Electricity usage from the electric-powered cargo handling equipment is assumed to be included in the building's total electrical consumption.

5.4.4 Facility Energy Demands

Project building operations activities would result in the consumption of electricity and natural gas, which would be supplied to the Project by SCE and SoCal Gas. Based on information provided by the Project applicant, electricity usage associated with the unrefrigerated warehouse portion of the Project is estimated at approximately 1,220,142 kWh per year (kWh/yr). It should be noted that because specifics for the cold storage portion of the Project (such as the use of refrigerated versus frozen storage) is not known at this time, CalEEMod default electrical demand estimates were utilized. As such, it was estimated that the 80,000 square feet of cold storage space would consume approximately 1,749,564 kWh/yr, for a total Project demand of 2,969,706 kWh/yr. As required under MM GHG-7, the Project would be required to install a solar PV system sufficient to offset at least 20% of the Project's total energy demand. Because the anticipated electrical demand for the cold storage portion of the Project is not known at this time, the estimated solar generation was calculated based on an estimated electrical demand of 1,350,333 kWh/yr, which assumes all unrefrigerated uses. As such, the analysis assumes the solar photovoltaic system would generate approximately 270,066 kWh/yr.This estimate is conservative given that the electrical demands of the cold storage portion of the Project are not known at this time. Additionally, it should be noted that because SCE is not capable of accepting surplus electricity generated by the solar PV system, the sizing of the system would be determined once detailed building electrical demands are determined. As such, this analysis is conservative and takes credit for a smaller solar PV system than will likely be installed. Additionally, the site is also not expected to utilize natural gas for the building envelope and therefore would not generate any emissions from direct energy consumption.

As shown below in Table 5-11, with implementation of MM GHG-7, the Project would result in a net increase of 2,681,231 kWh/year of electricity demand and a net decrease of 76,369 kBTU/year of natural gas demand.

TABLE 5-11: PROJECT ANNUAL OPERATIONAL ENERGY DEMAND SUMMARY

Energy Type	Electricity (kWh/yr)	Natural Gas (kBTU/yr)
Warehouse	950,076	0
High-Cube Cold Storage	1,749,564	0
Project Energy Usage	2,699,640	0
Existing Energy Usage	*18,409*	*76369*
Total Net Energy Usage	2,681,231	-76,369

5.4.3 Operational Energy Efficiency/Conservation Measures

Energy efficiency/energy conservation attributes of the Project would be complemented by increasingly stringent state and federal regulatory actions addressing vehicle fuel economies and vehicle emissions standards; and enhanced building/utilities energy efficiencies mandated under California building codes (e.g., Title 24, California Green Building Standards Code).

The Project incorporates a series of measures that generally reduce energy demand associated with the Project. As previously stated, the Project will comply with Title 24 Standards which include incorporating contemporary design features such as photovoltaic systems or renewable energy for new homes.

The Project would also not result in a substantial increase in demand for transmission service, resulting in the need for new or expanded sources of energy supply or new or expanded energy delivery systems or infrastructure (other than site-adjacent and on-site connects to local utilities).

Enhanced Vehicle Fuel Efficiencies

Project annual fuel consumption estimates presented previously in Table 5-9 represent likely potential maximums that would occur for the Project. Under subsequent future conditions, average fuel economies of vehicles accessing the Project site can be expected to improve as older, less fuel-efficient vehicles are removed from circulation, and in response to fuel economy and emissions standards imposed on newer vehicles entering the circulation system.

Enhanced fuel economies realized pursuant to federal and state regulatory actions, and related transition of vehicles to alternative energy sources (e.g., electricity, natural gas, biofuels, hydrogen cells) would likely decrease future gasoline fuel demands per VMT. The Project's location near regional and local road networks helps decrease VMT in the area, which in turn reduces the overall energy demand for vehicles in the region.

5.5 SUMMARY

5.5.1 Construction Energy Demands

The estimated power cost of on-site electricity usage during the building construction of the Project is assumed to be approximately $28,377.62. Additionally, based on the assumed power cost, it is estimated that the total electricity usage during construction, after full Project build-out, is calculated to be approximately 166,927 kWh.

Construction equipment used by the Project would result in single event consumption of approximately 56,467 gallons of diesel fuel. Construction equipment use of fuel would not be atypical for the type of construction proposed because there are no aspects of the Project's proposed construction process that are unusual or energy-intensive, and Project construction equipment would conform to the applicable CARB emissions standards, acting to promote equipment fuel efficiencies.

CCR Title 13, Title 13, Motor Vehicles, section 2449(d)(3) Idling, limits idling times of construction vehicles to no more than 5 minutes, thereby precluding unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. BACMs inform construction equipment operators of this requirement. Enforcement of idling limitations is realized through periodic site inspections conducted by City building officials, and/or in response to citizen complaints.

Construction worker trips for full construction of the Project would result in the estimated fuel consumption of 50,393 gallons of fuel. Additionally, fuel consumption from construction vendor/hauling trips (MHDTs and HHDTs) will total approximately 73,537 gallons. Diesel fuel would be supplied by City and regional industrial vendors. Indirectly, construction energy efficiencies and energy conservation would be achieved using bulk purchases, transport and use of construction materials. The 2023 IEPR released by the CEC has shown that fuel efficiencies are getting better within on and off-road vehicle engines due to more stringent government requirements (30). As supported by the preceding discussions, Project construction energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary.

5.5.2 Operational Energy Demands

Transportation Energy Demands

Annual vehicular trips and related VMT generated by the operation of the Project would result in a net fuel demand of 471,557 gallons of fuel and 6,475,021 annual VMT.

Fuel would be provided by current and future industrial vendors. Trip generation and VMT generated by the Project are consistent with other industrial uses of similar scale and configuration, as reflected respectively in the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Ed., 2021); and CalEEMod. As such, Project operations would not result in excessive and wasteful vehicle trips and VMT, nor excess and wasteful vehicle energy consumption compared to other industrial uses.

It should be noted that the state strategy for the transportation sector for medium and heavy-duty trucks is focused on making trucks more efficient and expediting truck turnover rather than reducing VMT from trucks. This is in contrast to the passenger vehicle component of the transportation sector where both per-capita VMT reductions and an increase in vehicle efficiency are forecasted to be needed to achieve the overall state emissions reductions goals.

Heavy duty trucks involved in goods movements are generally controlled on the technology side and through fleet turnover of older trucks and engines to newer and cleaner trucks and engines. The first battery-electric heavy-heavy duty trucks are being tested this year and SCAQMD is looking to integrate this new technology into large-scale truck operations. The following state strategies reduce GHG emissions from the medium and heavy-duty trucks:

- CARB's Mobile Source Strategy focuses on reducing GHGs through the transition to zero and low emission vehicles and from medium-duty and heavy-duty trucks.
- CARB's Sustainable Freight Action Plan establishes a goal to improve freight efficiency by 25 percent by 2030, deploy over 100,000 freight vehicles and equipment capable of zero emission operation and maximize both zero and near-zero emission freight vehicles and equipment powered by renewable energy by 2030.
- CARB's Emissions Reduction Plan for Ports and Goods Movement (Goods Movement Plan) in California focuses on reducing heavy-duty truck-related emissions focus on establishment of emissions standards for trucks, fleet turnover, truck retrofits, and restriction on truck idling (CARB 2006). While the focus of Goods Movement Plan is to reduce criteria air pollutant and air toxic emissions, the strategies to reduce these pollutants would also generally have a beneficial effect in reducing GHG emissions.
- CARB's On-Road Truck and Bus Regulation (2010) requires diesel trucks and buses that operate in California to be upgraded to reduce emissions. Newer heavier trucks and buses must meet particulate matter filter requirements beginning January 1, 2012. Lighter and older heavier trucks must be replaced starting January 1, 2015. By January 1, 2023, nearly all trucks and buses will need to have 2010 model year engines or equivalent (31).
- CARB's Heavy-Duty (Tractor-Trailer) GHG Regulation requires SmartWay tractor trailers that include idle-reduction technologies, aerodynamic technologies, and low-rolling resistant tires that would reduce fuel consumption and associated GHG emissions.

Enhanced fuel economies realized pursuant to federal and state regulatory actions, and related transition of vehicles to alternative energy sources (e.g., electricity, natural gas, biofuels, hydrogen cells) would likely decrease future gasoline fuel demands per VMT. The Project's location near regional and local road networks helps decrease VMT in the area, which in turn reduces the overall energy demand for vehicles in the region. The Project would implement sidewalks, facilitating and encouraging pedestrian access. Facilitating pedestrian and bicycle access would reduce VMT and associated energy consumption. As supported by the preceding discussions, Project transportation energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary.

Emergency Generator Fuel Demands

The proposed Project was conservatively assumed to include installation of an electric-powered fire pump and a 700 HP diesel-powered emergency generator at each building. Operation of these engines for maintenance and testing purposes is estimated to result in annual fuel demand of approximately 1,318 gallons.

On-Site Cargo Handling Equipment Fuel Demands

As previously stated, it is common for warehouse buildings to require the operation of exterior cargo handling equipment in the building's truck court areas. For this Project, the on-site operational modeling includes the use of three (3) electric cargo handling equipment. As such, it was assumed that only zero-emission on-site cargo handling equipment would be utilized.

Facility Energy Demands

Project facility operational energy demands are estimated to result in a net increase of 1,228,343 kWh/yr of electricity demand and net decrease in 76,369 kBTU/yr of natural gas demand for the Project, which would be supplied by SCE and SoCal Gas. The Project proposes conventional industrial uses reflecting contemporary energy efficient/energy conserving designs and operational programs. The Project does not propose uses that are inherently energy intensive and the energy demands in total would be comparable to other industrial uses of similar scale and configuration.

The Project will comply with the applicable Title 24 standards. Compliance itself with applicable Title 24 standards will ensure that the Project energy demands would not be inefficient, wasteful, or otherwise unnecessary.

6 CONCLUSIONS

6.1 ENERGY IMPACT 1

Would the Project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Impact Analysis

A significant impact would occur if the proposed Project would result in the inefficient, wasteful, or unnecessary use of energy.

Construction

Based on CalEEMod estimations within the modeling output, construction-related vehicle trips would result in approximately 2,001,913 VMT and consume an estimated 123,930 gallons of gasoline and diesel combined during construction. Additionally, on-site construction equipment would consume an estimated 56,467 gallons of diesel fuel. Limitations on idling of vehicles and equipment and requirements that equipment be properly maintained would result in fuel savings. California Code of Regulations, Title 13, Sections 2449 and 2485, limit idling from both on-road and off-road diesel-powered equipment and are enforced by the CARB. Additionally, given the cost of fuel, contractors and owners have a strong financial incentive to avoid wasteful, inefficient, and unnecessary consumption of energy during construction.

Due to the temporary nature of construction and the financial incentives for developers and contractors to use energy-consuming resources in an efficient manner, the construction phase of the proposed Project would not result in wasteful, inefficient, and unnecessary consumption of energy. Therefore, the construction-related impacts related to electricity and fuel consumption would be less than significant.

Operation

Electricity and Natural Gas

Operation of the proposed Project would consume energy as part of building operations and transportation activities including passenger vehicle traffic. Building operations would involve energy consumption for multiple purposes including, but not limited to, building heating and cooling, refrigeration, lighting, and electronics. The City of Menifee may require solar for 20% of the estimated annual kWh usage. Based on an annual estimated electrical usage of 1,350,333 kwh/yr, the PV solar system would be approximately 170 kW DC PV system which would generate approximately 292,932 kWh/yr. Additionally, the site is also not expected to utilize natural gas for the building envelope and therefore would not generate any emissions from direct energy consumption. Based on CalEEMod energy use estimations, operations for the Project would result in a net increase of approximately 1,228,343 kWh/yr of electricity demand and net decrease in 76,369 kBTU/yr of natural gas demand annually.

The proposed Project would be designed and constructed in accordance with the City's latest adopted energy efficiency standards, which are based on the California Title 24 energy efficiency standards. Title 24 standards include a broad set of energy conservation requirements that apply to

the structural, mechanical, electrical, and plumbing systems in a building. For example, the Title 24 Lighting Power Density requirements define the maximum wattage of lighting that can be used in a building based on its square footage. Title 24 standards are widely regarded as the most advanced energy efficiency standards and would help reduce the amount of energy required for lighting, water heating, and heating and air conditioning in buildings and promote energy conservation.

Fuel

Operational energy would also be consumed during vehicle trips associated with the proposed Project. Fuel consumption would be primarily related to vehicle use by visitors and employees associated with the Project. Based on CalEEMod energy use estimations, project-related vehicle trips would result in approximately 6,475,021 net annual VMT and consume an estimated 471,557 net gallons of gasoline and diesel combined, annually (see Appendix 4.3).

The Project is within close proximity of existing land uses that would provide future employees access to facilities such as residents, a gas station, and other commercial uses, which would further reduce fuel consumption demand. For these reasons, operational-related transportation fuel consumption would not result in a significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources. Therefore, the operational impact related to vehicle fuel consumption would be less than significant.

6.2 Energy Impact 2

Would the Project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Impact Analysis

A significant impact would occur if the proposed Project would conflict with or obstruct a State or local plan for renewable energy or energy efficiency.

Construction

As discussed in Section 5.1 above, the proposed Project would result in energy consumption through the combustion of fossil fuels in construction vehicles, worker commute vehicles, and construction equipment, and the use of electricity for temporary buildings used during construction, lighting, and other sources. California Code of Regulations Title 13, Sections 2449 and 2485, limit idling from both on-road and off-road diesel-powered equipment and are enforced by the ARB. The proposed Project would comply with these regulations. There are no policies at the local level applicable to energy conservation specific to the construction phase. Thus, it is anticipated that construction of the proposed Project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing energy use or increasing the use of renewable energy. Therefore, construction-related energy efficiency and renewable energy standards consistency impacts would be less than significant.

