APPENDIX A

Air Quality Study

AIR QUALITY AND GREENHOUSE GAS TECHNICAL STUDY

FOR THE

PUBLIC STORAGE JEFFERSON REPLACEMENT PROJECT

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EXECUTIVE SUMMARY

In accordance with requirements under the California Environmental Quality Act (CEQA), this Air Quality and Greenhouse Gas Study provides an estimate of emissions for the Project and the potential impacts from associated construction and operation activities. The report includes the categories and types of emission sources resulting from the Project, the calculation procedures used in the analysis, and any assumptions or limitations.

This report also summarizes the potential for the Project to conflict with an applicable air quality plan, violate an air quality standard or threshold, result in a cumulatively net increase of criteria pollutant emissions, expose sensitive receptors to substantial pollutant concentrations, or create objectionable odors affecting a substantial number of people.

The findings of the analyses are as follows:

- The Project would be consistent with air quality policies set forth by the South Coast Air Quality Management District (SCAQMD) and the Air Quality Management Plan.
- Construction and operational emissions would not contribute to short- or long-term emissions that would increase the carcinogenic effects on sensitive receptors. Emissions associated with construction and operation would not exceed the SCAQMD thresholds. Thus, the Project would not result in a regional violation of applicable air quality standards or jeopardize the timely attainment of such standards in South Coast Area Basin.
- Operation of the Project will not employ toxic air contaminant–emitting processes. No substantial pollutant concentration would be generated.
- Project construction and operations would not result in significant levels of odors.
- The Project would result in less than significant cumulative air quality impacts during construction and operation of the Project.
- The Project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment.
- The Project would not conflict with applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs.

Based upon a worst-case assessment, the Project does not result in significant impacts to surrounding land uses from air quality.

PROJECT DESCRIPTION

The address associated with the Project site is 5741 W. Jefferson Boulevard and 3336, 3348 and 3352 S. La Cienega Place. The Project site is located within the West Adams - Baldwin Hills – Leimert Community Plan Area of the City of Los Angeles (City). The Project site is approximately 100 feet north of the Los Angeles County Metropolitan Transportation Authority E (Expo) Line, which runs in an east–west direction, and 0.6 miles south of the Santa Monica Freeway (I-10), which runs in an east–west direction, as shown in **Figure 1: Regional Location Map**. The south side of the Project site is bordered by West Jefferson Boulevard and La Cienega Place, as shown in **Figure 2: Project Site Location**.

The Project site consists of one lot (Assessor Parcel Number 4205-033-014) and is approximately 90,958 square feet (2.09 gross acres) in size. Currently, the Project site contains an existing 82,051 square-foot Public Storage facility and surface parking lot. The Project would remove the existing self-storage facility and replace it with a new 303,453 square-foot mixed-to-use retail and self-storage facility. The Project includes parking with a total of 63 automobile parking spaces, 33 long-term bicycle parking spaces, and 33 short-term bicycle parking spaces. Upon completion, the Project site would include a total of approximately 6,720 square feet of retail use and 296,733 square feet self-storage uses.

The Project would be approximately 80’-8” in height, with limited exceptions of up to 10’ for mechanical equipment, stairways, and elevator tower structures. The Project would be designed in conformance with the scale, massing, and character of the surrounding development. The buildings would be designed in the standard Public Storage design style, characterized by a modern architectural style and would feature signage, lighting, and landscaping typical of Public Storage self-storage facilities. Building materials would include metal paneling in horizontal and vertical bands of orange, gray and tan; concrete masonry block; and glass.

FIGURE **1**

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Regional Location Map

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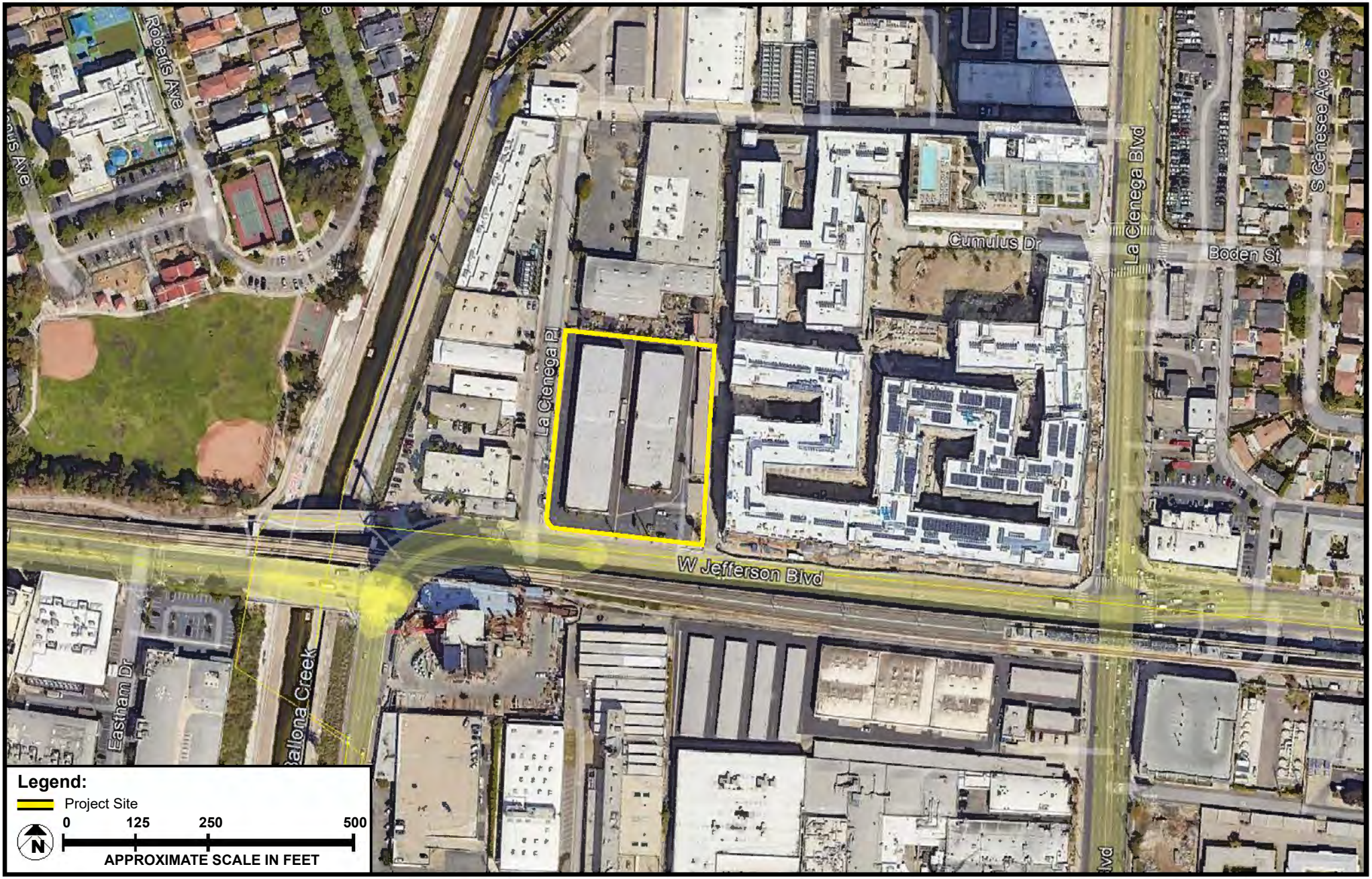

SOURCE: Google Earth - 2021

FIGURE **2**

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Project Site Location

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REGULATORY SETTING

Ambient air quality emissions present complex environmental issues that require regulatory attention on both large and small scales. The cumulative nature of project-level and localized emissions contributing to greater regional conditions warrants that regulatory policies be instituted on national, State, and regional levels to address air quality concerns. The following sections outline the applicable regulatory framework that exists at the national, State, and regional levels for air quality.

Background

The United States Environmental Protection Agency (USEPA) is responsible for federal oversight and enforcement of air quality management policies under the 1970 Clean Air Act (CAA). Each individual state is tasked with preparing and adhering to State Implementation Plans[1] (SIPs) for achieving the goals set forth within the CAA. California has some of the most stringent air quality policies in the country and, through the California Air Resources Board (CARB) branch of the California Environmental Protection Agency (CalEPA), has developed its own ambient air quality standards (AAQS). The State is divided into air quality jurisdictions; each jurisdiction is governed by a regional air district that oversees policy implementation, permitting of air pollution emission sources, and enforcement of regulatory requirements. Six criteria air pollutants (CAPs) are monitored at the federal, State, and regional levels. These six CAPs—ozone, particulate matter PM10 and PM2.5, nitrogen dioxide, carbon monoxide, lead, and sulfur dioxide—were identified based on a consensus of decades of research that concluded inhalation of each of the chemicals results in adverse health effects in humans. The six pollutants are identified below in **Table 1: Sources and Health Effects of Criteria Air Pollutants**, along with their common sources and primary health effects from inhalation exposure.

1 A State Implementation Plan is a document prepared by each state describing existing air quality conditions and measures that will be followed to attain and maintain National Ambient Air Quality Standards.