Operation

California's Renewable Portfolio Standard (RPS) establishes a goal of renewable energy for local providers to be 44 percent by 2040. Similarly, the State is promoting renewable energy targets to meet the 2022 Scoping Plan greenhouse gas emissions reductions. As discussed in Section 5.1 above,

the City of Menifee may require solar for 20% of the estimated annual kWh usage. Based on an annual estimated electrical usage of 1,350,333 kwh/yr, the PV solar system would be approximately 170 kW DC PV system which would generate approximately 292,932 kWh/yr. Additionally, the site is also not expected to utilize natural gas for the building envelope and therefore would not generate any emissions from direct energy consumption. Based on CalEEMod energy use estimations, operations for the Project would result in a net increase of approximately 1,228,343 kWh/yr of electricity demand and net decrease in 76,369 kBTU/yr of natural gas demand annually

The proposed Projects would be designed and constructed in accordance with the City's latest adopted energy efficiency standards, which are based on the California Title 24 energy efficiency standards. Title 24 standards include a broad set of energy conservation requirements that apply to the structural, mechanical, electrical, and plumbing systems in a building. For example, the Title 24 Lighting Power Density requirements define the maximum wattage of lighting that can be used in a building based on its square footage. Title 24 standards, widely regarded as the most advanced energy efficiency standards, would help reduce the amount of energy required for lighting, water heating, and heating and air conditioning in buildings and promote energy conservation.

Compliance with the aforementioned mandatory measures would ensure that the proposed Project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing energy use or increasing the use of renewable energy. Therefore, operational energy efficiency and renewable energy standards consistency impacts would be less than significant.

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8 CERTIFICATION

The contents of this energy analysis report represent an accurate depiction of the environmental impacts associated with the proposed Heritage Valley Business Park Project. The information contained in this energy analysis 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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Professional Affiliations

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

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 – CARB • August, 2007
AB2588 Regulatory Standards – Trinity Consultants • November, 2006
Air Dispersion Modeling – Lakes Environmental • June, 2006

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APPENDIX 4.1:

CALEEMOD EXISTING EMISSIONS MODEL OUTPUTS

Heritage Valley Business (Existing) Detailed Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Heritage Valley Business (Existing)
Operational Year	2028
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.50
Precipitation (days)	0.20
Location	33.73865885035649, -117.18269182589174
County	Riverside-South Coast
City	Menifee
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	5517
EDFZ	11
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	4.00	1000sqft	0.09	4,000	0.00	—	—	—

User Defined Industrial	4.00	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.	0.83	0.68	5.33	7.66	0.06	0.10	3.19	3.29	0.09	0.83	0.92	3.80	6,609	6,613	0.51	0.79	17.8	6,880
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.78	0.63	5.58	6.38	0.06	0.10	3.19	3.29	0.09	0.83	0.92	3.80	6,503	6,506	0.52	0.79	0.46	6,757
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.62	0.51	4.13	4.93	0.04	0.07	2.33	2.40	0.07	0.61	0.68	3.80	4,779	4,783	0.48	0.58	5.63	4,974
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.11	0.09	0.75	0.90	0.01	0.01	0.43	0.44	0.01	0.11	0.12	0.63	791	792	0.08	0.10	0.93	824

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	0.70	0.56	5.31	7.47	0.06	0.09	3.19	3.29	0.09	0.83	0.92	—	6,561	6,561	0.13	0.79	17.8	6,816
Area	0.13	0.12	< 0.005	0.17	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.72	0.72	< 0.005	< 0.005	—	0.72
Energy	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	41.9	41.9	< 0.005	< 0.005	—	42.1
Water	—	—	—	—	—	—	—	—	—	—	—	1.77	5.97	7.74	0.18	< 0.005	—	13.6
Waste	—	—	—	—	—	—	—	—	—	—	—	2.03	0.00	2.03	0.20	0.00	—	7.09
Total	0.83	0.68	5.33	7.66	0.06	0.10	3.19	3.29	0.09	0.83	0.92	3.80	6,609	6,613	0.51	0.79	17.8	6,880
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.68	0.54	5.56	6.37	0.06	0.09	3.19	3.29	0.09	0.83	0.92	—	6,455	6,455	0.13	0.79	0.46	6,694
Area	0.10	0.10	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	41.9	41.9	< 0.005	< 0.005	—	42.1
Water	—	—	—	—	—	—	—	—	—	—	—	1.77	5.97	7.74	0.18	< 0.005	—	13.6
Waste	—	—	—	—	—	—	—	—	—	—	—	2.03	0.00	2.03	0.20	0.00	—	7.09
Total	0.78	0.63	5.58	6.38	0.06	0.10	3.19	3.29	0.09	0.83	0.92	3.80	6,503	6,506	0.52	0.79	0.46	6,757
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.50	0.39	4.11	4.79	0.04	0.07	2.33	2.40	0.07	0.61	0.67	—	4,730	4,730	0.09	0.58	5.63	4,911
Area	0.12	0.12	< 0.005	0.12	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.49	0.49	< 0.005	< 0.005	—	0.49
Energy	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	41.9	41.9	< 0.005	< 0.005	—	42.1
Water	—	—	—	—	—	—	—	—	—	—	—	1.77	5.97	7.74	0.18	< 0.005	—	13.6
Waste	—	—	—	—	—	—	—	—	—	—	—	2.03	0.00	2.03	0.20	0.00	—	7.09
Total	0.62	0.51	4.13	4.93	0.04	0.07	2.33	2.40	0.07	0.61	0.68	3.80	4,779	4,783	0.48	0.58	5.63	4,974
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.09	0.07	0.75	0.87	0.01	0.01	0.43	0.44	0.01	0.11	0.12	—	783	783	0.02	0.10	0.93	813
Area	0.02	0.02	< 0.005	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.08	0.08	< 0.005	< 0.005	—	0.08
Energy	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	6.94	6.94	< 0.005	< 0.005	—	6.97

Water	—	—	—	—	—	—	—	—	—	—	—	0.29	0.99	1.28	0.03	< 0.005	—	2.25
Waste	—	—	—	—	—	—	—	—	—	—	—	0.34	0.00	0.34	0.03	0.00	—	1.17
Total	0.11	0.09	0.75	0.90	0.01	0.01	0.43	0.44	0.01	0.11	0.12	0.63	791	792	0.08	0.10	0.93	824

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.47	0.42	0.26	5.86	0.01	0.01	1.42	1.43	< 0.005	0.36	0.36	—	1,404	1,404	0.04	0.03	3.78	1,418
User Defined Industrial	0.23	0.14	5.05	1.61	0.05	0.09	1.77	1.86	0.08	0.47	0.56	—	5,156	5,156	0.09	0.76	14.1	5,399
Total	0.70	0.56	5.31	7.47	0.06	0.09	3.19	3.29	0.09	0.83	0.92	—	6,561	6,561	0.13	0.79	17.8	6,816
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.45	0.40	0.29	4.74	0.01	0.01	1.42	1.43	< 0.005	0.36	0.36	—	1,297	1,297	0.04	0.03	0.10	1,307
User Defined Industrial	0.23	0.13	5.27	1.62	0.05	0.09	1.77	1.86	0.08	0.47	0.56	—	5,158	5,158	0.09	0.76	0.36	5,387

Total	0.68	0.54	5.56	6.37	0.06	0.09	3.19	3.29	0.09	0.83	0.92	—	6,455	6,455	0.13	0.79	0.46	6,694
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.06	0.05	0.04	0.66	< 0.005	< 0.005	0.19	0.19	< 0.005	0.05	0.05	—	159	159	0.01	< 0.005	0.20	160
User Defined Industrial	0.03	0.02	0.71	0.22	0.01	0.01	0.24	0.25	0.01	0.06	0.07	—	624	624	0.01	0.09	0.73	653
Total	0.09	0.07	0.75	0.87	0.01	0.01	0.43	0.44	0.01	0.11	0.12	—	783	783	0.02	0.10	0.93	813

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	—	—	—	—	—	—	—	—	—	—	—	—	17.5	17.5	< 0.005	< 0.005	—	17.6
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	17.5	17.5	< 0.005	< 0.005	—	17.6
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Unrefrigerated Warehouse-Rail	—	—	—	—	—	—	—	—	—	—	—	—	17.5	17.5	< 0.005	< 0.005	—	17.6
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	17.5	17.5	< 0.005	< 0.005	—	17.6
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	2.89	2.89	< 0.005	< 0.005	—	2.91
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	2.89	2.89	< 0.005	< 0.005	—	2.91

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	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	24.5	24.5	< 0.005	< 0.005	—	24.5
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	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	24.5	24.5	< 0.005	< 0.005	—	24.5

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	24.5	24.5	< 0.005	< 0.005	—	24.5
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	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	24.5	24.5	< 0.005	< 0.005	—	24.5
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.05	4.05	< 0.005	< 0.005	—	4.06
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	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.05	4.05	< 0.005	< 0.005	—	4.06

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	0.09	0.09	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Architect Coatings	0.01	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.03	0.03	< 0.005	0.17	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.72	0.72	< 0.005	< 0.005	—	0.72
Total	0.13	0.12	< 0.005	0.17	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.72	0.72	< 0.005	< 0.005	—	0.72
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.09	0.09	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.01	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	0.10	0.10	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.02	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	< 0.005	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	< 0.005	< 0.005	< 0.005	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.08	0.08	< 0.005	< 0.005	—	0.08
Total	0.02	0.02	< 0.005	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.08	0.08	< 0.005	< 0.005	—	0.08

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	1.77	5.97	7.74	0.18	< 0.005	—	13.6
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	1.77	5.97	7.74	0.18	< 0.005	—	13.6
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	1.77	5.97	7.74	0.18	< 0.005	—	13.6
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	1.77	5.97	7.74	0.18	< 0.005	—	13.6
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	0.29	0.99	1.28	0.03	< 0.005	—	2.25

User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	0.29	0.99	1.28	0.03	< 0.005	—	2.25

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	2.03	0.00	2.03	0.20	0.00	—	7.09
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	2.03	0.00	2.03	0.20	0.00	—	7.09
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	2.03	0.00	2.03	0.20	0.00	—	7.09
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	2.03	0.00	2.03	0.20	0.00	—	7.09

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	0.34	0.00	0.34	0.03	0.00	—	1.17
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	0.34	0.00	0.34	0.03	0.00	—	1.17

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

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

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

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

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

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

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

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

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

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

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

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

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

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

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

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

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

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

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

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

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

5. Activity Data

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Unrefrigerated Warehouse-No Rail	108	9.11	3.64	28,736	2,042	173	69.1	544,921

User Defined Industrial	69.3	5.86	2.35	18,504	2,032	172	68.8	542,353

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	6,000	2,000	—

5.10.3. Landscape Equipment

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

5.11. Operational Energy Consumption

5.11.1. Unmitigated

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

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Unrefrigerated Warehouse-No Rail	18,409	346	0.0330	0.0040	76,369
User Defined Industrial	0.00	346	0.0330	0.0040	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Unrefrigerated Warehouse-No Rail	925,000	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	3.76	—
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

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

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

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

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

5.16.2. Process Boilers

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

5.17. User Defined

Equipment Type	Fuel Type

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

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

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

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

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	27.8	annual days of extreme heat
Extreme Precipitation	2.60	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	9.89	annual hectares burned

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

6.2. Initial Climate Risk Scores

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

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

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	N/A	N/A	N/A	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	N/A	N/A	N/A	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 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	91.1
AQ-PM	49.2
AQ-DPM	31.8
Drinking Water	10.2
Lead Risk Housing	16.1

Pesticides	27.2
Toxic Releases	23.1
Traffic	72.3
Effect Indicators	—
CleanUp Sites	0.00
Groundwater	22.1
Haz Waste Facilities/Generators	23.7
Impaired Water Bodies	0.00
Solid Waste	52.9
Sensitive Population	—
Asthma	42.3
Cardio-vascular	74.9
Low Birth Weights	9.85
Socioeconomic Factor Indicators	—
Education	58.9
Housing	12.8
Linguistic	7.38
Poverty	50.7
Unemployment	30.9

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	31.83626331
Employed	9.39304504
Median HI	19.47901963
Education	—

Bachelor's or higher	31.46413448
High school enrollment	100
Preschool enrollment	61.41408957
Transportation	—
Auto Access	91.71050943
Active commuting	43.93686642
Social	—
2-parent households	8.456306942
Voting	25.54856923
Neighborhood	—
Alcohol availability	85.78211215
Park access	2.194276915
Retail density	15.48825869
Supermarket access	15.07763377
Tree canopy	1.077890414
Housing	—
Homeownership	92.2751187
Housing habitability	54.38213782
Low-inc homeowner severe housing cost burden	5.658924676
Low-inc renter severe housing cost burden	73.36070833
Uncrowded housing	54.63877839
Health Outcomes	—
Insured adults	13.51212627
Arthritis	4.6
Asthma ER Admissions	63.2
High Blood Pressure	6.0
Cancer (excluding skin)	16.1
Asthma	21.6

Coronary Heart Disease	3.6
Chronic Obstructive Pulmonary Disease	5.0
Diagnosed Diabetes	23.2
Life Expectancy at Birth	14.6
Cognitively Disabled	97.6
Physically Disabled	26.6
Heart Attack ER Admissions	35.8
Mental Health Not Good	30.2
Chronic Kidney Disease	7.4
Obesity	24.6
Pedestrian Injuries	72.5
Physical Health Not Good	21.6
Stroke	8.8
Health Risk Behaviors	—
Binge Drinking	69.8
Current Smoker	21.9
No Leisure Time for Physical Activity	24.0
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	19.9
Elderly	29.3
English Speaking	74.5
Foreign-born	34.9
Outdoor Workers	34.1
Climate Change Adaptive Capacity	—
Impervious Surface Cover	81.9
Traffic Density	49.5

Traffic Access	23.0
Other Indices	—
Hardship	81.8
Other Decision Support	—
2016 Voting	40.1

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	27.0
Healthy Places Index Score for Project Location (b)	20.0
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
Land Use	Total Project are is 41.22 net acres
Construction: Construction Phases	Construction schedule based on information provided by the Project Team
Construction: Off-Road Equipment	Equipment based on consultation with Project Team

Construction: Trips and VMT	Vendor Trips adjusted based on CalEEMod defaults for Building Construction and number of days for Demolition, Site Preparation, Grading, and Building Construction.
Construction: Architectural Coatings	Rule 1113
Operations: Vehicle Data	Trip characteristics based on information provided in the Traffic analysis
Operations: Fleet Mix	Passenger Car Mix estimated based on the CalEEMod default fleet mix and the ratio of the vehicle classes (LDA, LDT1, LDT2, MDV, & MCY). Truck Mix based on information in the Traffic analysis
Operations: Energy Use	Energy usage based on consultation with the Project Team

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APPENDIX 5.1:

CALEEMOD PROJECT EMISSIONS MODEL OUTPUTS

Heritage Valley Business Center (80 TSF Cold Storage) Detailed Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Heritage Valley Business Center (80 TSF Cold Storage)
Operational Year	2028
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.50
Precipitation (days)	0.20
Location	33.73865885035649, -117.18269182589174
County	Riverside-South Coast
City	Menifee
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	5517
EDFZ	11
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas
App Version	2022.1.1.30

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Unrefrigerated Warehouse-No Rail	750	1000sqft	22.0	749,755	207,009	—	—	—

User Defined Industrial	750	User Defined Unit	0.00	0.00	0.00	—	—	Warehouse
Refrigerated Warehouse-No Rail	80.0	1000sqft	1.84	80,000	0.00	—	—	—
User Defined Industrial	80.0	User Defined Unit	0.00	0.00	0.00	—	—	Cold Storage
Parking Lot	503	Space	1.21	0.00	0.00	—	—	—
Other Asphalt Surfaces	706	1000sqft	16.2	0.00	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

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

2. Emissions Summary

2.4. 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.	31.9	30.4	33.6	91.2	0.40	0.71	21.1	21.8	0.66	5.48	6.15	788	46,313	47,101	80.9	5.80	189	51,042
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	25.3	24.3	34.8	46.6	0.39	0.64	21.1	21.8	0.62	5.48	6.10	788	45,348	46,136	80.9	5.82	84.3	49,978
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	28.4	27.3	28.1	63.1	0.32	0.52	17.3	17.8	0.49	4.48	4.97	788	37,807	38,595	80.8	4.93	120	42,202

Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	5.18	4.98	5.13	11.5	0.06	0.10	3.15	3.24	0.09	0.82	0.91	130	6,259	6,390	13.4	0.82	19.8	6,987

2.5. Operations Emissions by Sector, Unmitigated

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

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	4.88	3.94	31.7	53.6	0.40	0.56	21.1	21.7	0.53	5.48	6.02	—	41,798	41,798	0.82	4.85	108	43,373
Area	26.4	25.9	0.30	36.1	< 0.005	0.06	—	0.06	0.05	—	0.05	—	148	148	0.01	< 0.005	—	149
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	2,817	2,817	0.27	0.03	—	2,833
Water	—	—	—	—	—	—	—	—	—	—	—	368	1,255	1,623	37.8	0.91	—	2,840
Waste	—	—	—	—	—	—	—	—	—	—	—	420	0.00	420	42.0	0.00	—	1,471
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	81.5	81.5
Stationary	0.63	0.57	1.61	1.46	< 0.005	0.08	0.00	0.08	0.08	0.00	0.08	0.00	294	294	0.01	< 0.005	0.00	295
Total	31.9	30.4	33.6	91.2	0.40	0.71	21.1	21.8	0.66	5.48	6.15	788	46,313	47,101	80.9	5.80	189	51,042
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	4.72	3.79	33.2	45.1	0.39	0.56	21.1	21.7	0.53	5.48	6.02	—	40,982	40,982	0.83	4.87	2.79	42,458
Area	20.0	20.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	2,817	2,817	0.27	0.03	—	2,833
Water	—	—	—	—	—	—	—	—	—	—	—	368	1,255	1,623	37.8	0.91	—	2,840
Waste	—	—	—	—	—	—	—	—	—	—	—	420	0.00	420	42.0	0.00	—	1,471
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	81.5	81.5
Stationary	0.63	0.57	1.61	1.46	< 0.005	0.08	0.00	0.08	0.08	0.00	0.08	0.00	294	294	0.01	< 0.005	0.00	295
Total	25.3	24.3	34.8	46.6	0.39	0.64	21.1	21.8	0.62	5.48	6.10	788	45,348	46,136	80.9	5.82	84.3	49,978

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	3.84	3.08	27.5	38.0	0.32	0.46	17.3	17.7	0.43	4.48	4.91	—	33,552	33,552	0.68	3.98	38.0	34,794
Area	24.4	24.0	0.21	24.7	< 0.005	0.04	—	0.04	0.03	—	0.03	—	102	102	< 0.005	< 0.005	—	102
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	2,817	2,817	0.27	0.03	—	2,833
Water	—	—	—	—	—	—	—	—	—	—	—	368	1,255	1,623	37.8	0.91	—	2,840
Waste	—	—	—	—	—	—	—	—	—	—	—	420	0.00	420	42.0	0.00	—	1,471
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	81.5	81.5
Stationary	0.17	0.16	0.44	0.40	< 0.005	0.02	0.00	0.02	0.02	0.00	0.02	0.00	80.5	80.5	< 0.005	< 0.005	0.00	80.8
Total	28.4	27.3	28.1	63.1	0.32	0.52	17.3	17.8	0.49	4.48	4.97	788	37,807	38,595	80.8	4.93	120	42,202
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.70	0.56	5.01	6.94	0.06	0.08	3.15	3.23	0.08	0.82	0.90	—	5,555	5,555	0.11	0.66	6.29	5,761
Area	4.45	4.39	0.04	4.51	< 0.005	0.01	—	0.01	0.01	—	0.01	—	16.8	16.8	< 0.005	< 0.005	—	16.9
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	466	466	0.04	0.01	—	469
Water	—	—	—	—	—	—	—	—	—	—	—	60.9	208	269	6.26	0.15	—	470
Waste	—	—	—	—	—	—	—	—	—	—	—	69.6	0.00	69.6	6.96	0.00	—	243
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	13.5	13.5
Stationary	0.03	0.03	0.08	0.07	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	0.00	13.3	13.3	< 0.005	< 0.005	0.00	13.4
Total	5.18	4.98	5.13	11.5	0.06	0.10	3.15	3.24	0.09	0.82	0.91	130	6,259	6,390	13.4	0.82	19.8	6,987

2.6. Operations Emissions by Sector, Mitigated

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

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	4.88	3.94	31.7	53.6	0.40	0.56	21.1	21.7	0.53	5.48	6.02	—	41,798	41,798	0.82	4.85	108	43,373
Area	26.4	25.9	0.30	36.1	< 0.005	0.06	—	0.06	0.05	—	0.05	—	148	148	0.01	< 0.005	—	149

Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	2,817	2,817	0.27	0.03	—	2,833
Water	—	—	—	—	—	—	—	—	—	—	—	368	1,255	1,623	37.8	0.91	—	2,840
Waste	—	—	—	—	—	—	—	—	—	—	—	420	0.00	420	42.0	0.00	—	1,471
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	81.5	81.5
Stationary	0.63	0.57	1.61	1.46	< 0.005	0.08	0.00	0.08	0.08	0.00	0.08	0.00	294	294	0.01	< 0.005	0.00	295
Total	31.9	30.4	33.6	91.2	0.40	0.71	21.1	21.8	0.66	5.48	6.15	788	46,313	47,101	80.9	5.80	189	51,042
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	4.72	3.79	33.2	45.1	0.39	0.56	21.1	21.7	0.53	5.48	6.02	—	40,982	40,982	0.83	4.87	2.79	42,458
Area	20.0	20.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	2,817	2,817	0.27	0.03	—	2,833
Water	—	—	—	—	—	—	—	—	—	—	—	368	1,255	1,623	37.8	0.91	—	2,840
Waste	—	—	—	—	—	—	—	—	—	—	—	420	0.00	420	42.0	0.00	—	1,471
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	81.5	81.5
Stationary	0.63	0.57	1.61	1.46	< 0.005	0.08	0.00	0.08	0.08	0.00	0.08	0.00	294	294	0.01	< 0.005	0.00	295
Total	25.3	24.3	34.8	46.6	0.39	0.64	21.1	21.8	0.62	5.48	6.10	788	45,348	46,136	80.9	5.82	84.3	49,978
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	3.84	3.08	27.5	38.0	0.32	0.46	17.3	17.7	0.43	4.48	4.91	—	33,552	33,552	0.68	3.98	38.0	34,794
Area	24.4	24.0	0.21	24.7	< 0.005	0.04	—	0.04	0.03	—	0.03	—	102	102	< 0.005	< 0.005	—	102
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	2,817	2,817	0.27	0.03	—	2,833
Water	—	—	—	—	—	—	—	—	—	—	—	368	1,255	1,623	37.8	0.91	—	2,840
Waste	—	—	—	—	—	—	—	—	—	—	—	420	0.00	420	42.0	0.00	—	1,471
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	81.5	81.5
Stationary	0.17	0.16	0.44	0.40	< 0.005	0.02	0.00	0.02	0.02	0.00	0.02	0.00	80.5	80.5	< 0.005	< 0.005	0.00	80.8
Total	28.4	27.3	28.1	63.1	0.32	0.52	17.3	17.8	0.49	4.48	4.97	788	37,807	38,595	80.8	4.93	120	42,202
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Mobile	0.70	0.56	5.01	6.94	0.06	0.08	3.15	3.23	0.08	0.82	0.90	—	5,555	5,555	0.11	0.66	6.29	5,761
Area	4.45	4.39	0.04	4.51	< 0.005	0.01	—	0.01	0.01	—	0.01	—	16.8	16.8	< 0.005	< 0.005	—	16.9
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	466	466	0.04	0.01	—	469
Water	—	—	—	—	—	—	—	—	—	—	—	60.9	208	269	6.26	0.15	—	470
Waste	—	—	—	—	—	—	—	—	—	—	—	69.6	0.00	69.6	6.96	0.00	—	243
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	13.5	13.5
Stationary	0.03	0.03	0.08	0.07	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	0.00	13.3	13.3	< 0.005	< 0.005	0.00	13.4
Total	5.18	4.98	5.13	11.5	0.06	0.10	3.15	3.24	0.09	0.82	0.91	130	6,259	6,390	13.4	0.82	19.8	6,987

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	3.09	2.79	1.73	38.8	0.09	0.04	9.40	9.44	0.03	2.37	2.41	—	9,290	9,290	0.27	0.19	25.0	9,378
User Defined Industrial	1.29	0.71	29.7	8.66	0.29	0.52	10.2	10.7	0.49	2.73	3.22	—	31,022	31,022	0.52	4.63	78.7	32,494
Refrigerated Warehouse-No Rail	0.49	0.45	0.28	6.20	0.01	0.01	1.51	1.51	0.01	0.38	0.39	—	1,487	1,487	0.04	0.03	4.00	1,501

Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	4.88	3.94	31.7	53.6	0.40	0.56	21.1	21.7	0.53	5.48	6.02	—	41,798	41,798	0.82	4.85	108	43,373
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	2.98	2.68	1.92	31.4	0.08	0.04	9.40	9.44	0.03	2.37	2.41	—	8,578	8,578	0.27	0.21	0.65	8,647
User Defined Industrial	1.26	0.68	31.0	8.72	0.29	0.52	10.2	10.7	0.49	2.73	3.23	—	31,031	31,031	0.52	4.63	2.04	32,427
Refrigerated Warehouse-No Rail	0.48	0.43	0.31	5.02	0.01	0.01	1.51	1.51	0.01	0.38	0.39	—	1,373	1,373	0.04	0.03	0.10	1,384
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	4.72	3.79	33.2	45.1	0.39	0.56	21.1	21.7	0.53	5.48	6.02	—	40,982	40,982	0.83	4.87	2.79	42,458
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.43	0.39	0.29	4.80	0.01	0.01	1.38	1.39	< 0.005	0.35	0.35	—	1,158	1,158	0.04	0.03	1.44	1,168
User Defined Industrial	0.19	0.10	4.67	1.30	0.04	0.08	1.52	1.60	0.07	0.41	0.48	—	4,195	4,195	0.07	0.63	4.60	4,388

Refrigerated Warehouse-No Rail	0.08	0.07	0.05	0.84	< 0.005	< 0.005	0.24	0.24	< 0.005	0.06	0.06	—	203	203	0.01	< 0.005	0.25	204
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.70	0.56	5.01	6.94	0.06	0.08	3.15	3.23	0.08	0.82	0.90	—	5,555	5,555	0.11	0.66	6.29	5,761

4.1.2. Mitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	3.09	2.79	1.73	38.8	0.09	0.04	9.40	9.44	0.03	2.37	2.41	—	9,290	9,290	0.27	0.19	25.0	9,378
User Defined Industrial	1.29	0.71	29.7	8.66	0.29	0.52	10.2	10.7	0.49	2.73	3.22	—	31,022	31,022	0.52	4.63	78.7	32,494
Refrigerated Warehouse-No Rail	0.49	0.45	0.28	6.20	0.01	0.01	1.51	1.51	0.01	0.38	0.39	—	1,487	1,487	0.04	0.03	4.00	1,501
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	4.88	3.94	31.7	53.6	0.40	0.56	21.1	21.7	0.53	5.48	6.02	—	41,798	41,798	0.82	4.85	108	43,373

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	2.98	2.68	1.92	31.4	0.08	0.04	9.40	9.44	0.03	2.37	2.41	—	8,578	8,578	0.27	0.21	0.65	8,647
User Defined Industrial	1.26	0.68	31.0	8.72	0.29	0.52	10.2	10.7	0.49	2.73	3.23	—	31,031	31,031	0.52	4.63	2.04	32,427
Refrigerated Warehouse-No Rail	0.48	0.43	0.31	5.02	0.01	0.01	1.51	1.51	0.01	0.38	0.39	—	1,373	1,373	0.04	0.03	0.10	1,384
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	4.72	3.79	33.2	45.1	0.39	0.56	21.1	21.7	0.53	5.48	6.02	—	40,982	40,982	0.83	4.87	2.79	42,458
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.43	0.39	0.29	4.80	0.01	0.01	1.38	1.39	< 0.005	0.35	0.35	—	1,158	1,158	0.04	0.03	1.44	1,168
User Defined Industrial	0.19	0.10	4.67	1.30	0.04	0.08	1.52	1.60	0.07	0.41	0.48	—	4,195	4,195	0.07	0.63	4.60	4,388
Refrigerated Warehouse-No Rail	0.08	0.07	0.05	0.84	< 0.005	< 0.005	0.24	0.24	< 0.005	0.06	0.06	—	203	203	0.01	< 0.005	0.25	204
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.70	0.56	5.01	6.94	0.06	0.08	3.15	3.23	0.08	0.82	0.90	—	5,555	5,555	0.11	0.66	6.29	5,761