TABLE 1
SOURCES AND HEALTH EFFECTS OF CRITERIA AIR POLLUTANTS

Pollutants	Sources	Primary Effects
Ozone (O3)	Formed through chemical reactions between pollutants emitted from vehicles, factories and other industrial sources, fossil fuels, combustion, consumer products, evaporation of paints, and many other sources; VOCs and NOx react in the presence of sunlight	Respiratory symptoms; worsening of lung disease; lung tissue damage; ecosystem damage; damage to rubber and some plastics
Respirable particulate matter (PM10)	Emissions from combustion of gasoline, oil, diesel fuel or wood; dust from construction sites, landfills and agriculture, wildfires and brush/waste burning, industrial sources, wind-blown dust from open lands, pollen and fragments of bacteria; chemical reactions of gases and certain organic compounds	Premature death and hospitalization; worsening of respiratory disease; reduced visibility; surface soiling
Fine particulate matter (PM2.5)	Emissions from combustion of gasoline, oil, diesel fuel or wood; chemical reactions of gases and certain organic compounds	Premature death; hospitalization; asthma-related emergencies; increased asthma symptoms and inhaler use
Carbon monoxide (CO)	Incomplete combustion of CO-containing fuels such as natural gas, gasoline, or wood; emitted by a wide variety of combustion sources, including motor vehicles, power plants, wildfires, and incinerators	Chest pain in heart disease patients; headaches; light-headedness; reduced mental alertness
Nitrogen dioxide (NO2)	Emitted from combustion sources similar to CO; formed in the atmosphere through reactions between NO and other air pollutants that require the presence of sunlight (photochemical reactions).	Lung irritation; enhanced allergic responses
Lead (Pb)	Present in soils; ore and metals processing; waste incinerators, utilities, and lead-acid battery manufacturers	Impaired mental function; learning disabilities; brain and kidney damage
Sulfur dioxide (SO2)	Emitted when sulfur-containing fuel is burned; industrial processes, such as natural gas and petroleum extraction, oil refining, and metal processing; volcanic activity and from geothermal fields	Worsening of asthma: increased symptoms, increased medication usage, and emergency room visits; acid rain

Source: California Air Resources Board, Common Air Pollutants, https://ww2.arb.ca.gov/resources/common-air-pollutants. Accessed June 2023.

Ozone

Ozone (O3) is a gas formed when volatile organic compounds (VOCs) and oxides of nitrogen (NOx), both byproducts of internal combustion engine exhaust and other sources, undergo slow photochemical reactions in the presence of sunlight. Ozone concentrations are generally highest during the summer months, when direct sunlight, light wind, and warm temperature conditions are favorable to the formation of this pollutant.

Volatile Organic Compounds

VOCs are compounds comprised primarily of atoms of hydrogen and carbon. Internal combustion associated with motor vehicle usage is the major source of hydrocarbons. Adverse effects on human health are not caused directly by VOCs, but rather by reactions of VOCs to form secondary air pollutants,

including ozone. VOCs themselves are not criteria pollutants; however, they contribute to the formation of ozone and are regulated under State policies.

Respirable Particulate Matter

Respirable particulate matter (PM10) consists of extremely small, suspended particles or droplets 10 micrometers (μm) or smaller in diameter. Some sources of PM10, like pollen and windstorms, are naturally occurring. However, in populated areas, most PM10 is caused by road dust, diesel soot, combustion products, the abrasion of tires and brakes, and construction activities.

Fine Particulate Matter

PM2.5 refers to fine particulate matter that is 2.5 μm or smaller in size. Sources of PM2.5 include fuel combustion from automobiles, power plants, wood burning, industrial processes, and diesel-powered vehicles, such as buses and trucks. These fine particles are also formed in the atmosphere when gases, such as sulfur dioxide (SO2), NOx, and VOCs are transformed in the air by chemical reactions.

Carbon Monoxide

Carbon monoxide (CO) is a colorless, odorless gas produced by the incomplete combustion of fuels. CO concentrations tend to be the highest during winter mornings with little to no wind, when surface-based inversions trap the pollutant at ground levels. Because CO is emitted directly from internal combustion engines, unlike ozone, and because motor vehicles operating at slow speeds are the primary source of CO in the South Coast Air Basin (Basin), the highest ambient CO concentrations are generally found near congested transportation corridors and intersections.

Nitrogen Dioxide

Nitrogen dioxide (NO2) is a reddish-brown, highly reactive gas that is formed in the ambient air through the oxidation of nitric oxide (NO). NO2 is also a byproduct of fuel combustion. The principal form of NO2 produced by combustion is NO, but NO reacts quickly to form NO2, creating the mixture of NO and NO2 referred to as NOx. NO2 acts as an acute irritant and, in equal concentrations, is more injurious than NO. At atmospheric concentrations, however, NOx is only potentially irritating. NO2 absorbs blue light, the result of which is a brownish-red cast to the atmosphere and reduced visibility.

Lead

Lead (Pb) occurs in the atmosphere as particulate matter. The combustion of leaded gasoline is the primary source of airborne lead in the Basin. The use of leaded gasoline is no longer permitted for on-road motor vehicles, so most such combustion emissions are associated with off-road vehicles, such as race cars, which use leaded gasoline. Other sources of Pb include the manufacturing and recycling of batteries; sanding or removal of lead-based paint; ink; ceramics; ammunition; and secondary lead smelters.

Sulfur Dioxide

SO2 is a colorless, extremely irritating gas or liquid. It enters the atmosphere as a pollutant mainly as a result of the burning of high-sulfur-content fuel oils and coal, as well as from chemical processes occurring at chemical plants and refineries. When SO2 oxidizes in the atmosphere, it forms sulfates (SO4).

Federal

The USEPA sets national vehicle and stationary source emission standards; oversees approval of all SIPs; provides research and guidance for air pollution programs; and sets National Ambient Air Quality Standards (NAAQS). The NAAQS for the six CAPs are shown in **Table 2: Ambient Air Quality Standards** and were identified from provisions of the 1970 CAA. The sections of the CAA that are most applicable to the Project include Title I: Nonattainment Provisions and Title II: Mobile Source Provisions.

The CAA and the promulgated standards have evolved as a living document over time as research into the effects of air pollution has enhanced regulatory understanding of the associated issues. The 1990 amendments to the CAA identify specific emission reduction goals for areas not meeting the NAAQS. These amendments require both a demonstration of reasonable further progress toward attainment and incorporation of additional sanctions for failure to attain or to meet interim milestones. On the national level, the USEPA designates regions as achieving "attainment" or suffering from "nonattainment" of the NAAQS based on air quality monitoring data. Regions that are designated as being in nonattainment are responsible for devising localized strategies for reducing emissions of CAPs and achieving regional attainment within a predetermined timeframe set by the USEPA.

The NAAQS were further amended in July 1997 to include an 8-hour standard for ozone and to adopt an NAAQS for PM2.5. The NAAQS were amended again in September 2006 to include an established methodology for calculating PM2.5, as well as to revoke the annual PM10 threshold. Additional revisions to the AAQS may be implemented in the future as the science of air quality progresses.

TABLE 2
AMBIENT AIR QUALITY STANDARDS

Pollutant	Averaging Time	California Standards		Federal Standards		
		Concentration	Method	Primary	Secondary	Method
Ozone (O3)	1 hour	0.09 ppm (180 µg/m^3)	Ultraviolet photometry	—	Same as primary standard	Ultraviolet photometry
	8 hours	0.07 ppm (137 µg/m^3)		0.075 ppm (147 µg/m^3)		
Respirable particulate matter (PM10)	24 hours	50 µg/m^3	Gravimetric or beta attenuation	150 µg/m^3	Same as primary standard	Inertial separation and gravimetric analysis
	Annual arithmetic mean	20 µg/m^3		—		
Fine particulate matter (PM2.5)	24 hours	No separate State standard		35 µg/m^3	Same as primary standard	Inertial separation and gravimetric analysis
	Annual arithmetic mean	12 µg/m^3	Gravimetric or beta attenuation	15 µg/m^3		
Carbon monoxide (CO)	8 hours	9.0 ppm (10 mg/m^3)	Nondispersive infrared photometry (NDIR)	9 ppm (10 mg/m^3)	None	NDIR
	1 hour	20 ppm (23 mg/m^3)		35 ppm (40 mg/m^3)		
Nitrogen dioxide (NO2)	Annual arithmetic mean	0.03 ppm (57 µg/m^3)	Gas phase chemilumi-nescence	0.053 ppm (100 µg/m^3)	Same as primary standard	Gas phase chemilumi-nescence
	1 hour	0.18 ppm (339 µg/m^3)		0.100 ppm (188 µg/m^3)		

Source: California Air Resources Board website at: http://www.arb.ca.gov/research/aaqs/aaqs.htm. Accessed June 2023.
Note: ppm = parts per million.

State

The California Clean Air Act, signed into law in 1988, requires all areas of the State to achieve and maintain the California Ambient Air Quality Standards (CAAQS) by the earliest practicable date. CARB is responsible for the coordination and administration of both State and federal air pollution control programs within California. In this capacity, CARB conducts research, sets CAAQS, compiles emission inventories, develops suggested control measures, and provides oversight of local programs.

CARB establishes emissions standards for motor vehicles sold in California, consumer products, and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions and the CAAQS currently in effect for each of the criteria pollutants, as well as other pollutants recognized by the State. The CAAQS are provided in **Table 2**. It should be noted that the CAAQS are generally more stringent than the NAAQS, reflecting California's diligent efforts toward reducing air pollution and improving air quality.

Regional

In California, jurisdiction over air quality management, enforcement, and planning divided into 35 geographic regions. Within each region, a local air district is responsible for oversight of air quality monitoring, modeling, permitting, and enforcement to ensure that regulatory violations are avoided wherever possible.

The Project site is located within the 6,700-square-mile Basin and is under the SCAQMD's jurisdiction. The Basin includes the southern two-thirds of Los Angeles County, all of Orange County, and the western urbanized portions of Riverside and San Bernardino Counties.

South Coast Air Quality Management District

SCAQMD shares responsibility with CARB for ensuring that all State and federal AAQS are achieved and maintained over an area of approximately 10,743 square miles. This area includes the South Coast and Salton Sea Air Basins, all of Orange County, and the nondesert portions of Los Angeles, Riverside, and San Bernardino Counties. It does not include the Antelope Valley or the nondesert portion of western San Bernardino County.

SCAQMD is responsible for controlling emissions, primarily from stationary sources. SCAQMD maintains air quality monitoring stations throughout the air basins. SCAQMD, in coordination with the Southern California Association of Governments (SCAG), is also responsible for developing, updating, and implementing the Air Quality Management Plan (AQMP) for the air basins. An AQMP is a plan prepared and implemented by an air pollution district for a county or region designated as being in nonattainment of the NAAQS or CAAQS. The term "nonattainment area" is used to refer to an air basin in which one or more AAQS are exceeded. SCAQMD also prepares the SIP for its jurisdiction and promulgates rules and regulations. The SIP includes strategies and tactics to be used to attain the federal ozone standards in the South Coast Air Basin. The SIP elements are taken from the most recent AQMP.

SCAQMD approved a Final 2022 AQMP on December 2, 2022.[2] The 2022 AQMP includes transportation control measures developed by SCAG from its 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy, as well as the integrated strategies and measures needed to meet the NAAQS. The 2022 AQMP demonstrates attainment of the 1-hour and 8-hour ozone NAAQS, as well as the latest 24-hour and annual PM2.5 standards.

SCAQMD is responsible for limiting the number of emissions that can be generated throughout the air basins by various stationary, area, and mobile sources. Specific rules and regulations have been adopted by the SCAQMD Governing Board that limit the emissions that can be generated by various uses/activities and identifying specific pollution-reduction measures that must be implemented in association with various uses and activities. These rules regulate not only the emissions of the federal and State criteria

2 South Coast Air Quality Management District, Air Quality Management Plan (AQMP). http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan. Accessed June 2023.

pollutants, but also toxic air contaminants (TACs) and acutely hazardous materials. The rules are also subject to ongoing refinement by SCAQMD.

Among the SCAQMD rules applicable to the Project are Rule 403 (Fugitive Dust) and Rule 1113 (Architectural Coatings). Rule 403 requires the use of stringent best available control measures (BACMs) to minimize PM10 emissions during grading and construction activities.[3] Rule 1113 limits the VOC content of coatings, with a VOC content limit for flat coatings of 50 grams per liter (g/L).[4] Additional details regarding these rules and other potentially applicable rules are presented as follows.

Rule 402 (Nuisance). This rule states that a "person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or to the public, or which cause, or have a natural tendency to cause, injury or damage to business or property."[5]

Rule 403 (Fugitive Dust). This rule requires fugitive dust sources to implement BACMs for all sources and prohibits all forms of visible particulate matter from crossing any property line. BACMs may include application of water or chemical stabilizers to disturbed soils covering haul vehicles; restricting vehicle speeds on unpaved roads to 15 miles per hour (mph); sweeping loose dirt from paved site-access roadways; cessation of construction activity when winds exceed 25 mph; and establishing a permanent ground cover on finished sites. SCAQMD Rule 403 is intended to reduce PM10 emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust (see also Rule 1186).[6]

Rule 1113 (Architectural Coatings). This rule requires manufacturers, distributors, and end users of architectural and industrial maintenance coatings to reduce VOC emissions from the use of these coatings, primarily by placing limits on the VOC content of various coating categories.[7]

Rule 1146.2 (Emissions of Oxides of Nitrogen from Large Water Heaters and Small Boilers and Process Heaters). This rule requires manufacturers, distributors, retailers, refurbishers, installers, and operators

3 SCAQMD, "Rule 1113 Architectural Coating" (amended September 6, 2013), http://www.aqmd.gov/docs/default-source/rule-book/reg-xi/r1113.pdf, accessed June 2023.

4 SCAQMD, "Rule 1113 Architectural Coating" (amended September 6, 2013), http://www.aqmd.gov/docs/default-source/rule-book/reg-xi/r1113.pdf, accessed June 2023.

5 SCAQMD, "Rule 402—Nuisance," http://www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-402.pdf, accessed June 2023.

6 SCAQMD, "Rule 403- Fugitive Dust," http://www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-403.pdf. Accessed August 2023.

7 SCAQMD, "Rule 1113 Architectural Coating" (amended September 6, 2013), http://www.aqmd.gov/docs/default-source/rule-book/reg-xi/r1113.pdf, accessed June 2023.

of new and existing units to reduce NOx emissions from natural-gas-fired water heaters, boilers, and process heaters as defined in this rule.[8]

Rule 1186 (PM10 Emissions from Paved and Unpaved Roads, and Livestock Operations). This rule applies to owners and operators of paved and unpaved roads and livestock operations. The rule is intended to reduce PM10 emissions by requiring the cleanup of material deposited onto paved roads, use of certified street sweeping equipment, and treatment of high-use unpaved roads (see also Rule 403).[9]

Stationary emissions sources subject to these rules are regulated through SCAQMD's permitting process. Through this permitting process, SCAQMD also monitors the number of stationary emissions being generated and uses this information in developing AQMPs.

Greenhouse Gas

Greenhouse Gas Reduction Targets

Executive Order S-3-05, signed by Governor Arnold Schwarzenegger and issued in June 2005, proclaimed that California is vulnerable to the impacts of climate change. It declared that increased temperatures could reduce the Sierra snowpack, further exacerbate California's air quality problems, and potentially cause a rise in sea levels. To combat those concerns, the Executive Order established the following total GHG emission targets:

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

Executive Order B-30-15, signed by Governor Edmund Gerald "Jerry" Brown and issued in April 29, 2015, established a new Statewide policy goal to reduce GHG emissions to 40 percent below their 1990 levels by 2030. Reducing GHG emissions by 40 percent below 1990 levels in 2030, and by 80 percent below 1990 levels by 2050 (consistent with Executive Order S-3-05), aligns with scientifically established levels needed to limit global warming to less than 2 degrees Celsius.[10]

AB 32, the Global Warming Solutions Act of 2006, requires a sharp reduction of GHG emissions to 1990 levels by 2020. To achieve these goals, which are consistent with the California Climate Action Team, which works to coordinate Statewide efforts to implement global warming emission reduction programs and the State's Climate Adaptation Strategy after the passing of AB 32, AB 32 mandates that CARB establish a quantified emissions cap and institute a schedule to meet the cap; implement regulations to reduce Statewide GHG emissions from stationary sources consistent with the California Climate Action

8 SCAQMD, "Rule 1146.2 Emissions of Oxides of Nitrogen from Large Water Heaters and Small Boilers and Process Heaters," http://www.aqmd.gov/docs/default-source/rule-book/reg-xi/rule-1146-2.pdf. Accessed August 2023.

9 SCAQMD, "Rule 1186 PM10 Emissions from Paved and Unpaved Roads, and Livestock Operations," http://www.aqmd.gov/docs/default-source/rule-book/reg-xi/rule-1186.pdf. Accessed August 2023.

10 Office of the Governor, Governor Brown Established Most Ambitious Greenhouse Gas Reduction Target in North America (April 29, 2015), https://www.ca.gov/archive/gov39/2015/04/29/news18938/index.html. Accessed June 2023.

Team strategies; and develop tracking, reporting, and enforcement mechanisms to ensure that reductions are achieved. To reach the reduction targets, AB 32 requires CARB to adopt—in an open, public process—rules and regulations that achieve the maximum technologically feasible and cost-effective GHG reductions.

Climate Change Scoping Plan

CARB approved a Climate Change Scoping Plan (Scoping Plan) on December 11, 2008, as required by AB 32. The Scoping Plan proposed a "comprehensive set of actions designed to reduce overall carbon GHG emissions in California, improve our environment, reduce our dependence on oil, diversify our energy sources, save energy, create new jobs, and enhance public health."[11] The Scoping Plan had a range of GHG reduction actions, including direct regulations; alternative compliance mechanisms; monetary and nonmonetary incentives; voluntary actions; market-based mechanisms, such as a cap-and-trade system; and an AB 32 implementation regulation to fund the program.