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	1,157	1,157	0.11	0.01	—	1,164
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	1,659	1,659	0.16	0.02	—	1,669
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	2,817	2,817	0.27	0.03	—	2,833
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Unrefrig Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	1,157	1,157	0.11	0.01	—	1,164
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	1,659	1,659	0.16	0.02	—	1,669
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	2,817	2,817	0.27	0.03	—	2,833
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	192	192	0.02	< 0.005	—	193
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	275	275	0.03	< 0.005	—	276
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	466	466	0.04	0.01	—	469

4.2.2. Electricity Emissions By Land Use - Mitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	1,157	1,157	0.11	0.01	—	1,164
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	1,659	1,659	0.16	0.02	—	1,669
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	2,817	2,817	0.27	0.03	—	2,833
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	1,157	1,157	0.11	0.01	—	1,164
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00

Refriger Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	1,659	1,659	0.16	0.02	—	1,669
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	2,817	2,817	0.27	0.03	—	2,833
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	192	192	0.02	< 0.005	—	193
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	275	275	0.03	< 0.005	—	276
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	466	466	0.04	0.01	—	469

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
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
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
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
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
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
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
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
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
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
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00

4.2.4. Natural Gas Emissions By Land Use - Mitigated

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

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

Unrefrigerated Wareho 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
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
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
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
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
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
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

Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
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
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
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00

4.3. Area Emissions by Source

4.3.1. Unmitigated

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

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

Consumer Product	17.8	17.8	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	2.17	2.17	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	6.42	5.93	0.30	36.1	< 0.005	0.06	—	0.06	0.05	—	0.05	—	148	148	0.01	< 0.005	—	149
Total	26.4	25.9	0.30	36.1	< 0.005	0.06	—	0.06	0.05	—	0.05	—	148	148	0.01	< 0.005	—	149
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	17.8	17.8	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	2.17	2.17	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	20.0	20.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	3.25	3.25	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.40	0.40	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.80	0.74	0.04	4.51	< 0.005	0.01	—	0.01	0.01	—	0.01	—	16.8	16.8	< 0.005	< 0.005	—	16.9
Total	4.45	4.39	0.04	4.51	< 0.005	0.01	—	0.01	0.01	—	0.01	—	16.8	16.8	< 0.005	< 0.005	—	16.9

4.3.2. Mitigated

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

Source	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	17.8	17.8	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	2.17	2.17	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	6.42	5.93	0.30	36.1	< 0.005	0.06	—	0.06	0.05	—	0.05	—	148	148	0.01	< 0.005	—	149
Total	26.4	25.9	0.30	36.1	< 0.005	0.06	—	0.06	0.05	—	0.05	—	148	148	0.01	< 0.005	—	149
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	17.8	17.8	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	2.17	2.17	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	20.0	20.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	3.25	3.25	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Architect Coatings	0.40	0.40	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.80	0.74	0.04	4.51	< 0.005	0.01	—	0.01	0.01	—	0.01	—	16.8	16.8	< 0.005	< 0.005	—	16.9
Total	4.45	4.39	0.04	4.51	< 0.005	0.01	—	0.01	0.01	—	0.01	—	16.8	16.8	< 0.005	< 0.005	—	16.9

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

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

Land Use	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	—	—	—	—	—	—	—	—	—	—	—	332	1,136	1,468	34.2	0.82	—	2,568
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	35.5	119	155	3.65	0.09	—	272
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	368	1,255	1,623	37.8	0.91	—	2,840

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	332	1,136	1,468	34.2	0.82	—	2,568
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	35.5	119	155	3.65	0.09	—	272
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	368	1,255	1,623	37.8	0.91	—	2,840
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	55.0	188	243	5.66	0.14	—	425
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	5.87	19.8	25.6	0.60	0.01	—	45.1
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00

Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	60.9	208	269	6.26	0.15	—	470

4.4.2. Mitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	332	1,136	1,468	34.2	0.82	—	2,568
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	35.5	119	155	3.65	0.09	—	272
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	368	1,255	1,623	37.8	0.91	—	2,840
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Unrefrigerated Warehouse-Rail	—	—	—	—	—	—	—	—	—	—	—	332	1,136	1,468	34.2	0.82	—	2,568
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	35.5	119	155	3.65	0.09	—	272
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	368	1,255	1,623	37.8	0.91	—	2,840
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	55.0	188	243	5.66	0.14	—	425
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	5.87	19.8	25.6	0.60	0.01	—	45.1
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	60.9	208	269	6.26	0.15	—	470

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	380	0.00	380	38.0	0.00	—	1,329
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	40.5	0.00	40.5	4.05	0.00	—	142
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	420	0.00	420	42.0	0.00	—	1,471
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	380	0.00	380	38.0	0.00	—	1,329

User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	40.5	0.00	40.5	4.05	0.00	—	142
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	420	0.00	420	42.0	0.00	—	1,471
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	62.9	0.00	62.9	6.29	0.00	—	220
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	6.71	0.00	6.71	0.67	0.00	—	23.5
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	69.6	0.00	69.6	6.96	0.00	—	243

4.5.2. Mitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	380	0.00	380	38.0	0.00	—	1,329
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	40.5	0.00	40.5	4.05	0.00	—	142
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	420	0.00	420	42.0	0.00	—	1,471
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	380	0.00	380	38.0	0.00	—	1,329
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00

Refrigerated Wareho Rail	—	—	—	—	—	—	—	—	—	—	—	40.5	0.00	40.5	4.05	0.00	—	142
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	420	0.00	420	42.0	0.00	—	1,471
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	62.9	0.00	62.9	6.29	0.00	—	220
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	6.71	0.00	6.71	0.67	0.00	—	23.5
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	69.6	0.00	69.6	6.96	0.00	—	243

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	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	81.5	81.5
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	81.5	81.5
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	81.5	81.5
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	81.5	81.5
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	13.5	13.5
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	13.5	13.5

4.6.2. Mitigated

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

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

Refrigerated	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	81.5	81.5
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	81.5	81.5
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	81.5	81.5
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	81.5	81.5
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	13.5	13.5
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	13.5	13.5

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

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

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

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

4.7.2. Mitigated

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

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

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

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

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Emergency Generator	0.63	0.57	1.61	1.46	< 0.005	0.08	0.00	0.08	0.08	0.00	0.08	0.00	294	294	0.01	< 0.005	0.00	295

Total	0.63	0.57	1.61	1.46	< 0.005	0.08	0.00	0.08	0.08	0.00	0.08	0.00	294	294	0.01	< 0.005	0.00	295
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Emergency Generator	0.63	0.57	1.61	1.46	< 0.005	0.08	0.00	0.08	0.08	0.00	0.08	0.00	294	294	0.01	< 0.005	0.00	295
Total	0.63	0.57	1.61	1.46	< 0.005	0.08	0.00	0.08	0.08	0.00	0.08	0.00	294	294	0.01	< 0.005	0.00	295
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Emergency Generator	0.03	0.03	0.08	0.07	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	0.00	13.3	13.3	< 0.005	< 0.005	0.00	13.4
Total	0.03	0.03	0.08	0.07	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	0.00	13.3	13.3	< 0.005	< 0.005	0.00	13.4

4.8.2. Mitigated

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

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Emergency Generator	0.63	0.57	1.61	1.46	< 0.005	0.08	0.00	0.08	0.08	0.00	0.08	0.00	294	294	0.01	< 0.005	0.00	295
Total	0.63	0.57	1.61	1.46	< 0.005	0.08	0.00	0.08	0.08	0.00	0.08	0.00	294	294	0.01	< 0.005	0.00	295
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Emergency Generator	0.63	0.57	1.61	1.46	< 0.005	0.08	0.00	0.08	0.08	0.00	0.08	0.00	294	294	0.01	< 0.005	0.00	295

Total	0.63	0.57	1.61	1.46	< 0.005	0.08	0.00	0.08	0.08	0.00	0.08	0.00	294	294	0.01	< 0.005	0.00	295
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Emergency Generator	0.03	0.03	0.08	0.07	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	0.00	13.3	13.3	< 0.005	< 0.005	0.00	13.4
Total	0.03	0.03	0.08	0.07	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	0.00	13.3	13.3	< 0.005	< 0.005	0.00	13.4

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

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

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

4.9.2. Mitigated

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

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

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

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

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

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

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

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

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

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

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

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

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

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

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

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

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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

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

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

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

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

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

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

5. Activity Data

5.9. 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	712	241	214	209,429	13,507	4,564	4,066	3,971,461
User Defined Industrial	324	109	97.5	95,234	9,850	3,329	2,964	2,896,062
Refrigerated Warehouse-No Rail	114	67.6	65.0	36,638	2,162	1,282	1,233	694,772
User Defined Industrial	66.0	39.1	37.7	21,212	1,886	1,118	1,077	606,231
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Unrefrigerated Warehouse-No Rail	712	241	214	209,429	13,507	4,564	4,066	3,971,461
User Defined Industrial	324	109	97.5	95,234	9,850	3,329	2,964	2,896,062
Refrigerated Warehouse-No Rail	114	67.6	65.0	36,638	2,162	1,282	1,233	694,772
User Defined Industrial	66.0	39.1	37.7	21,212	1,886	1,118	1,077	606,231
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.1.2. Mitigated

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0	0.00	1,244,633	414,878	45,531

5.10.3. Landscape Equipment

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

5.10.4. Landscape Equipment - Mitigated

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

5.11. Operational Energy Consumption

5.11.1. Unmitigated

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

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Unrefrigerated Warehouse-No Rail	1,220,142	346	0.0330	0.0040	0.00
User Defined Industrial	0.00	346	0.0330	0.0040	0.00
Refrigerated Warehouse-No Rail	1,749,564	346	0.0330	0.0040	0.00
User Defined Industrial	0.00	346	0.0330	0.0040	0.00

Parking Lot	0.00	346	0.0330	0.0040	0.00
Other Asphalt Surfaces	0.00	346	0.0330	0.0040	0.00

5.11.2. Mitigated

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

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Unrefrigerated Warehouse-No Rail	1,220,142	346	0.0330	0.0040	0.00
User Defined Industrial	0.00	346	0.0330	0.0040	0.00
Refrigerated Warehouse-No Rail	1,749,564	346	0.0330	0.0040	0.00
User Defined Industrial	0.00	346	0.0330	0.0040	0.00
Parking Lot	0.00	346	0.0330	0.0040	0.00
Other Asphalt Surfaces	0.00	346	0.0330	0.0040	0.00

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	173,380,844	3,282,275
User Defined Industrial	0.00	0.00
Refrigerated Warehouse-No Rail	18,500,000	0.00
User Defined Industrial	0.00	0.00
Parking Lot	0.00	0.00
Other Asphalt Surfaces	0.00	0.00

5.12.2. Mitigated

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

Unrefrigerated Warehouse-No Rail	173,380,844	3,282,275
User Defined Industrial	0.00	0.00
Refrigerated Warehouse-No Rail	18,500,000	0.00
User Defined Industrial	0.00	0.00
Parking Lot	0.00	0.00
Other Asphalt Surfaces	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Unrefrigerated Warehouse-No Rail	705	—
User Defined Industrial	0.00	—
Refrigerated Warehouse-No Rail	75.2	—
User Defined Industrial	0.00	—
Parking Lot	0.00	—
Other Asphalt Surfaces	0.00	—

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Unrefrigerated Warehouse-No Rail	705	—
User Defined Industrial	0.00	—
Refrigerated Warehouse-No Rail	75.2	—
User Defined Industrial	0.00	—
Parking Lot	0.00	—
Other Asphalt Surfaces	0.00	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

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

5.14.2. Mitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
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

5.15.2. Mitigated

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

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor
Emergency Generator	Diesel	1.00	0.50	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

5.18.1.2. 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	27.8	annual days of extreme heat
Extreme Precipitation	2.60	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	9.89	annual hectares burned

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

6.2. Initial Climate Risk Scores

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

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

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	N/A	N/A	N/A	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	N/A	N/A	N/A	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 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	91.1
AQ-PM	49.2
AQ-DPM	31.8
Drinking Water	10.2
Lead Risk Housing	16.1
Pesticides	27.2
Toxic Releases	23.1
Traffic	72.3
Effect Indicators	—
CleanUp Sites	0.00
Groundwater	22.1
Haz Waste Facilities/Generators	23.7
Impaired Water Bodies	0.00
Solid Waste	52.9
Sensitive Population	—
Asthma	42.3
Cardio-vascular	74.9
Low Birth Weights	9.85
Socioeconomic Factor Indicators	—
Education	58.9
Housing	12.8
Linguistic	7.38
Poverty	50.7
Unemployment	30.9

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	31.83626331
Employed	9.39304504
Median HI	19.47901963
Education	—
Bachelor's or higher	31.46413448
High school enrollment	100
Preschool enrollment	61.41408957
Transportation	—
Auto Access	91.71050943
Active commuting	43.93686642
Social	—
2-parent households	8.456306942
Voting	25.54856923
Neighborhood	—
Alcohol availability	85.78211215
Park access	2.194276915
Retail density	15.48825869
Supermarket access	15.07763377
Tree canopy	1.077890414
Housing	—
Homeownership	92.2751187
Housing habitability	54.38213782
Low-inc homeowner severe housing cost burden	5.658924676
Low-inc renter severe housing cost burden	73.36070833

Uncrowded housing	54.63877839
Health Outcomes	—
Insured adults	13.51212627
Arthritis	4.6
Asthma ER Admissions	63.2
High Blood Pressure	6.0
Cancer (excluding skin)	16.1
Asthma	21.6
Coronary Heart Disease	3.6
Chronic Obstructive Pulmonary Disease	5.0
Diagnosed Diabetes	23.2
Life Expectancy at Birth	14.6
Cognitively Disabled	97.6
Physically Disabled	26.6
Heart Attack ER Admissions	35.8
Mental Health Not Good	30.2
Chronic Kidney Disease	7.4
Obesity	24.6
Pedestrian Injuries	72.5
Physical Health Not Good	21.6
Stroke	8.8
Health Risk Behaviors	—
Binge Drinking	69.8
Current Smoker	21.9
No Leisure Time for Physical Activity	24.0
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0

Children	19.9
Elderly	29.3
English Speaking	74.5
Foreign-born	34.9
Outdoor Workers	34.1
Climate Change Adaptive Capacity	—
Impervious Surface Cover	81.9
Traffic Density	49.5
Traffic Access	23.0
Other Indices	—
Hardship	81.8
Other Decision Support	—
2016 Voting	40.1

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	27.0
Healthy Places Index Score for Project Location (b)	20.0
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
Land Use	Total Project are is 41.22 net acres
Construction: Construction Phases	Construction schedule based on information provided by the Project Team
Construction: Off-Road Equipment	Equipment based on consultation with Project Team
Construction: Trips and VMT	Vendor Trips adjusted based on CalEEMod defaults for Building Construction and number of days for Demolition, Site Preparation, Grading, and Building Construction.
Construction: Architectural Coatings	Rule 1113
Operations: Vehicle Data	Trip characteristics based on information provided in the Traffic analysis
Operations: Fleet Mix	Passenger Car Mix estimated based on the CalEEMod default fleet mix and the ratio of the vehicle classes (LDA, LDT1, LDT2, MDV, & MCY). Truck Mix based on information in the Traffic analysis
Operations: Energy Use	Energy usage based on consultation with the Project Team
Operations: Refrigerants	As of 1 January 2022, new commercial refrigeration equipment may not use refrigerants with a GWP of 150 or greater.