The Scoping Plan called for a "coordinated set of strategies" to address all major categories of GHG emissions.[12] Transportation emissions were to be addressed through a combination of higher standards for vehicle fuel economy, implementation of the Low Carbon Fuel Standard,[13] and greater consideration to reducing trip length and generation through land use planning and transit-oriented development. Buildings, land use, and industrial operations were encouraged and, sometimes, required to implement energy efficiency practices. Utility energy supplies will change to include more renewable energy sources through implementation of the Renewables Portfolio Standard. This will be complemented with emphasis on local generation, including rooftop photovoltaics and solar hot water installations. Additionally, the Scoping Plan emphasized opportunities for households and businesses to save energy and money through increasing energy efficiency. It indicated that substantial savings of electricity and natural gas would be accomplished through improving energy efficiency.

CARB updated the Scoping Plan in May 2014 (2014 Scoping Plan). The 2014 Scoping Plan[14] adjusted the 1990 GHG emissions levels to 431 million metric tons of carbon dioxide equivalents (MMTCO2e); the updated 2020 GHG emissions forecast is 509 $MMTCO_2e$, which credited for certain GHG emission reduction measures already in place (e.g., the RPS). The 2014 Scoping Plan also recommended a 40 percent reduction in GHG emissions from 1990 levels by 2030, and a 60 percent reduction in GHG emissions from 1990 levels by 2040.

The 2017 Scoping Plan,[15] approved on December 14, 2017, builds on previous programs and takes aim at the 2030 target established by the SB 32 (Pavley), which is further discussed below. The 2017 Scoping

11 CARB, Climate Change Scoping Plan: A Framework for Change, https://www.arb.ca.gov/cc/scopingplan/document/adopted_scoping_plan.pdf. Accessed June 2023.
12 CARB, Climate Change Scoping Plan, p. ES-7.
13 Office of the Governor, Executive Order S-01-07, (January 18, 2007), https://climateactionnetwork.ca/wp-content/uploads/2011/06/eos0107.pdf. Accessed June 2023.
14 CARB, First Update to the Climate Change Scoping Plan: Building on the Framework (May 2014).
15 CARB, California's 2017 Climate Change Scoping Plan, https://ww2.arb.ca.gov/sites/default/files/classic//cc/scopingplan/scoping_plan_2017.pdf. Accessed June 2023.

Plan outlines options to meet California's aggressive goals to reduce GHGs by 40 percent below 1990 levels by 2030. In addition, the plan incorporates the State's updated RPS requiring utilities to procure 50 percent of their electricity from renewable energy sources by 2030. It also raises the State's Low Carbon Fuel Standard[16] and aims to reduce emissions of methane and hydrofluorocarbons by 40 percent from 2013 levels by 2030 and emissions of black carbon by 50 percent from 2013 levels.

The 2017 Scoping Plan[17] advises that absent conformity with a qualified GHG reduction plan, projects should incorporate all feasible GHG reduction measures and that achieving "no net additional increase in GHG emissions, resulting in no contribution to GHG impacts, is an appropriate overall objective for new development."

Transportation

Executive Order S-1-07, the Low Carbon Fuel Standard (issued on January 18, 2007), requires a reduction of at least 10 percent in the carbon intensity of California's transportation fuels by 2020.[18] Regulatory proceedings and implementation of the Low Carbon Fuel Standard have been directed to CARB. CARB has identified the Low Carbon Fuel Standard as a discrete early action item in the adopted Scoping Plan. CARB expects the Low Carbon Fuel Standard to achieve the minimum 10 percent reduction goal; however, many of the early action items outlined in the Scoping Plan work in tandem with one another. Other specific emission reduction measures included are the Million Solar Roofs Program[19] and Assembly Bill (AB) 1493 (Pavley I), Vehicle Emissions: Greenhouse Gases, which establishes motor vehicle GHG emissions standards.[20] To avoid the potential for double-counting emission reductions associated with AB 1493, the Scoping Plan has modified the aggregate reduction expected from the Low Carbon Fuel Standard to 9.1 percent. CARB released a draft version of the Low Carbon Fuel Standard in October 2008. The final regulation was approved by the Office of Administrative Law and filed with the Secretary of State on January 12, 2010; the Low Carbon Fuel Standard became effective on the same day.

Additionally, SCAG has prepared and adopted the 2020–2045 RTP/SCS,[21] which includes a Sustainable Communities Strategy that addresses regional development and growth forecasts. The SCAG 2020–2045 RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals, with a specific goal of achieving an 8 percent reduction in

16 Office of the Governor, Executive Order S-01-07, (January 18, 2007), https://climateactionnetwork.ca/wp-content/uploads/2011/06/eos0107.pdf. Accessed June 2023.
17 California Air Resources Board, 2017. California's 2017 Climate Change Scoping Plan. pp. 100-101.Available: https://ww2.arb.ca.gov/sites/default/files/classic//cc/scopingplan/scoping_plan_2017.pdf. Accessed June 2023.
18 Office of the Governor, Executive Order S-01-07 (January 18, 2007), https://climateactionnetwork.ca/wp-content/uploads/2011/06/eos0107.pdf. Accessed June 2023.
19 US Department of Energy, Laying the Foundation for Solar America: The Million Solar Roofs Initiative, https://www.nrel.gov/docs/fy07osti/40483.pdf. Accessed June 2023.
20 The standards enacted in Pavley I are the first GHG standards in the nation for passenger vehicles and took effect for model years starting in 2009 and going through 2016. Pavley I could potentially result in 27.7 million metric tons CO2e reduction in 2020. Pavley II will cover model years 2017 to 2025 and potentially result in an additional reduction of 4.1 million metric tons CO2e.
21 Southern California Association of Governments (SCAG), Connect SoCal: 2020-2045 Regional Transportation Plan/Sustainable Communities Strategies Draft, Chapter 1, https://www.connectsocal.org/Pages/Connect-SoCal-Draft-Plan.aspx. Accessed June 2023.

passenger vehicle GHG emissions on a per capita basis by 2020, 19 percent reduction by 2035, and 21 percent reduction by 2040 compared to the 2005 level.

Energy

The California Energy Commission (CEC) first adopted the Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations, Title 24, Part 6) in 1978 in response to a legislative mandate to reduce energy consumption in the State. Although not originally intended to reduce GHG emissions, increased energy efficiency, and reduced consumption of electricity, natural gas, and other fuels would result in fewer GHG emissions from residential and nonresidential buildings subject to the standard. The standards are updated periodically to allow for the consideration and inclusion of new energy efficiency technologies and methods.

Part 11 of the Title 24 Building Energy Efficiency Standards is referred to as the California Green Building Standards (CALGreen) Code. The purpose of the CALGreen Code is to "improve public health, safety and general welfare by enhancing the design and construction of buildings through the use of building concepts having a positive environmental impact and encouraging sustainable construction practices in the following categories: (1) Planning and design; (2) Energy efficiency; (3) Water efficiency and conservation; (4) Material conservation and resource efficiency; and (5) Environmental air quality." The CALGreen Code is mandatory for all new buildings constructed in the State and establishes mandatory measures for new residential and non-residential buildings. Such mandatory measures include energy efficiency, water conservation, material conservation, planning and design and overall environmental quality. The CALGreen Code was most recently updated in 2019 to include new mandatory measures for residential as well as nonresidential uses; the new measures took effect on January 1, 2020.

SB 1078 (Chapter 516, Statutes of 2002) requires retail sellers of electricity, including investor-owned utilities and community choice aggregators, to provide at least 20 percent of their supply from renewable sources by 2017. SB 107 (Chapter 464, Statutes of 2006) changed the target date to 2010. In November 2008, Governor Schwarzenegger signed Executive Order S-14-08, which expands the State's Renewables Portfolio Standard to 33 percent renewable power by 2020. Pursuant to Executive Order S-21-09, CARB was also preparing regulations to supplement the Renewables Portfolio Standard with a Renewable Energy Standard that will result in a total renewable energy requirement for utilities of 33 percent by 2020. But on April 12, 2011, Governor Jerry Brown signed SB X1-2 to increase California's Renewables Portfolio Standard to 33 percent by 2020. SB 350 (Chapter 547, Statues of 2015), signed into law on October 7, 2015, further increased the Renewables Portfolio Standard to 50 percent by 2030. The legislation also included interim targets of 40 percent by 2024 and 45 percent by 2027.

City of Los Angeles Sustainable City pLAn/L.A.'s Green New Deal

The City began addressing the issue of global climate change by pushing Green L.A., An Action Plan to Lead the Nation in Fighting Global Warming (L.A. Green Plan/ClimateLA) in 2007. This document outlines the goals and actions the City has established to reduce the generation and emission of GHGs from both

public and private activities. In 2008, the City released an implementation program for the L.A. Green Plan/ClimateLA, which provides detailed information about each action item discussed in the L.A. Green Plan/ClimateLA framework. Action items range from harnessing wind power for electricity production and energy efficiency retrofits in City buildings, to converting the City's fleet vehicles to cleaner and more efficient model and reducing water consumption.

On April 8, 2015, Mayor Eric Garcetti released the Los Angeles' first ever Sustainable City pLAn (The pLAn). The pLAn sets the course for a cleaner environment and a stronger economy, with commitment to equity as its foundation. The pLAn is made up of short term (by 2017) and long-term (2025 and 2035) targets. The pLAn set out an ambitious vision for cutting GHG emissions, reducing the impact of climate change and building support for national and global initiatives. Los Angeles has moved to the forefront of climate innovation and leadership through bold actions on energy efficiency and electric vehicle as well as renewable energy and GHG accounting. L.A. has already reduced its GHG emissions by 20% below 1990 levels as of 2013, nearly halfway to the goal of 45% below by 2025. The City has been working to increase the generation of renewable energy, improve energy conservation and efficiency, and change transportation and land use patterns to reduce dependence on automobiles.

Since 2015, Mayor Garcetti has released an expanded vision for the Sustainable City pLAn, called L.A.'s Green New Deal.[22] Released in 2019, the update to the Sustainable City pLAn sets new energy efficiency and sustainability goals that will transition the City of Los Angeles to a more resilient, sustainable, and equitable energy future. Actionable goals include increasing the green building standard for new construction, create benchmarking policies for building energy use, develop "blue, green, and black" waste bin infrastructure, reduce water use by 20 percent, and require LEED Silver or better for new construction. That future will be realized, in part, by the 2050 targets that are spelled out in the plan that include goals for: renewable energy, local water, clean and healthy buildings, housing and development, mobility and mass transit, zero emission vehicles, industrial emissions and air quality monitoring, waste and resource recovery, food systems, urban ecosystems and resilience, environmental justice, prosperity and green jobs, and lead by example. L.A.'s Green New Deal has established targets such as 100 percent renewable energy by 2045, diversion of 100 percent of waste by 2050, and recycling 100 percent of wastewater by 2035.

L.A. Green Building Code

The City of Los Angeles L.A. Green Building Code (Ordinance No. 181,480), which incorporates applicable provisions of the CALGreen Code, and in many cases outlines more stringent GHG reduction measures available to development projects in the City of Los Angeles is consistent with Statewide goals and policies in place for the reduction of GHG emissions, including SB 32 and the corresponding Scoping Plan. Among the many GHG reduction measures, the L.A. Green Building Code requires new development projects to incorporate infrastructure to support future electric vehicle supply equipment (EVSE), exceed the prescriptive water conservation plumbing fixture requirements of Sections 4.303.1.1 through

22 City of Los Angeles, L.A.'s Green New Deal, Sustainable City pLAn, https://plan.lamayor.org/. Accessed June 2023.

4.303.1.4.4 of the California Plumbing Code by 20 percent, meet the requirements of the California Building Energy Efficiency Standards, and comply with the construction and demolition solid waste handling and diversion requirements mandated in Section 66.32 of the Los Angeles Municipal Code (LAMC). New related projects are required to comply with the L.A. Green Building Code, and therefore are generally considered consistent with Statewide GHG-reduction goals and policies, including SB 32.

ENVIRONMENTAL SETTING

Air Quality

USEPA is the federal agency responsible for overseeing the country's air quality and setting the NAAQS for the CAPs. The NAAQS were devised based on extensive modeling and monitoring of air pollution across the country; they are designed to protect public health and prevent the formation of atmospheric ozone. Air quality of a region is considered to be in attainment of the NAAQS if the measured ambient air pollutant levels do not exceed the applicable concentration threshold. **Table 2** presents the federal and State AAQS.

As noted previously, CARB is the State agency responsible for setting the CAAQS. Air quality of a region is considered to be in attainment of the CAAQS if the measured ambient air pollutant levels for O3, CO, NO2, SO2, PM10, PM2.5, and Pb are not exceeded, and all other standards are not equaled or exceeded at any time in any consecutive 3-year period. The CAAQS are also presented in **Table 2**.

For evaluation purposes, the SCAQMD territory is divided into 38 source receptor areas (SRAs). These SRAs are designated to provide a general representation of the local meteorological, terrain, and air quality conditions within the particular geographical area.

The Project Site is within SRA 2, Northwest Coastal Los Angeles County.[23] The nearest air monitoring station SCAQMD operates is located at 11301 Wilshire Boulevard[24] approximately 5 miles west of the Project site. This station monitors O3 and NO2. Additionally, the Los Angeles Main Street monitoring station is located approximately 9 miles northeast of the Project site.[25] This station monitors O3, NO2, PM10, and PM2.5. **Table 3: Air Quality Monitoring Summary** summarizes published monitoring data from 2022 through 2024, the most recent 3-year period available. The data shows that during the past few years, the region has exceeded the O3, PM10, and PM2.5 standards.

23 SCAQMD, General Forecast Areas and Air Monitoring Areas, map, http://www.aqmd.gov/docs/default-source/default-document-library/map-of-monitoring-areas.pdf. Accessed June 2023.

24 South Coast Air Quality Management District, Site Survey Report for Los Angeles–VA Hospital, AQS ID 060370113, http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-monitoring-network-plan/aaqmnp-westlosangeles.pdf?sfvrsn=6. Accessed June 2023.

25 South Coast Air Quality Management District, Site Survey Report for Los Angeles (Main Street), AQS 060371103, http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-monitoring-network-plan/aaqmnp-losangeles.pdf?sfvrsn=16. Accessed June 2023.

TABLE 3
AIR QUALITY MONITORING SUMMARY

Air Pollutant	Average Time (Units)	2022	2020	2024
Ozone (O3)	State Max 1 hour (ppm)	0.081	0.109	0.093
	Days > CAAQS threshold (0.09 ppm)	**0**	**1**	**0**
	National Max 8 hour (ppm)	0.070	0.066	0.069
	Days > NAAQS threshold (0.075 ppm)	0	0	0
	State Max 8 hour (ppm)	0.070	0.066	0.070
	Days > CAAQS threshold (0.07 ppm)	0	0	0
Nitrogen dioxide (NO2)	National Max 1 hour (ppm)	0.051	0.044	0.054
	Days > NAAQS threshold (0.1 ppm)	0	0	0
	State Max 1 hour (ppm)	0.051	0.043	0.054
	Days > CAAQS threshold (0.18 ppm)	0	0	0
Respirable particulate matter (PM10)	National Max (µg/m3)	61.0	58.0	78.0
	National Annual Average (µg/m3)	29.4	25.4	26.1
	Days > NAAQS threshold (35 µg/m3)	0	0	0
	State Max (µg/m3)	43.7	51.6	71.1
	State Annual Average (µg/m3)	24.1	21.8	24.9
	Days > CAAQS threshold (50 µg/m3)	0	1	2
Fine particulate matter (PM2.5)	National Max (µg/m3)	33.7	30.6	55.7
	National Annual Average (µg/m3)	10.9	10.1	12.2
	Days > NAAQS threshold (35 µg/m3)	0	0	7
	State Max (µg/m3)	38.0	30.6	62.3
	State Annual Average (µg/m3)	11.1	10.2	13.6

Source: CARB, iADAM: Air Quality Data Statistics, https://www.arb.ca.gov/adam/topfour/topfour1.php. Accessed September 2025.

Note: (—) = Data not available.

USEPA and the CARB designate air basins where AAQS are exceeded as "nonattainment" areas. If standards are met, the area is designated as an "attainment" area. If there is inadequate or inconclusive data to make a definitive attainment designation, they are considered "unclassified." Federal nonattainment areas are further designated as marginal, moderate, serious, severe, or extreme as a function of deviation from standards.

The current attainment designations for the Basin are shown in **Table 4: South Coast Air Basin Attainment Status**. The Basin is currently designated as being in nonattainment at the federal level for O3 and PM2.5; and at the State level for O3, PM10, and PM2.5.

TABLE 4
SOUTH COAST AIR BASIN ATTAINMENT STATUS

Pollutant	State Status	National Status
Ozone (O3)	Nonattainment	Nonattainment
Carbon monoxide (CO)	Attainment	Unclassified/Attainment
Nitrogen dioxide (NO2)	Attainment	Unclassified/Attainment
Sulfur dioxide (SO2)	Attainment	Unclassified/Attainment
Respirable particulate matter (PM10)	Nonattainment	Attainment
Fine particulate matter (PM2.5)	Nonattainment	Nonattainment

Source: California Air Resources Board (CARB) Area Designation Maps / State and National, https://ww2.arb.ca.gov/resources/documents/maps-state-and-federal-area-designations. Accessed June 2023.

Existing Operational Air Quality Emissions

The Project site is currently developed with an 82,051 square-foot public storage facility and surface parking lot. The current site usage generates existing vehicle trips and air quality emissions from operations related to these uses. **Table 5: Existing Operational Air Quality Emissions** identifies the emissions from the existing uses.