Heritage Valley Business Center (80 TSF Cold Storage) Mitigated Detailed Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Heritage Valley Business Center (80 TSF Cold Storage) Mitigated
Operational Year	2028
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.50
Precipitation (days)	0.20
Location	33.73865885035649, -117.18269182589174
County	Riverside-South Coast
City	Menifee
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	5517
EDFZ	11
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas
App Version	2022.1.1.30

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Unrefrigerated Warehouse-No Rail	750	1000sqft	22.0	749,755	207,009	—	—	—

User Defined Industrial	750	User Defined Unit	0.00	0.00	0.00	—	—	Warehouse
Refrigerated Warehouse-No Rail	80.0	1000sqft	1.84	80,000	0.00	—	—	—
User Defined Industrial	80.0	User Defined Unit	0.00	0.00	0.00	—	—	Cold Storage
Parking Lot	503	Space	1.21	0.00	0.00	—	—	—
Other Asphalt Surfaces	706	1000sqft	16.2	0.00	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

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

2. Emissions Summary

2.4. 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.	31.9	30.4	33.6	91.2	0.40	0.71	21.1	21.8	0.66	5.48	6.15	788	46,056	46,845	80.9	5.80	189	50,784
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	25.3	24.3	34.8	46.6	0.39	0.64	21.1	21.8	0.62	5.48	6.10	788	45,092	45,880	80.9	5.81	84.3	49,721
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	28.4	27.3	28.1	63.1	0.32	0.52	17.3	17.8	0.49	4.48	4.97	788	37,551	38,339	80.8	4.92	120	41,944

Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	5.18	4.98	5.13	11.5	0.06	0.10	3.15	3.24	0.09	0.82	0.91	130	6,217	6,347	13.4	0.82	19.8	6,944

2.5. Operations Emissions by Sector, Unmitigated

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

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	4.88	3.94	31.7	53.6	0.40	0.56	21.1	21.7	0.53	5.48	6.02	—	41,798	41,798	0.82	4.85	108	43,373
Area	26.4	25.9	0.30	36.1	< 0.005	0.06	—	0.06	0.05	—	0.05	—	148	148	0.01	< 0.005	—	149
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	2,561	2,561	0.24	0.03	—	2,575
Water	—	—	—	—	—	—	—	—	—	—	—	368	1,255	1,623	37.8	0.91	—	2,840
Waste	—	—	—	—	—	—	—	—	—	—	—	420	0.00	420	42.0	0.00	—	1,471
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	81.5	81.5
Stationary	0.63	0.57	1.61	1.46	< 0.005	0.08	0.00	0.08	0.08	0.00	0.08	0.00	294	294	0.01	< 0.005	0.00	295
Total	31.9	30.4	33.6	91.2	0.40	0.71	21.1	21.8	0.66	5.48	6.15	788	46,056	46,845	80.9	5.80	189	50,784
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	4.72	3.79	33.2	45.1	0.39	0.56	21.1	21.7	0.53	5.48	6.02	—	40,982	40,982	0.83	4.87	2.79	42,458
Area	20.0	20.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	2,561	2,561	0.24	0.03	—	2,575
Water	—	—	—	—	—	—	—	—	—	—	—	368	1,255	1,623	37.8	0.91	—	2,840
Waste	—	—	—	—	—	—	—	—	—	—	—	420	0.00	420	42.0	0.00	—	1,471
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	81.5	81.5
Stationary	0.63	0.57	1.61	1.46	< 0.005	0.08	0.00	0.08	0.08	0.00	0.08	0.00	294	294	0.01	< 0.005	0.00	295
Total	25.3	24.3	34.8	46.6	0.39	0.64	21.1	21.8	0.62	5.48	6.10	788	45,092	45,880	80.9	5.81	84.3	49,721

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	3.84	3.08	27.5	38.0	0.32	0.46	17.3	17.7	0.43	4.48	4.91	—	33,552	33,552	0.68	3.98	38.0	34,794
Area	24.4	24.0	0.21	24.7	< 0.005	0.04	—	0.04	0.03	—	0.03	—	102	102	< 0.005	< 0.005	—	102
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	2,561	2,561	0.24	0.03	—	2,575
Water	—	—	—	—	—	—	—	—	—	—	—	368	1,255	1,623	37.8	0.91	—	2,840
Waste	—	—	—	—	—	—	—	—	—	—	—	420	0.00	420	42.0	0.00	—	1,471
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	81.5	81.5
Stationary	0.17	0.16	0.44	0.40	< 0.005	0.02	0.00	0.02	0.02	0.00	0.02	0.00	80.5	80.5	< 0.005	< 0.005	0.00	80.8
Total	28.4	27.3	28.1	63.1	0.32	0.52	17.3	17.8	0.49	4.48	4.97	788	37,551	38,339	80.8	4.92	120	41,944
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.70	0.56	5.01	6.94	0.06	0.08	3.15	3.23	0.08	0.82	0.90	—	5,555	5,555	0.11	0.66	6.29	5,761
Area	4.45	4.39	0.04	4.51	< 0.005	0.01	—	0.01	0.01	—	0.01	—	16.8	16.8	< 0.005	< 0.005	—	16.9
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	424	424	0.04	< 0.005	—	426
Water	—	—	—	—	—	—	—	—	—	—	—	60.9	208	269	6.26	0.15	—	470
Waste	—	—	—	—	—	—	—	—	—	—	—	69.6	0.00	69.6	6.96	0.00	—	243
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	13.5	13.5
Stationary	0.03	0.03	0.08	0.07	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	0.00	13.3	13.3	< 0.005	< 0.005	0.00	13.4
Total	5.18	4.98	5.13	11.5	0.06	0.10	3.15	3.24	0.09	0.82	0.91	130	6,217	6,347	13.4	0.82	19.8	6,944

2.6. Operations Emissions by Sector, Mitigated

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

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	4.88	3.94	31.7	53.6	0.40	0.56	21.1	21.7	0.53	5.48	6.02	—	41,798	41,798	0.82	4.85	108	43,373
Area	26.4	25.9	0.30	36.1	< 0.005	0.06	—	0.06	0.05	—	0.05	—	148	148	0.01	< 0.005	—	149

Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	2,561	2,561	0.24	0.03	—	2,575
Water	—	—	—	—	—	—	—	—	—	—	—	368	1,255	1,623	37.8	0.91	—	2,840
Waste	—	—	—	—	—	—	—	—	—	—	—	420	0.00	420	42.0	0.00	—	1,471
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	81.5	81.5
Stationary	0.63	0.57	1.61	1.46	< 0.005	0.08	0.00	0.08	0.08	0.00	0.08	0.00	294	294	0.01	< 0.005	0.00	295
Total	31.9	30.4	33.6	91.2	0.40	0.71	21.1	21.8	0.66	5.48	6.15	788	46,056	46,845	80.9	5.80	189	50,784
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	4.72	3.79	33.2	45.1	0.39	0.56	21.1	21.7	0.53	5.48	6.02	—	40,982	40,982	0.83	4.87	2.79	42,458
Area	20.0	20.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	2,561	2,561	0.24	0.03	—	2,575
Water	—	—	—	—	—	—	—	—	—	—	—	368	1,255	1,623	37.8	0.91	—	2,840
Waste	—	—	—	—	—	—	—	—	—	—	—	420	0.00	420	42.0	0.00	—	1,471
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	81.5	81.5
Stationary	0.63	0.57	1.61	1.46	< 0.005	0.08	0.00	0.08	0.08	0.00	0.08	0.00	294	294	0.01	< 0.005	0.00	295
Total	25.3	24.3	34.8	46.6	0.39	0.64	21.1	21.8	0.62	5.48	6.10	788	45,092	45,880	80.9	5.81	84.3	49,721
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	3.84	3.08	27.5	38.0	0.32	0.46	17.3	17.7	0.43	4.48	4.91	—	33,552	33,552	0.68	3.98	38.0	34,794
Area	24.4	24.0	0.21	24.7	< 0.005	0.04	—	0.04	0.03	—	0.03	—	102	102	< 0.005	< 0.005	—	102
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	2,561	2,561	0.24	0.03	—	2,575
Water	—	—	—	—	—	—	—	—	—	—	—	368	1,255	1,623	37.8	0.91	—	2,840
Waste	—	—	—	—	—	—	—	—	—	—	—	420	0.00	420	42.0	0.00	—	1,471
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	81.5	81.5
Stationary	0.17	0.16	0.44	0.40	< 0.005	0.02	0.00	0.02	0.02	0.00	0.02	0.00	80.5	80.5	< 0.005	< 0.005	0.00	80.8
Total	28.4	27.3	28.1	63.1	0.32	0.52	17.3	17.8	0.49	4.48	4.97	788	37,551	38,339	80.8	4.92	120	41,944
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Mobile	0.70	0.56	5.01	6.94	0.06	0.08	3.15	3.23	0.08	0.82	0.90	—	5,555	5,555	0.11	0.66	6.29	5,761
Area	4.45	4.39	0.04	4.51	< 0.005	0.01	—	0.01	0.01	—	0.01	—	16.8	16.8	< 0.005	< 0.005	—	16.9
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	424	424	0.04	< 0.005	—	426
Water	—	—	—	—	—	—	—	—	—	—	—	60.9	208	269	6.26	0.15	—	470
Waste	—	—	—	—	—	—	—	—	—	—	—	69.6	0.00	69.6	6.96	0.00	—	243
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	13.5	13.5
Stationary	0.03	0.03	0.08	0.07	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	0.00	13.3	13.3	< 0.005	< 0.005	0.00	13.4
Total	5.18	4.98	5.13	11.5	0.06	0.10	3.15	3.24	0.09	0.82	0.91	130	6,217	6,347	13.4	0.82	19.8	6,944

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	3.09	2.79	1.73	38.8	0.09	0.04	9.40	9.44	0.03	2.37	2.41	—	9,290	9,290	0.27	0.19	25.0	9,378
User Defined Industrial	1.29	0.71	29.7	8.66	0.29	0.52	10.2	10.7	0.49	2.73	3.22	—	31,022	31,022	0.52	4.63	78.7	32,494
Refrigerated Warehouse-No Rail	0.49	0.45	0.28	6.20	0.01	0.01	1.51	1.51	0.01	0.38	0.39	—	1,487	1,487	0.04	0.03	4.00	1,501

Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	4.88	3.94	31.7	53.6	0.40	0.56	21.1	21.7	0.53	5.48	6.02	—	41,798	41,798	0.82	4.85	108	43,373
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	2.98	2.68	1.92	31.4	0.08	0.04	9.40	9.44	0.03	2.37	2.41	—	8,578	8,578	0.27	0.21	0.65	8,647
User Defined Industrial	1.26	0.68	31.0	8.72	0.29	0.52	10.2	10.7	0.49	2.73	3.23	—	31,031	31,031	0.52	4.63	2.04	32,427
Refrigerated Warehouse-No Rail	0.48	0.43	0.31	5.02	0.01	0.01	1.51	1.51	0.01	0.38	0.39	—	1,373	1,373	0.04	0.03	0.10	1,384
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	4.72	3.79	33.2	45.1	0.39	0.56	21.1	21.7	0.53	5.48	6.02	—	40,982	40,982	0.83	4.87	2.79	42,458
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.43	0.39	0.29	4.80	0.01	0.01	1.38	1.39	< 0.005	0.35	0.35	—	1,158	1,158	0.04	0.03	1.44	1,168
User Defined Industrial	0.19	0.10	4.67	1.30	0.04	0.08	1.52	1.60	0.07	0.41	0.48	—	4,195	4,195	0.07	0.63	4.60	4,388

Refrigerated Warehouse-No Rail	0.08	0.07	0.05	0.84	< 0.005	< 0.005	0.24	0.24	< 0.005	0.06	0.06	—	203	203	0.01	< 0.005	0.25	204
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.70	0.56	5.01	6.94	0.06	0.08	3.15	3.23	0.08	0.82	0.90	—	5,555	5,555	0.11	0.66	6.29	5,761