TABLE 5
EXISTING OPERATIONAL AIR QUALITY EMISSIONS

Source	VOC	NOx	CO	SOx	PM10	PM2.5
	pounds/day					
Mobile	0.5	0.4	4.5	<0.1	0.8	0.2
Area	2.9	0.1	5.5	<0.1	<0.1	<0.1
Energy	<0.1	0.4	0.3	<0.1	<0.1	<0.1
Total	**3.4**	**0.8**	**10.2**	<0.1	**0.8**	**0.2**

Source: Refer to **Attachment A: CalEEMod Air Quality and Greenhouse Gas Emission Output Files - Existing**
Note: Totals may not add up exactly due to rounding in the modeling calculations.

Sensitive Receptors

SCAQMD considers a sensitive receptor to be a person in the population who is particularly susceptible to health effects due to exposure to an air contaminant. Sensitive receptors are identified near sources of air pollution to determine the potential for health hazards. Locations evaluated for exposure to air pollution include but are not limited to residences, schools, hospitals, and convalescent facilities.

Land uses surrounding the Project site include commercial and industrial uses to the north, commercial, industrial, and multi-family uses to the south, multi-family uses to the east, and commercial and industrial uses to the west.

Figure 3: Sensitive Receptor Map provides a detailed image of the proximal land uses and identifies the sensitive receptors closest to the Project site. These uses represent the nearest sensitive receptors who may be impacted by emissions of air pollutants due to the Project.

SOURCE: Google Earth - 2023

FIGURE **3**

Meridian Consultants

Sensitive Receptor Map

047-009-21

Greenhouse Gases

Existing Statewide GHG Emissions

California is the second largest contributor of GHGs in the United States and the 16th largest in the world. In 2022, California produced 371.1 million metric tons of carbon dioxide equivalents (MMTCO2e), including imported electricity, and excluding combustion of international fuels and carbon sinks or storage. The major source of GHGs in California is transportation, contributing to approximately 38 percent of the State's total GHG emissions. The Statewide inventory of GHGs by sector is shown in**Table 6: California GHG Inventory 2014-2022.**

TABLE 6
CALIFORNIA GHG INVENTORY 2014-2022

	Emissions ($MMTCO_2e$)								
Main Sector	**2014**	**2015**	**2016**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**
Transportation[a]	157.5	161.1	164.8	166.0	164.8	161.7	135.2	145.1	139.9
Electric Power	90.3	86.3	70.8	64.4	65.0	60.2	59.5	62.3	59.8
Industrial[b]	85.0	82.7	81.3	81.7	82.3	80.9	73.6	74.2	72.7
Commercial and Residential	35.5	37.2	37.7	38.3	37.5	40.6	39.0	38.8	39.5
Agriculture	33.7	32.5	32.1	31.6	32.0	31.2	31.4	30.4	29.8
High GWP[c,d]	17.9	18.8	19.5	20.1	20.6	20.8	21.3	21.3	21.3
Recycled and waste	8.2	8.1	7.9	8.2	8.2	8.3	8.5	8.3	8.2
Total Emissions	428.1	426.8	414.1	410.3	410.5	403.7	368.5	380.4	371.1

Source: CARB. "GHG Current California Emission Inventory Data." Accessed June 2025. https://ww2.arb.ca.gov/ghg-inventory-data. Accessed September 2025.

[a] Includes equipment used in construction, mining, oil drilling, industrial and airport ground operations.

[b] Reflects emissions from combustion of natural gas, diesel, and lease fuel plus fugitive emissions.

[c] These categories are listed in the Industrial sector of CARB's GHG Emission Inventory sectors.

[d] This category is listed in the Electric Power sector of CARB's GHG Emission Inventory sectors.

Note: $MMTCO_2e$ - million metric tons of carbon dioxide equivalent emissions.

Existing Operational GHG Emissions

The Project site is currently developed with an approximately 82,051 square-foot public storage facility and surface parking lot. The current site usage generates existing vehicle trips and GHG emissions from operations related to these uses. **Table 7: Existing Operational GHG Emissions** identifies the emissions from the existing uses.

TABLE 7
EXISTING OPERATIONAL GHG EMISSIONS

Source	MTCO2e per year
Area	22.5
Energy	1,219
Mobile	959
Waste	145
Water	401
Total	**2,747**

*Refer to **Attachment A: CalEEMod Air Quality and Greenhouse Gas Emission Output Files - Existing***
Abbreviation: MTCO2e = metric tons of carbon dioxide emissions.

METHODOLOGY

Air Quality

Construction

Construction of the Project has the potential to generate temporary criteria pollutant emissions through the use of heavy-duty construction equipment, such as tractors and forklifts, and through vehicle trips generated from workers and haul trucks traveling to and from the Project site. Mobile-source emissions, primarily NOx, would result from the use of construction equipment, such as dozers and loaders. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of construction activity, and prevailing weather conditions. The assessment of construction air quality impacts considers each of these potential sources.

Daily regional emissions during construction are forecasted by assuming a conservative estimate of construction activities (i.e., assuming all construction occurs at the earliest feasible date) and applying the mobile source and fugitive dust emissions factors. The Project would be required to comply with SCAQMD Rule 403, which identifies measures to reduce fugitive dust and is required to be implemented at all construction sites located with SCAB. Therefore, the following condition—which would be required to reduce fugitive dust in compliance with SCAQMD Rule 403:

- **Control Efficiency of PM10**. During construction, methods and techniques should be applied to various operations or equipment when appropriate to reduce estimated emissions related to particulate matter. This includes replacing ground cover in disturbed areas as quick as possible, yielding to emission reduction efficiency of 15 – 49 percent.[26]

26 SCAQMD, *CEQA Handbook*, Tables 11-4, p. 11-15 and A11-9-A, page A11-77, http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/final-sample-construction-scenario-report.pdf. Accessed June 2023.

In addition, SCAQMD Staff recommends that the Lead Agency require the use of Tier 4 construction equipment of 50 horsepower or greater during construction. Alternative, applicable strategies include equipment outfitted with Best Available Control Technology (BACT) devices and CARB certified Level 3 Diesel Particulate Filters (DPF). Level 3 DPFs are capable of achieving at least an 85 percent reduction in particulate matter emissions.[27] Therefore, the following condition would be recommended by SCAQMD:

- **Construction Equipment Controls**. During construction, all off-road construction equipment greater than 50 horsepower shall meet USEPA Tier 3 emission standards with Level 3 DPF to minimize emissions of NOx associated with diesel construction equipment.

The emissions are estimated using the CalEEMod (Version 2022.1) software, an emissions inventory software program recommended by SCAQMD. The emissions are estimated using the SCAQMD-recommended CalEEMod software. CalEEMod is based on outputs from the CARB off-road emissions model (OFFROAD) and the CARB on-road vehicle emissions model (EMFAC), which are emissions estimation models developed by CARB and used to calculate emissions from construction activities, including on- and off-road vehicles. The input values used in this analysis are based on conservative assumptions in CalEEMod, with appropriate, Project-specific adjustments based on equipment types and expected construction activities. These values were then applied to the construction phasing assumptions used in the criteria pollutant analysis to generate criteria pollutant emissions values for each construction activity.

Operation

Operation of the Project has the potential to generate criteria pollutant emissions through vehicle trips traveling to and from the Project site. In addition, emissions would result from area sources on site, such as natural gas combustion, landscaping equipment, and use of consumer products.

Operational emissions were estimated using the CalEEMod software, which was used to forecast the daily regional emissions from area sources that would occur during long-term Project operations. In calculating mobile-source emissions, trip-length values were based on the distances provided in CalEEMod. Daily trips were provided by the Los Angeles Department of Transportation.

Area-source emissions are based on natural gas (building heating and water heaters), landscaping equipment, and consumer product (including paint) usage rates provided in CalEEMod. Natural gas usage factors in CalEEMod are based on the California Energy Commission's California Commercial End Use Survey data set, which provides energy demand by building type and climate zone.

Greenhouse Gases

The analysis of the Project's GHG emissions consists of a quantitative analysis of the GHG emissions generated by the construction and operation activities and a qualitative analysis of the Project's

27 California Air Resources Board, Verification Procedure: Stationary, https://ww2.arb.ca.gov/our-work/programs/verification-procedure-warranty-and-use-compliance-requirements-use-strategies-4. Accessed June 2023.

consistency with adopted GHG-related legislation, plans, and policies. This approach is in accordance with CEQA Guidelines Section 15064.4(a), which affirms the discretion of a lead agency to determine, in the context of a particular project, whether to use quantitative and/or qualitative methodologies to determine the significance of a project's impacts.

Emissions Inventory Modeling

The total GHG emissions from the Project were quantified to determine the level of the Project's estimated annual GHG emissions. As with the Air Quality section calculations, construction emissions were estimated using CalEEMod by assuming a conservative estimate of construction activities (i.e., assuming all construction occurs at the earliest feasible date) and applying the mobile-source emissions factors. The modeling used the same input values as previously discussed under the methodology section for air quality. SCAQMD's *Draft Guidance Document—Interim CEQA Greenhouse Gas (GHG) Significance Threshold*[28] recognizes that construction-related GHG emissions from projects occur over a relatively short-term period of time and contributes a relatively small portion of a project's overall lifetime GHG emissions. The guidance recommends that a project's construction-related GHG emissions be amortized over a 30-year project lifetime so that GHG reduction measures will address construction GHG emissions as part of the operation GHG reduction strategies.