4.1.2. Mitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	3.09	2.79	1.73	38.8	0.09	0.04	9.40	9.44	0.03	2.37	2.41	—	9,290	9,290	0.27	0.19	25.0	9,378
User Defined Industrial	1.29	0.71	29.7	8.66	0.29	0.52	10.2	10.7	0.49	2.73	3.22	—	31,022	31,022	0.52	4.63	78.7	32,494
Refrigerated Warehouse-No Rail	0.49	0.45	0.28	6.20	0.01	0.01	1.51	1.51	0.01	0.38	0.39	—	1,487	1,487	0.04	0.03	4.00	1,501
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	4.88	3.94	31.7	53.6	0.40	0.56	21.1	21.7	0.53	5.48	6.02	—	41,798	41,798	0.82	4.85	108	43,373

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	2.98	2.68	1.92	31.4	0.08	0.04	9.40	9.44	0.03	2.37	2.41	—	8,578	8,578	0.27	0.21	0.65	8,647
User Defined Industrial	1.26	0.68	31.0	8.72	0.29	0.52	10.2	10.7	0.49	2.73	3.23	—	31,031	31,031	0.52	4.63	2.04	32,427
Refrigerated Warehouse-No Rail	0.48	0.43	0.31	5.02	0.01	0.01	1.51	1.51	0.01	0.38	0.39	—	1,373	1,373	0.04	0.03	0.10	1,384
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	4.72	3.79	33.2	45.1	0.39	0.56	21.1	21.7	0.53	5.48	6.02	—	40,982	40,982	0.83	4.87	2.79	42,458
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.43	0.39	0.29	4.80	0.01	0.01	1.38	1.39	< 0.005	0.35	0.35	—	1,158	1,158	0.04	0.03	1.44	1,168
User Defined Industrial	0.19	0.10	4.67	1.30	0.04	0.08	1.52	1.60	0.07	0.41	0.48	—	4,195	4,195	0.07	0.63	4.60	4,388
Refrigerated Warehouse-No Rail	0.08	0.07	0.05	0.84	< 0.005	< 0.005	0.24	0.24	< 0.005	0.06	0.06	—	203	203	0.01	< 0.005	0.25	204
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.70	0.56	5.01	6.94	0.06	0.08	3.15	3.23	0.08	0.82	0.90	—	5,555	5,555	0.11	0.66	6.29	5,761

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	—	—	—	—	—	—	—	—	—	—	—	—	901	901	0.09	0.01	—	906
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	1,659	1,659	0.16	0.02	—	1,669
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	2,561	2,561	0.24	0.03	—	2,575
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Unrefrig Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	901	901	0.09	0.01	—	906
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	1,659	1,659	0.16	0.02	—	1,669
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	2,561	2,561	0.24	0.03	—	2,575
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	149	149	0.01	< 0.005	—	150
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	275	275	0.03	< 0.005	—	276
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	424	424	0.04	< 0.005	—	426

4.2.2. Electricity Emissions By Land Use - Mitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	901	901	0.09	0.01	—	906
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	1,659	1,659	0.16	0.02	—	1,669
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	2,561	2,561	0.24	0.03	—	2,575
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	901	901	0.09	0.01	—	906
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00

Refriger Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	1,659	1,659	0.16	0.02	—	1,669
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	2,561	2,561	0.24	0.03	—	2,575
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	149	149	0.01	< 0.005	—	150
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	275	275	0.03	< 0.005	—	276
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	424	424	0.04	< 0.005	—	426

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
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
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
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
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
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
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
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
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
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
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00

4.2.4. Natural Gas Emissions By Land Use - Mitigated

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

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

Unrefrigerated Wareho 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
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
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
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
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
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
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

Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
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
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
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00

4.3. Area Emissions by Source

4.3.1. Unmitigated

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

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

Consumer Product	17.8	17.8	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	2.17	2.17	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	6.42	5.93	0.30	36.1	< 0.005	0.06	—	0.06	0.05	—	0.05	—	148	148	0.01	< 0.005	—	149
Total	26.4	25.9	0.30	36.1	< 0.005	0.06	—	0.06	0.05	—	0.05	—	148	148	0.01	< 0.005	—	149
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	17.8	17.8	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	2.17	2.17	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	20.0	20.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	3.25	3.25	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.40	0.40	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.80	0.74	0.04	4.51	< 0.005	0.01	—	0.01	0.01	—	0.01	—	16.8	16.8	< 0.005	< 0.005	—	16.9
Total	4.45	4.39	0.04	4.51	< 0.005	0.01	—	0.01	0.01	—	0.01	—	16.8	16.8	< 0.005	< 0.005	—	16.9

4.3.2. Mitigated

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

Source	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	17.8	17.8	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	2.17	2.17	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	6.42	5.93	0.30	36.1	< 0.005	0.06	—	0.06	0.05	—	0.05	—	148	148	0.01	< 0.005	—	149
Total	26.4	25.9	0.30	36.1	< 0.005	0.06	—	0.06	0.05	—	0.05	—	148	148	0.01	< 0.005	—	149
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	17.8	17.8	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	2.17	2.17	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	20.0	20.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	3.25	3.25	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Architect Coatings	0.40	0.40	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.80	0.74	0.04	4.51	< 0.005	0.01	—	0.01	0.01	—	0.01	—	16.8	16.8	< 0.005	< 0.005	—	16.9
Total	4.45	4.39	0.04	4.51	< 0.005	0.01	—	0.01	0.01	—	0.01	—	16.8	16.8	< 0.005	< 0.005	—	16.9

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

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

Land Use	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	—	—	—	—	—	—	—	—	—	—	—	332	1,136	1,468	34.2	0.82	—	2,568
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	35.5	119	155	3.65	0.09	—	272
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	368	1,255	1,623	37.8	0.91	—	2,840

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	332	1,136	1,468	34.2	0.82	—	2,568
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	35.5	119	155	3.65	0.09	—	272
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	368	1,255	1,623	37.8	0.91	—	2,840
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	55.0	188	243	5.66	0.14	—	425
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	5.87	19.8	25.6	0.60	0.01	—	45.1
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00

Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	60.9	208	269	6.26	0.15	—	470

4.4.2. Mitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	332	1,136	1,468	34.2	0.82	—	2,568
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	35.5	119	155	3.65	0.09	—	272
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	368	1,255	1,623	37.8	0.91	—	2,840
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Unrefrigerated Wareho Rail	—	—	—	—	—	—	—	—	—	—	—	332	1,136	1,468	34.2	0.82	—	2,568
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	35.5	119	155	3.65	0.09	—	272
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	368	1,255	1,623	37.8	0.91	—	2,840
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	55.0	188	243	5.66	0.14	—	425
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	5.87	19.8	25.6	0.60	0.01	—	45.1
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	60.9	208	269	6.26	0.15	—	470

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	380	0.00	380	38.0	0.00	—	1,329
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	40.5	0.00	40.5	4.05	0.00	—	142
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	420	0.00	420	42.0	0.00	—	1,471
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	380	0.00	380	38.0	0.00	—	1,329

User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	40.5	0.00	40.5	4.05	0.00	—	142
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	420	0.00	420	42.0	0.00	—	1,471
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	62.9	0.00	62.9	6.29	0.00	—	220
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	6.71	0.00	6.71	0.67	0.00	—	23.5
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	69.6	0.00	69.6	6.96	0.00	—	243

4.5.2. Mitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	380	0.00	380	38.0	0.00	—	1,329
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	40.5	0.00	40.5	4.05	0.00	—	142
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	420	0.00	420	42.0	0.00	—	1,471
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	380	0.00	380	38.0	0.00	—	1,329
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00

Refrigerated Wareho Rail	—	—	—	—	—	—	—	—	—	—	—	40.5	0.00	40.5	4.05	0.00	—	142
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	420	0.00	420	42.0	0.00	—	1,471
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	62.9	0.00	62.9	6.29	0.00	—	220
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	6.71	0.00	6.71	0.67	0.00	—	23.5
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	69.6	0.00	69.6	6.96	0.00	—	243

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	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	81.5	81.5
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	81.5	81.5
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	81.5	81.5
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	81.5	81.5
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	13.5	13.5
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	13.5	13.5

4.6.2. Mitigated

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

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

Refrigerated	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	81.5	81.5
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	81.5	81.5
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	81.5	81.5
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	81.5	81.5
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	13.5	13.5
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	13.5	13.5

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

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

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

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

4.7.2. Mitigated

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

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

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

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

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Emergency Generator	0.63	0.57	1.61	1.46	< 0.005	0.08	0.00	0.08	0.08	0.00	0.08	0.00	294	294	0.01	< 0.005	0.00	295

Total	0.63	0.57	1.61	1.46	< 0.005	0.08	0.00	0.08	0.08	0.00	0.08	0.00	294	294	0.01	< 0.005	0.00	295
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Emergency Generator	0.63	0.57	1.61	1.46	< 0.005	0.08	0.00	0.08	0.08	0.00	0.08	0.00	294	294	0.01	< 0.005	0.00	295
Total	0.63	0.57	1.61	1.46	< 0.005	0.08	0.00	0.08	0.08	0.00	0.08	0.00	294	294	0.01	< 0.005	0.00	295
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Emergency Generator	0.03	0.03	0.08	0.07	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	0.00	13.3	13.3	< 0.005	< 0.005	0.00	13.4
Total	0.03	0.03	0.08	0.07	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	0.00	13.3	13.3	< 0.005	< 0.005	0.00	13.4

4.8.2. Mitigated

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

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Emergency Generator	0.63	0.57	1.61	1.46	< 0.005	0.08	0.00	0.08	0.08	0.00	0.08	0.00	294	294	0.01	< 0.005	0.00	295
Total	0.63	0.57	1.61	1.46	< 0.005	0.08	0.00	0.08	0.08	0.00	0.08	0.00	294	294	0.01	< 0.005	0.00	295
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Emergency Generator	0.63	0.57	1.61	1.46	< 0.005	0.08	0.00	0.08	0.08	0.00	0.08	0.00	294	294	0.01	< 0.005	0.00	295

Total	0.63	0.57	1.61	1.46	< 0.005	0.08	0.00	0.08	0.08	0.00	0.08	0.00	294	294	0.01	< 0.005	0.00	295
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Emergency Generator	0.03	0.03	0.08	0.07	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	0.00	13.3	13.3	< 0.005	< 0.005	0.00	13.4
Total	0.03	0.03	0.08	0.07	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	0.00	13.3	13.3	< 0.005	< 0.005	0.00	13.4

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

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

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

4.9.2. Mitigated

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

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

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

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

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

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

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

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

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

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

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

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

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

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

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

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

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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

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

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

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

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

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

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

5. Activity Data

5.9. 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	712	241	214	209,429	13,507	4,564	4,066	3,971,461
User Defined Industrial	324	109	97.5	95,234	9,850	3,329	2,964	2,896,062
Refrigerated Warehouse-No Rail	114	67.6	65.0	36,638	2,162	1,282	1,233	694,772
User Defined Industrial	66.0	39.1	37.7	21,212	1,886	1,118	1,077	606,231
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Unrefrigerated Warehouse-No Rail	712	241	214	209,429	13,507	4,564	4,066	3,971,461
User Defined Industrial	324	109	97.5	95,234	9,850	3,329	2,964	2,896,062
Refrigerated Warehouse-No Rail	114	67.6	65.0	36,638	2,162	1,282	1,233	694,772
User Defined Industrial	66.0	39.1	37.7	21,212	1,886	1,118	1,077	606,231
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.1.2. Mitigated

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0	0.00	1,244,633	414,878	45,531

5.10.3. Landscape Equipment

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

5.10.4. Landscape Equipment - Mitigated

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

5.11. Operational Energy Consumption

5.11.1. Unmitigated

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

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Unrefrigerated Warehouse-No Rail	950,076	346	0.0330	0.0040	0.00
User Defined Industrial	0.00	346	0.0330	0.0040	0.00
Refrigerated Warehouse-No Rail	1,749,564	346	0.0330	0.0040	0.00
User Defined Industrial	0.00	346	0.0330	0.0040	0.00

Parking Lot	0.00	346	0.0330	0.0040	0.00
Other Asphalt Surfaces	0.00	346	0.0330	0.0040	0.00

5.11.2. Mitigated

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

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Unrefrigerated Warehouse-No Rail	950,076	346	0.0330	0.0040	0.00
User Defined Industrial	0.00	346	0.0330	0.0040	0.00
Refrigerated Warehouse-No Rail	1,749,564	346	0.0330	0.0040	0.00
User Defined Industrial	0.00	346	0.0330	0.0040	0.00
Parking Lot	0.00	346	0.0330	0.0040	0.00
Other Asphalt Surfaces	0.00	346	0.0330	0.0040	0.00

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	173,380,844	3,282,275
User Defined Industrial	0.00	0.00
Refrigerated Warehouse-No Rail	18,500,000	0.00
User Defined Industrial	0.00	0.00
Parking Lot	0.00	0.00
Other Asphalt Surfaces	0.00	0.00

5.12.2. Mitigated

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

Unrefrigerated Warehouse-No Rail	173,380,844	3,282,275
User Defined Industrial	0.00	0.00
Refrigerated Warehouse-No Rail	18,500,000	0.00
User Defined Industrial	0.00	0.00
Parking Lot	0.00	0.00
Other Asphalt Surfaces	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Unrefrigerated Warehouse-No Rail	705	—
User Defined Industrial	0.00	—
Refrigerated Warehouse-No Rail	75.2	—
User Defined Industrial	0.00	—
Parking Lot	0.00	—
Other Asphalt Surfaces	0.00	—

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Unrefrigerated Warehouse-No Rail	705	—
User Defined Industrial	0.00	—
Refrigerated Warehouse-No Rail	75.2	—
User Defined Industrial	0.00	—
Parking Lot	0.00	—
Other Asphalt Surfaces	0.00	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

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

5.14.2. Mitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
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

5.15.2. Mitigated

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

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor
Emergency Generator	Diesel	1.00	0.50	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

5.18.1.2. 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	27.8	annual days of extreme heat
Extreme Precipitation	2.60	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	9.89	annual hectares burned