CalEEMod was also used to estimate operational GHG emissions from electricity, natural gas, solid waste, water and wastewater, and landscaping equipment. CalEEMod calculates energy use from systems covered by Title 24 (e.g., heating, ventilation, and air conditioning [HVAC] system, water heating system, and lighting system); energy use from lighting; and energy use from office equipment, appliances, plug-ins, and other sources not covered by Title 24 or lighting. Mobile-source emissions were estimated based on the CARB EMFAC model. For mobile sources, CalEEMod was used to generate the vehicle miles traveled from the Project uses based on the Project traffic impact analysis (TIA).[29]

With regard to energy demand, the consumption of fossil fuels to generate electricity and to provide heating and hot water generates GHG emissions. Energy demand rates were estimated based on square footage as well as predicted water supply needs for this use. Energy demand (off-site electricity generation) for the Project was calculated within CalEEMod using the CEC's CEUS data set, which provides energy demand by building type and climate zone.

Emissions of GHGs from solid waste disposal were also calculated using CalEEMod software. The emissions are based on the waste disposal rate for the land uses, the waste diversion rate, and the GHG emission factors for solid waste decomposition. The GHG emission factors, particularly for methane, depend on characteristics of the landfill, such as the presence of a landfill gas capture system and subsequent flaring or energy recovery. The default values, as provided in CalEEMod, for landfill gas capture (e.g., no capture, flaring, energy recovery), which are Statewide averages, were used in this assessment.

28 SCAQMD, Draft Guidance Document—Interim CEQA Greenhouse Gas (GHG) Significance Threshold (October 2008).
29 Raju Associates, Inc., Technical Memorandum for the Public Storage Project – 5741 W. Jefferson Boulevard, January 2023.

Emissions of GHGs from water and wastewater result from the required energy to supply and distribute the water and treat the wastewater. Wastewater also results in emissions of GHGs from wastewater treatment systems. Emissions are calculated using CalEEMod and are based on the water usage rate for the restaurant use; the electrical intensity factors for water supply, treatment, and distribution and for wastewater treatment; the GHG emission factors for the electricity utility provider; and the emission factors for the wastewater treatment process.

With respect to emission rates, CalEEMod incorporates EMFAC2017 emission rates by vehicle class and vehicle process. Specific CO2 emissions, EMFAC and subsequently CalEEMod take into account the following emission processes related to CO2 on an annual basis:

- **Start Exhaust:** Extra emissions that occur when starting a vehicle.
- **Idle Exhaust:** Emissions occur during extended idling events or when the vehicle is not operating any significant distance.
- **Run Exhaust:** Emissions occur when traveling on the road, including at speed and idling, as part of normal driving.

SIGNIFICANCE THRESHOLDS

Air Quality

The determination of a project's significance on air quality shall be made considering the factors provided in the SCAQMD *CEQA Air Quality Handbook* (Handbook). The City has not adopted specific Citywide significance thresholds for air quality impacts; rather, the thresholds and methodologies contained in the SCAQMD Handbook for both construction and operational emissions are utilized for evaluating projects in the City. These thresholds are described below.

Construction Emission Thresholds

The Project will have a significant impact if it exceeds the construction thresholds listed in **Table 8: Construction Thresholds**.

TABLE 8
CONSTRUCTION THRESHOLDS

Pollutant	Construction Emissions (pounds/day)
Volatile organic compounds (VOCs)	75
Nitrogen dioxide (NO2)	100
Carbon monoxide (CO)	550
Sulfur dioxide (SO2)	150
Respirable particulate matter (PM10)	150
Fine particulate matter (PM2.5)	55

Construction and Operational Localized Significance Thresholds

The local significance thresholds are based on the SCAQMD's Final Localized Significance Threshold (LST) Methodology (LST Methodology)[30] guidance document for short-duration construction activities. The SCAQMD recommends the evaluation of localized air quality impacts to sensitive receptors in the immediate vicinity of the Project site because of construction activities. The SCAQMD provides voluntary guidance on the evaluation of localized air quality impacts to public agencies conducting environmental review of projects located within its jurisdiction. Localized air quality impacts are evaluated by examining the on-site generation of pollutants and their resulting downwind concentrations. For construction, pollutant concentrations are compared to significance thresholds for particulates (PM10 and PM2.5), CO, and NO2. The significance threshold for PM10 represents compliance with SCAQMD Rule 403 (Fugitive Dust). The threshold for PM2.5 is designed to limit emissions and to allow progress toward attainment of the AAQS. Thresholds for CO and NO2 represent the allowable increase in concentrations above background levels that would not cause or contribute to an exceedance of their respective AAQS.

The LST Methodology provides lookup tables of emissions that are based on construction projects of up to 5 acres in size. These LST lookup tables were developed to assist lead agencies with a simple tool for evaluating the impacts from small typical projects. Ambient conditions for Northwest Coastal Los Angeles County, as recorded in SRA 2 by SCAQMD, were used for ambient conditions in determining appropriate threshold levels. Thresholds for each criteria pollutant for construction activity and Project operation of the Project site are listed in **Table 9: Localized Significance Thresholds**.

30 South Coast Air Quality Management District, Final Localized Significance Threshold (LST) Methodology, (June 2003, rev. July 2008).

TABLE 9 LOCALIZED SIGNIFICANCE THRESHOLDS		
	Construction	Operational
Pollutant	pounds/day	
Nitrogen dioxide (NO2)	143	143
Carbon monoxide (CO)	827	827
Respirable particulate matter (PM10)	6	2
Fine particulate matter (PM2.5)	4	1

Notes:

Based on a distance to sensitive receptors of 25 meters (82 feet) for a 2-acre site. SCAQMD's Localized Significance Threshold (LST) Methodology for CEQA Evaluations guidance document provides that projects with boundaries located closer than 25 meters to the nearest receptor should use the LSTs for receptors located at 50 meters.

Based on the SCAQMD Handbook, thresholds for each criteria pollutant for the operations of the Project are provided in **Table 10: Operational Thresholds.**

TABLE 10 OPERATIONAL THRESHOLDS	
Pollutant	Operational Emissions (pounds/day)
Volatile organic compounds (VOCs)	55
Nitrogen dioxide (NO2)	55
Carbon monoxide (CO)	550
Sulfur dioxide (SO2)	150
Respirable particulate matter (PM10)	150
Fine particulate matter (PM2.5)	55

Toxic Air Contaminants

As set forth in the SCAQMD Handbook, the determination of significance of a project with respect TACs shall be made on a case-by-case basis, considering the following factors:

- Regulatory framework for toxic materials and process involved;
- Proximity of TACs to sensitive receptors;
- Quantity, volume, and toxicity of the contaminants expected to be emitted;
- Likelihood and potential level of exposure; and
- Degree to which project design will reduce risk of exposure.

Consistency with Applicable Air Quality Plans

Section 15125 of the CEQA Guidelines requires an analysis of project consistency with applicable governmental plans and policies. In accordance with the SCAQMD Handbook, the following criteria were used to evaluate the Project's consistency with SCAQMD and SCAG regional plans and policies, including the AQMP:

- Will the Project result in any of the following:
- Increase the frequency or severity of existing air quality violations?
- Cause or contribute to new air quality violations?
- Delay the timely attainment of the air quality standards or the interim emission reductions specified in the AQMP?
- Will the Project exceed the assumptions utilized in preparing the AQMP?
- Is the Project consistent with the population and employment growth projections upon which AQMP forecasted emission levels are based?
- Does the Project include air quality mitigation measures?
- To what extent is Project development consistent with the AQMP land use policies?

Cumulative Threshold

SCAQMD recommends that a project be considered to result in a cumulatively considerable impact to air quality if any construction-related emissions and operational emissions from individual development projects exceed the mass daily emissions thresholds for individual projects.[31]

The SCAQMD neither recommends quantified analyses of the emissions generated by a set of cumulative development projects nor provides thresholds of significance to be used to assess the impacts associated with these emissions.

A project is also considered to result in a cumulatively considerable contribution to significant impacts if the population and employment projections for the project exceed the rate of growth defined in SCAQMD's AQMP.

Greenhouse Gases

Pursuant to CEQA Guidelines Section 15064.4, the methods suitable for analysis of GHG emissions are:

1. Use a model or methodology to quantify greenhouse gas emissions resulting from a project. The Lead Agency has discretion to select the model it considers most appropriate provided it supports its decision with substantial evidence. The Lead Agency should explain the limitation of the particular model or methodology selected for use.

31 SCAQMD, White Paper on Regulatory Options for Addressing Cumulative Impacts from Air Pollution Emissions, board meeting, Agenda No. 29 (September 5, 2003), Appendix D, p. D-3.