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

6.2. Initial Climate Risk Scores

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

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

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	N/A	N/A	N/A	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	N/A	N/A	N/A	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 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	91.1
AQ-PM	49.2
AQ-DPM	31.8
Drinking Water	10.2
Lead Risk Housing	16.1
Pesticides	27.2
Toxic Releases	23.1
Traffic	72.3
Effect Indicators	—
CleanUp Sites	0.00
Groundwater	22.1
Haz Waste Facilities/Generators	23.7
Impaired Water Bodies	0.00
Solid Waste	52.9
Sensitive Population	—
Asthma	42.3
Cardio-vascular	74.9
Low Birth Weights	9.85
Socioeconomic Factor Indicators	—
Education	58.9
Housing	12.8
Linguistic	7.38
Poverty	50.7
Unemployment	30.9

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	31.83626331
Employed	9.39304504
Median HI	19.47901963
Education	—
Bachelor's or higher	31.46413448
High school enrollment	100
Preschool enrollment	61.41408957
Transportation	—
Auto Access	91.71050943
Active commuting	43.93686642
Social	—
2-parent households	8.456306942
Voting	25.54856923
Neighborhood	—
Alcohol availability	85.78211215
Park access	2.194276915
Retail density	15.48825869
Supermarket access	15.07763377
Tree canopy	1.077890414
Housing	—
Homeownership	92.2751187
Housing habitability	54.38213782
Low-inc homeowner severe housing cost burden	5.658924676
Low-inc renter severe housing cost burden	73.36070833

Uncrowded housing	54.63877839
Health Outcomes	—
Insured adults	13.51212627
Arthritis	4.6
Asthma ER Admissions	63.2
High Blood Pressure	6.0
Cancer (excluding skin)	16.1
Asthma	21.6
Coronary Heart Disease	3.6
Chronic Obstructive Pulmonary Disease	5.0
Diagnosed Diabetes	23.2
Life Expectancy at Birth	14.6
Cognitively Disabled	97.6
Physically Disabled	26.6
Heart Attack ER Admissions	35.8
Mental Health Not Good	30.2
Chronic Kidney Disease	7.4
Obesity	24.6
Pedestrian Injuries	72.5
Physical Health Not Good	21.6
Stroke	8.8
Health Risk Behaviors	—
Binge Drinking	69.8
Current Smoker	21.9
No Leisure Time for Physical Activity	24.0
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0

Children	19.9
Elderly	29.3
English Speaking	74.5
Foreign-born	34.9
Outdoor Workers	34.1
Climate Change Adaptive Capacity	—
Impervious Surface Cover	81.9
Traffic Density	49.5
Traffic Access	23.0
Other Indices	—
Hardship	81.8
Other Decision Support	—
2016 Voting	40.1

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	27.0
Healthy Places Index Score for Project Location (b)	20.0
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
Land Use	Total Project are is 41.22 net acres
Construction: Construction Phases	Construction schedule based on information provided by the Project Team
Construction: Off-Road Equipment	Equipment based on consultation with Project Team
Construction: Trips and VMT	Vendor Trips adjusted based on CalEEMod defaults for Building Construction and number of days for Demolition, Site Preparation, Grading, and Building Construction.
Construction: Architectural Coatings	Rule 1113
Operations: Vehicle Data	Trip characteristics based on information provided in the Traffic analysis
Operations: Fleet Mix	Passenger Car Mix estimated based on the CalEEMod default fleet mix and the ratio of the vehicle classes (LDA, LDT1, LDT2, MDV, & MCY). Truck Mix based on information in the Traffic analysis
Operations: Energy Use	Energy usage based on consultation with the Project Team. Assumes solar system would generate 270,066 kWh/year.
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 5.2:

EMFAC2021

Source: EMFAC2021 (v1.0.2) Emissions Inventory
Region Type: Sub-Area
Region: Riverside (SC)
Calendar Year: 2026
Season: Annual
Vehicle Classification: EMFAC2007 Categories
Units: miles/year for CVMT and EVMT, trips/year for Trips, kWh/year for Energy Consumption, tons/year for Emissions, 1000 gallons/year for Fuel Consumption

Region	CalYr	VehClass	MdlYr	Speed	Fuel	Population	VMT	Fuel_Consumption	Fuel_Consumption	Total Fuel	VMT	Total VMT	Miles per Gallon	Vehicle Class
Riverside (SC)	2026	HHDT	Aggregate	Aggregate	Gasoline	5.301713201	88229.69411	22.389626	22389.626	101770226.7	88229.69411	643794571.5	6.33	HHDT
Riverside (SC)	2026	HHDT	Aggregate	Aggregate	Diesel	15687.78827	620397368.1	99038.52843	99038528.43		620397368.1			
Riverside (SC)	2026	HHDT	Aggregate	Aggregate	Electricity	181.0556624	6506746.829	0	0		6506746.829			
Riverside (SC)	2026	HHDT	Aggregate	Aggregate	Natural Gas	822.9858358	16802226.89	2709.308594	2709308.594		16802226.89			
Riverside (SC)	2026	LDA	Aggregate	Aggregate	Gasoline	470220.2179	7057630632	228291.9855	228291985.5	232727251.3	7057630632	7780982874	33.43	LDA
Riverside (SC)	2026	LDA	Aggregate	Aggregate	Diesel	1278.903087	15842914.66	362.4298198	362429.8198		15842914.66			
Riverside (SC)	2026	LDA	Aggregate	Aggregate	Electricity	27110.24505	449137199	0	0		449137199			
Riverside (SC)	2026	LDA	Aggregate	Aggregate	Plug-in Hybric	15111.22646	258372127.8	4072.836004	4072836.004		258372127.8			
Riverside (SC)	2026	LDT1	Aggregate	Aggregate	Gasoline	39097.73904	512092396.9	20046.41678	20046416.78	20077600.28	512092396.9	516039672.8	25.70	LDT1
Riverside (SC)	2026	LDT1	Aggregate	Aggregate	Diesel	13.62192751	85491.27079	3.456180277	3456.180277		85491.27079			
Riverside (SC)	2026	LDT1	Aggregate	Aggregate	Electricity	113.2552136	1912051.079	0	0		1912051.079			
Riverside (SC)	2026	LDT1	Aggregate	Aggregate	Plug-in Hybric	101.686721	1949733.5	27.72732249	27727.32249		1949733.5			
Riverside (SC)	2026	LDT2	Aggregate	Aggregate	Gasoline	207104.2919	3188588605	124658.5	124658500	125602870.5	3188588605	3266755068	26.01	LDT2
Riverside (SC)	2026	LDT2	Aggregate	Aggregate	Diesel	682.5626595	11042133.81	320.5825209	320582.5209		11042133.81			
Riverside (SC)	2026	LDT2	Aggregate	Aggregate	Electricity	2094.273367	25313331.28	0	0		25313331.28			
Riverside (SC)	2026	LDT2	Aggregate	Aggregate	Plug-in Hybric	2291.195555	41810997.9	623.7879079	623787.9079		41810997.9			
Riverside (SC)	2026	LHDT1	Aggregate	Aggregate	Gasoline	17398.34216	211980566.6	14856.36322	14856363.22	23340640.16	211980566.6	394313795.7	16.89	LHDT1
Riverside (SC)	2026	LHDT1	Aggregate	Aggregate	Diesel	14868.32038	176178204.8	8484.276943	8484276.943		176178204.8			
Riverside (SC)	2026	LHDT1	Aggregate	Aggregate	Electricity	286.9935654	6155024.303	0	0		6155024.303			
Riverside (SC)	2026	LHDT2	Aggregate	Aggregate	Gasoline	2430.034218	28474363.93	2254.550563	2254550.563	6901025.208	28474363.93	110466846.5	16.01	LHDT2
Riverside (SC)	2026	LHDT2	Aggregate	Aggregate	Diesel	6777.719033	80500413.14	4646.474645	4646474.645		80500413.14			
Riverside (SC)	2026	LHDT2	Aggregate	Aggregate	Electricity	73.06243174	1492069.403	0	0		1492069.403			
Riverside (SC)	2026	MCY	Aggregate	Aggregate	Gasoline	23937.33086	47588474.8	1131.168291	1131168.291	1131168.291	47588474.8	47588474.8	42.07	MCY
Riverside (SC)	2026	MDV	Aggregate	Aggregate	Gasoline	157654.7501	2229684065	109204.4529	109204452.9	110985154.2	2229684065	2317334670	20.88	MDV
Riverside (SC)	2026	MDV	Aggregate	Aggregate	Diesel	2395.180805	33615739.37	1373.708941	1373708.941		33615739.37			
Riverside (SC)	2026	MDV	Aggregate	Aggregate	Electricity	2298.450518	27709764.61	0	0		27709764.61			
Riverside (SC)	2026	MDV	Aggregate	Aggregate	Plug-in Hybric	1539.714974	26325101.32	406.9923832	406992.3832		26325101.32			
Riverside (SC)	2026	MH	Aggregate	Aggregate	Gasoline	4250.734566	11874026.02	2428.259492	2428259.492	2950041.448	11874026.02	17276463.67	5.86	MH
Riverside (SC)	2026	MH	Aggregate	Aggregate	Diesel	1981.725027	5402437.651	521.7819562	521781.9562		5402437.651			
Riverside (SC)	2026	MHDT	Aggregate	Aggregate	Gasoline	1204.155669	16197892.54	3029.327139	3029327.139	23248097.76	16197892.54	202387910.7	8.71	MHDT
Riverside (SC)	2026	MHDT	Aggregate	Aggregate	Diesel	13571.64646	180090692.7	19927.8634	19927863.4		180090692.7			
Riverside (SC)	2026	MHDT	Aggregate	Aggregate	Electricity	219.063018	3525537.472	0	0		3525537.472			
Riverside (SC)	2026	MHDT	Aggregate	Aggregate	Natural Gas	180.8134913	2573788.019	290.9072294	290907.2294		2573788.019			
Riverside (SC)	2026	OBUS	Aggregate	Aggregate	Gasoline	350.9276772	3792461.932	724.7861649	724786.1649	1355315.638	3792461.932	8991247.491	6.63	OBUS
Riverside (SC)	2026	OBUS	Aggregate	Aggregate	Diesel	230.0918445	4448228.077	563.6496968	563649.6968		4448228.077			
Riverside (SC)	2026	OBUS	Aggregate	Aggregate	Electricity	3.398598414	72614.76405	0	0		72614.76405			
Riverside (SC)	2026	OBUS	Aggregate	Aggregate	Natural Gas	39.09901647	677942.718	66.87977673	66879.77673		677942.718			
Riverside (SC)	2026	SBUS	Aggregate	Aggregate	Gasoline	428.6165302	5545212.153	631.2466895	631246.6895	1939473.005	5545212.153	12478375.54	6.43	SBUS
Riverside (SC)	2026	SBUS	Aggregate	Aggregate	Diesel	474.8674611	3148064.322	427.9079442	427907.9442		3148064.322			
Riverside (SC)	2026	SBUS	Aggregate	Aggregate	Electricity	8.960082283	80288.33983	0	0		80288.33983			
Riverside (SC)	2026	SBUS	Aggregate	Aggregate	Natural Gas	472.4302591	3704810.727	880.318371	880318.371		3704810.727			
Riverside (SC)	2026	UBUS	Aggregate	Aggregate	Gasoline	146.7792196	6075856.23	1063.782316	1063782.316	3577136.731	6075856.23	16295121.7	4.56	UBUS
Riverside (SC)	2026	UBUS	Aggregate	Aggregate	Diesel	0.3117338	9845.875493	0.874762591	874.7625913		9845.875493			
Riverside (SC)	2026	UBUS	Aggregate	Aggregate	Electricity	0.298524289	16072.6725	0	0		16072.6725			
Riverside (SC)	2026	UBUS	Aggregate	Aggregate	Natural Gas	252.9741581	10193346.92	2512.479652	2512479.652		10193346.92			

Source: EMFAC2021 (v1.0.2) Emissions Inventory
Region Type: Sub-Area
Region: Riverside (SC)
Calendar Year: 2027
Season: Annual
Vehicle Classification: EMFAC2007 Categories
Units: miles/day for Combustion VMT and Electric VMT, trips/day for Trips, tons/day for Emissions, 1000 gallons/day for Fuel Consumption, kg/day for Hydrogen Consumption

Region	endar Vhicle Categc	Model Year	Speed	Fuel	Population	Total VMT	Fuel_Consumption	Fuel_Consumption	Total Fuel	VMT	Total VMT	Miles per Gallon	Vehicle Class
Riverside (SC)	2027 HHDT	Aggregate	Aggregate	Gasoline	4.417589037	240.8696114	0.059741457	59.74145741	327553.1219	240.8696114	2112996.232	6.45	HHDT
Riverside (SC)	2027 HHDT	Aggregate	Aggregate	Diesel	16021.09962	2023648.424	318.6419902	318641.9902		2023648.424			
Riverside (SC)	2027 HHDT	Aggregate	Aggregate	Electricity	291.1277388	33695.26576	0	0		33695.26576			
Riverside (SC)	2027 HHDT	Aggregate	Aggregate	Natural Gas	859.7365707	55411.6726	8.851390205	8851.390205		55411.6726			
Riverside (SC)	2027 LDA	Aggregate	Aggregate	Gasoline	471235.7168	20354484.89	646.3182298	646318.2298	659332.1669	20354484.89	22605957.54	34.29	LDA
Riverside (SC)	2027 LDA	Aggregate	Aggregate	Diesel	1176.545459	41562.34596	0.941772786	941.772786		41562.34596			
Riverside (SC)	2027 LDA	Aggregate	Aggregate	Electricity	30348.88532	1428770.722	0	0		1428770.722			
Riverside (SC)	2027 LDA	Aggregate	Aggregate	Plug-in Hybric	16056.71591	781139.586	12.07216427	12072.16427		781139.586			
Riverside (SC)	2027 LDT1	Aggregate	Aggregate	Gasoline	38425.04641	1456606.871	56.00411545	56004.11545	56110.21758	1456606.871	1471112.371	26.22	LDT1
Riverside (SC)	2027 LDT1	Aggregate	Aggregate	Diesel	8.182997029	149.5948697	0.005861932	5.861931679		149.5948697			
Riverside (SC)	2027 LDT1	Aggregate	Aggregate	Electricity	147.7776311	7209.101259	0	0		7209.101259			
Riverside (SC)	2027 LDT1	Aggregate	Aggregate	Plug-in Hybric	130.963565	7146.803489	0.100240199	100.2401989		7146.803489			
Riverside (SC)	2027 LDT2	Aggregate	Aggregate	Gasoline	212339.9735	9414153.484	360.272054	360272.054	363211.8816	9414153.484	9671400.198	26.63	LDT2
Riverside (SC)	2027 LDT2	Aggregate	Aggregate	Diesel	713.6192887	33073.61643	0.942826085	942.8260853		33073.61643			
Riverside (SC)	2027 LDT2	Aggregate	Aggregate	Electricity	2564.171691	88062.50525	0	0		88062.50525			
Riverside (SC)	2027 LDT2	Aggregate	Aggregate	Plug-in Hybric	2628.969244	136110.5925	1.997001514	1997.001514		136110.5925			
Riverside (SC)	2027 LHDT1	Aggregate	Aggregate	Gasoline	17212.0897	642894.8546	44.12357644	44123.57644	69419.14823	642894.8546	1201022.641	17.30	LHDT1
Riverside (SC)	2027 LHDT1	Aggregate	Aggregate	Diesel	14633.12771	526713.4197	25.29557179	25295.57179		526713.4197			
Riverside (SC)	2027 LHDT1	Aggregate	Aggregate	Electricity	492.5286755	31414.36647	0	0		31414.36647			
Riverside (SC)	2027 LHDT2	Aggregate	Aggregate	Gasoline	2393.256129	85530.68603	6.657949773	6657.949773	20539.98243	85530.68603	334771.945	16.30	LHDT2
Riverside (SC)	2027 LHDT2	Aggregate	Aggregate	Diesel	6722.419556	241624.1987	13.88203265	13882.03265		241624.1987			
Riverside (SC)	2027 LHDT2	Aggregate	Aggregate	Electricity	125.2869519	7617.060264	0	0		7617.060264			
Riverside (SC)	2027 MCY	Aggregate	Aggregate	Gasoline	23872.84416	135933.3741	3.223711537	3223.711537	3223.711537	135933.3741	135933.3741	42.17	MCY
Riverside (SC)	2027 MDV	Aggregate	Aggregate	Gasoline	157494.1298	6421344.406	307.9749594	307974.9594	313073.5241	6421344.406	6696600.902	21.39	MDV
Riverside (SC)	2027 MDV	Aggregate	Aggregate	Diesel	2354.829343	94400.81381	3.800171132	3800.171132		94400.81381			
Riverside (SC)	2027 MDV	Aggregate	Aggregate	Electricity	2779.433972	95116.63714	0	0		95116.63714			
Riverside (SC)	2027 MDV	Aggregate	Aggregate	Plug-in Hybric	1757.393907	85739.04462	1.298393545	1298.393545		85739.04462			
Riverside (SC)	2027 MH	Aggregate	Aggregate	Gasoline	4014.402617	34124.53465	6.984241305	6984.241305	8533.923074	34124.53465	50163.52077	5.88	MH
Riverside (SC)	2027 MH	Aggregate	Aggregate	Diesel	1945.315043	16038.98612	1.549681769	1549.681769		16038.98612			
Riverside (SC)	2027 MHDT	Aggregate	Aggregate	Gasoline	1187.040113	49189.22554	9.102215369	9102.215369	74108.25298	49189.22554	657629.6251	8.87	MHDT
Riverside (SC)	2027 MHDT	Aggregate	Aggregate	Diesel	13823.92114	580928.627	64.04015234	64040.15234		580928.627			
Riverside (SC)	2027 MHDT	Aggregate	Aggregate	Electricity	371.8319942	18951.18768	0	0		18951.18768			
Riverside (SC)	2027 MHDT	Aggregate	Aggregate	Natural Gas	191.1860259	8560.584881	0.965885278	965.8852775		8560.584881			
Riverside (SC)	2027 OBUS	Aggregate	Aggregate	Gasoline	338.9861834	11067.86494	2.084603884	2084.603884	4234.382771	11067.86494	29125.06177	6.88	OBUS
Riverside (SC)	2027 OBUS	Aggregate	Aggregate	Diesel	234.5197906	15307.11304	1.914675461	1914.675461		15307.11304			
Riverside (SC)	2027 OBUS	Aggregate	Aggregate	Electricity	5.428935287	350.8664874	0	0		350.8664874			
Riverside (SC)	2027 OBUS	Aggregate	Aggregate	Natural Gas	40.94802157	2399.217305	0.235103425	235.1034253		2399.217305			
Riverside (SC)	2027 SBUS	Aggregate	Aggregate	Gasoline	430.4295714	17027.29145	1.934694955	1934.694955	5925.808471	17027.29145	38269.32872	6.46	SBUS
Riverside (SC)	2027 SBUS	Aggregate	Aggregate	Diesel	464.1146803	9303.444431	1.262004708	1262.004708		9303.444431			
Riverside (SC)	2027 SBUS	Aggregate	Aggregate	Electricity	14.63497518	401.3400131	0	0		401.3400131			
Riverside (SC)	2027 SBUS	Aggregate	Aggregate	Natural Gas	486.6196132	11537.25282	2.729108808	2729.108808		11537.25282			
Riverside (SC)	2027 UBUS	Aggregate	Aggregate	Gasoline	147.0093126	18606.89257	3.253359958	3253.359958	10959.60845	18606.89257	49932.35462	4.56	UBUS
Riverside (SC)	2027 UBUS	Aggregate	Aggregate	Diesel	0.3117338	30.10971099	0.002674823	2.674822746		30.10971099			
Riverside (SC)	2027 UBUS	Aggregate	Aggregate	Electricity	0.589513765	89.99316283	0	0		89.99316283			
Riverside (SC)	2027 UBUS	Aggregate	Aggregate	Natural Gas	253.257931	31205.35917	7.703573673	7703.573673		31205.35917			

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Region Type: Sub-Area
Region: Riverside (SC)
Calendar Year: 2028
Season: Annual
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Units: miles/day for Combustion VMT and Electric VMT, trips/day for Trips, tons/day for Emissions, 1000 gallons/day for Fuel Consumption, kg/day for Hydrogen Consumption

Region	endar Y	hicle Categc	Model Year	Speed	Fuel	Population	Total VMT	Fuel_Consumption	Fuel_Consumption	Total Fuel	VMT	Total VMT	Miles per Gallon	Vehicle Class
Riverside (SC)	2028	HHDT	Aggregate	Aggregate	Gasoline	3.988581574	220.2375349	0.053426587	53.42658706	327968.5957	220.2375349	2164028.305	6.60	HHDT
Riverside (SC)	2028	HHDT	Aggregate	Aggregate	Diesel	16286.45202	2055799.739	318.9296757	318929.6757		2055799.739			
Riverside (SC)	2028	HHDT	Aggregate	Aggregate	Electricity	443.1127679	51388.26161	0	0		51388.26161			
Riverside (SC)	2028	HHDT	Aggregate	Aggregate	Natural Gas	889.8391393	56620.06678	8.985493411	8985.493411		56620.06678			
Riverside (SC)	2028	LDA	Aggregate	Aggregate	Gasoline	472360.9133	20372156.29	634.9783189	634978.3189	648196.1926	20372156.29	22779784.76	35.14	LDA
Riverside (SC)	2028	LDA	Aggregate	Aggregate	Diesel	1078.826078	37726.31375	0.844929589	844.9295888		37726.31375			
Riverside (SC)	2028	LDA	Aggregate	Aggregate	Electricity	33534.15965	1556851.62	0	0		1556851.62			
Riverside (SC)	2028	LDA	Aggregate	Aggregate	Plug-in Hybric	16928.42831	813050.5364	12.37294411	12372.94411		813050.5364			
Riverside (SC)	2028	LDT1	Aggregate	Aggregate	Gasoline	37855.87026	1440444.902	54.36871858	54368.71858	54496.07482	1440444.902	1458584.787	26.76	LDT1
Riverside (SC)	2028	LDT1	Aggregate	Aggregate	Diesel	6.076587483	111.1215276	0.004270552	4.270551517		111.1215276			
Riverside (SC)	2028	LDT1	Aggregate	Aggregate	Electricity	188.4728547	9182.136055	0	0		9182.136055			
Riverside (SC)	2028	LDT1	Aggregate	Aggregate	Plug-in Hybric	164.1063254	8846.627488	0.123085684	123.0856837		8846.627488			
Riverside (SC)	2028	LDT2	Aggregate	Aggregate	Gasoline	217588.1473	9627227.084	361.0416912	361041.6912	364204.6139	9627227.084	9917690.621	27.23	LDT2
Riverside (SC)	2028	LDT2	Aggregate	Aggregate	Diesel	743.8336965	34234.83166	0.959155323	959.1553231		34234.83166			
Riverside (SC)	2028	LDT2	Aggregate	Aggregate	Electricity	3077.663905	104270.8577	0	0		104270.8577			
Riverside (SC)	2028	LDT2	Aggregate	Aggregate	Plug-in Hybric	2979.785378	151957.8474	2.203767446	2203.767446		151957.8474			
Riverside (SC)	2028	LHDT1	Aggregate	Aggregate	Gasoline	17013.08285	635719.8804	42.78386012	42783.86012	67372.46896	635719.8804	1197558.473	17.78	LHDT1
Riverside (SC)	2028	LHDT1	Aggregate	Aggregate	Diesel	14375.59914	513629.3418	24.58860884	24588.60884		513629.3418			
Riverside (SC)	2028	LHDT1	Aggregate	Aggregate	Electricity	775.5486666	48209.25082	0	0		48209.25082			
Riverside (SC)	2028	LHDT2	Aggregate	Aggregate	Gasoline	2353.812331	83781.03596	6.417908056	6417.908056	19945.38855	83781.03596	332098.5234	16.65	LHDT2
Riverside (SC)	2028	LHDT2	Aggregate	Aggregate	Diesel	6657.214497	236631.625	13.52748049	13527.48049		236631.625			
Riverside (SC)	2028	LHDT2	Aggregate	Aggregate	Electricity	197.0476771	11685.86241	0	0		11685.86241			
Riverside (SC)	2028	MCY	Aggregate	Aggregate	Gasoline	23825.11116	134879.6959	3.188684508	3188.684508	3188.684508	134879.6959	134879.6959	42.30	MCY
Riverside (SC)	2028	MDV	Aggregate	Aggregate	Gasoline	157471.3828	6419753.084	301.5064704	301506.4704	306577.6338	6419753.084	6718020.856	21.91	MDV
Riverside (SC)	2028	MDV	Aggregate	Aggregate	Diesel	2313.319617	92055.03155	3.64472254	3644.72254		92055.03155			
Riverside (SC)	2028	MDV	Aggregate	Aggregate	Electricity	3280.614214	110611.1646	0	0		110611.1646			
Riverside (SC)	2028	MDV	Aggregate	Aggregate	Plug-in Hybric	1979.988786	95601.57573	1.426440918	1426.440918		95601.57573			
Riverside (SC)	2028	MH	Aggregate	Aggregate	Gasoline	3792.760048	32136.12659	6.576552774	6576.552774	8080.877903	32136.12659	47700.74841	5.90	MH
Riverside (SC)	2028	MH	Aggregate	Aggregate	Diesel	1905.838717	15564.62182	1.50432513	1504.32513		15564.62182			
Riverside (SC)	2028	MHDT	Aggregate	Aggregate	Gasoline	1167.514336	48564.31923	8.892465984	8892.465984	73657.11404	48564.31923	669292.9757	9.09	MHDT
Riverside (SC)	2028	MHDT	Aggregate	Aggregate	Diesel	14002.28475	581224.0545	63.77307861	63773.07861		581224.0545			
Riverside (SC)	2028	MHDT	Aggregate	Aggregate	Electricity	604.2282857	30714.98313	0	0		30714.98313			
Riverside (SC)	2028	MHDT	Aggregate	Aggregate	Natural Gas	199.9675247	8789.618879	0.991569449	991.5694486		8789.618879			
Riverside (SC)	2028	OBUS	Aggregate	Aggregate	Gasoline	327.7078639	10548.10232	1.966652018	1966.652018	4110.66287	10548.10232	28947.37014	7.04	OBUS
Riverside (SC)	2028	OBUS	Aggregate	Aggregate	Diesel	238.556013	15389.24479	1.90528198	1905.28198		15389.24479			
Riverside (SC)	2028	OBUS	Aggregate	Aggregate	Electricity	8.51445928	545.8268781	0	0		545.8268781			
Riverside (SC)	2028	OBUS	Aggregate	Aggregate	Natural Gas	42.59688326	2464.196156	0.238728872	238.7288719		2464.196156			
Riverside (SC)	2028	SBUS	Aggregate	Aggregate	Gasoline	431.0753654	17042.56634	1.933025708	1933.025708	5903.130779	17042.56634	38344.63518	6.50	SBUS
Riverside (SC)	2028	SBUS	Aggregate	Aggregate	Diesel	451.0585439	8951.328084	1.211406554	1211.406554		8951.328084			
Riverside (SC)	2028	SBUS	Aggregate	Aggregate	Electricity	23.22081025	641.5412948	0	0		641.5412948			
Riverside (SC)	2028	SBUS	Aggregate	Aggregate	Natural Gas	499.8225406	11709.19947	2.758698517	2758.698517		11709.19947			
Riverside (SC)	2028	UBUS	Aggregate	Aggregate	Gasoline	132.0967345	16779.39189	2.792318822	2792.318822	8165.960945	16779.39189	50032.53279	6.13	UBUS
Riverside (SC)	2028	UBUS	Aggregate	Aggregate	Electricity	56.86515729	8885.94529	0	0		8885.94529			
Riverside (SC)	2028	UBUS	Aggregate	Aggregate	Natural Gas	213.0114547	24367.19561	5.373642123	5373.642123		24367.19561			

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