2. Rely on a qualitative analysis or performance-based standards.

In the absence of any adopted, numeric threshold, the City evaluates the significance of the Project's potential GHG emissions consistent with CEQA Guidelines section 15064.4(b)(2). As such, a significant impact would occur if the Project conflicts with the applicable policies and/or regulations outlined in SCAG's 2020–2045 RTP/SCS, the L.A. Green Building Code, and the Sustainable City pLAn/L.A.'s Green New Deal.

IMPACT ANALYSIS

Air Quality

Emissions of air pollutants were estimated for construction and operation of the Project. In California, the California Air Pollution Control Officer's Association recommends the use CalEEMod to calculate and organize emissions data for new development projects. CalEEMod is a program that relies on project-specific information pertaining to geographic setting, utility service provision, construction scheduling and equipment inventory, and operational design features to generate estimates of air pollutant and GHG emissions. Information needed to parameterize the Project in CalEEMod was obtained from the construction engineer and the Project architect.

Table 11: Project Construction Schedule provides the dates and durations of each of the activities that will take place during construction of the new uses, as well as a brief description of the scope of work. Future dates represent approximations based on the general Project timeline and are subject to change pending unpredictable circumstances that may arise.

TABLE 11
PROJECT CONSTRUCTION SCHEDULE

Construction Activity	Approximate Start Date	Approximate End Date	Duration (Days)	Description
Demolition	7/1/27	7/29/27	20	Removal of existing 82,051 square-foot public storage facility
Grading	7/30/27	8/26/27	20	Grading of Project site
Building Construction	8/27/27	9/7/28	270	Construction of proposed development
Paving	8/7/28	9/7/28	24	Paving of asphalt surfaces
Architectural Coating	7/7/28	9/7/28	45	Application of architectural coatings to building materials

*Note: Refer to **Attachment B: CalEEMod Air Quality and Greenhouse Gas Emission Output Files – Proposed Project, Table 5.1***

Construction

An assessment of air pollutant emissions was prepared utilizing the construction schedule in **Table 11**. **Table 12: Project Construction Diesel Equipment Inventory** displays the construction equipment required for each activity described in **Table 12**. Under regulatory compliance measures in CalEEMod, construction would be required to adhere to SCAQMD Rule 403 (Fugitive Dust) and Rule 1113 (Architectural Coatings). Maximum daily emissions of air pollutants during construction of the Project were calculated using CalEEMod. Construction activities involving grading would primarily generate PM2.5 and PM10 emissions. Mobile sources (such as diesel-fueled equipment on-site and vehicles traveling to and from the Project site) would primarily generate NOx emissions. The application of architectural coatings would primarily result in the release of VOC emissions.

TABLE 12
PROJECT CONSTRUCTION DIESEL EQUIPMENT INVENTORY

Phase	Off-Road Equipment Type	Amount	Daily Hours	Horsepower [HP] (Load Factor)
Demolition	Concrete/Industrial Saws	1	8	33 (0.73)
	Rubber Tired Dozers	1	8	367 (0.40)
	Excavators	3	8	36 (0.38)
Grading	Graders	2	8	148(0.41)
	Rubber Tired Dozers	1	8	367 (0.40)
	Tractors/Loaders/Backhoes	2	7	84 (0.37)
Building Construction	Cranes	1	7	367 (0.29)
	Forklifts	2	8	82 (0.20)
	Generator Sets	1	8	14 (0.74)
	Tractors/Loaders/Backhoes	1	7	84 (0.37)
	Welders	3	8	46 (0.45)
Architectural Coating	Air compressors	1	6	37 (0.48)
Paving	Pavers	1	8	81 (0.42)
	Paving Equipment	1	8	89 (0.36)
	Rollers	2	8	36 (0.38)
	Cement and Mortar Mixers	1	8	10 (0.56)
	Tractors/Loaders/Backhoes	1	8	84 (0.37)

*Note: Refer to **Attachment B: CalEEMod Air Quality and Greenhouse Gas Emission Output Files – Proposed Project, Table 5.2.1***

Table 13: Maximum Construction Emissions identifies daily emissions that are estimated for peak construction days for each construction year.

TABLE 13
MAXIMUM CONSTRUCTION EMISSIONS

Source	VOC	NOx	CO	SOx	PM10	PM2.5
	pounds/day					
2027	1.8	19.0	21.0	0.1	5.0	1.9
2028	65.0	18.0	32.0	0.1	3.3	1.2
Maximum	65.0	19.0	32.0	0.1	5.0	1.9
SCAQMD Mass Daily Threshold	75	100	550	150	150	55
Threshold exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod.

Notes: CO = carbon monoxide; Nox = nitrogen oxides; PM10 = particulate matter less than 10 microns; PM2.5 = particulate matter less than 2.5 microns; Sox = sulfur oxides; VOC = volatile organic compounds.

*Refer to **Attachment B: CalEEMod Air Quality and Greenhouse Gas Emission Output Files - Proposed Project, Table 2.2***

Emissions presented in **Table 13** include regulatory compliance measures such as control efficiency of PM10 (dust control measures per SCAQMD Rule 403). Based on the modeling, construction of the Project would not exceed regional VOC, NOx, CO, SOx, PM10, and PM2.5 concentration thresholds. Construction of the Project would not generate any significant environmental impacts associated with air quality compliance.

Operation

As mentioned previously, the Project would construct a new 303,453 square-foot retail and self-storage facility with 63 automobile spaces and 66 bicycle spaces. Operational emissions would result primarily from passenger vehicles traveling to and from the Project site generating approximately 417 daily trips.[32] The results presented in **Table 14: Maximum Operational Emissions** are compared to the SCAQMD-established operational significance thresholds. As shown in **Table 14**, the net operational emissions would not exceed the regional VOC, NOx, CO, SOx, PM10, and PM2.5 concentration thresholds. Operation of the Project would not generate any significant environmental impacts associated with air quality compliance.

32 City of Los Angeles Department of Transortation, Updated Transportation Impact Assessment For The Proposed Public Storage Project Located At 5741 West Jefferson Boulevard, September 21, 2023.

TABLE 14
MAXIMUM OPERATIONAL EMISSIONS

Source	VOC	NOx	CO	SOx	PM10	PM 2.5
	pounds/day					
Mobile	1.2	0.8	9.6	<0.1	2.3	0.6
Area	9.6	0.1	14	<0.1	<0.1	<0.1
Energy	0.1	1.3	1.1	<0.1	0.1	0.1
Total	11.0	2.2	25.0	<0.1	2.5	0.7
Existing	**3.4**	**0.8**	**10.2**	<0.1	**0.8**	**0.2**
Net Total	**7.6**	**1.4**	**14.8**	**<0.1**	**1.7**	**0.5**
SCAQMD Mass Daily Threshold	55	55	550	150	150	55
Threshold exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod.

Notes: Totals in table may not appear to add exactly due to rounding in the computer model calculations. Emissions do not include existing Chase Bank building to remain.

CO = carbon monoxide; NOx = nitrogen oxides; PM10 = particulate matter less than 10 microns; PM2.5 = particulate matter less than 2.5 microns; SOx = sulfur oxides; VOC = volatile organic compounds.

*Refer to **Attachment B: CalEEMod Air Quality and Greenhouse Gas Emission Output Files – Proposed Project, Table 2.5***

Localized Significance Thresholds

The results of the LST analysis are provided in **Table 15: Localized Construction and Operational Emissions**. These estimates assume the maximum area that would be disturbed during construction on any given day during Project buildout. Emissions presented in **Table 15** include regulatory compliance measures such as control efficiency of PM10 (dust control measures per SCAQMD Rule 403). As shown in **Table 15**, emissions would not exceed the localized significance construction and operational thresholds.

TABLE 15
LOCALIZED CONSTRUCTION AND OPERATIONAL EMISSIONS

Source	NOx	CO	PM10	PM2.5
	On-Site Emissions (pounds/day)			
Construction				
Total maximum emissions	15.0	18.0	2.6	1.5
LST threshold	143	2,714	6	4
Threshold Exceeded?	**No**	**No**	**No**	**No**
Operational				
Project area/energy emissions	1.4	15.1	0.1	0.1
LST threshold	143	2,714	2	1
Threshold Exceeded?	**No**	**No**	**No**	**No**

Notes:

Totals in table may not appear to add exactly due to rounding in the computer model calculations.

CO = carbon monoxide; Nox = nitrogen oxide; PM10 = particulate matter less than 10 microns; PM2.5 = particulate matter less than 2.5 microns.

*Refer to **Attachment B: CalEEMod Air Quality and Greenhouse Gas Emission Output Files - Proposed Project, Tables 3.1 - 3.12***

Toxic Air Contaminants

Project construction would result in short-term emissions of diesel particulate matter, which is a TAC. Off-road heavy-duty diesel equipment would emit diesel particulate matter over the course of the construction period. Localized diesel particulate emissions (strongly correlated with PM2.5 emissions) would be minimal and would be substantially below localized thresholds, as shown in **Table 15**. Project compliance with the CARB anti-idling measure, which limits idling to no more than 5 minutes at any location for diesel-fueled commercial vehicles, would further minimize diesel particulate matter emissions in the Project area.

Project operations would generate only minor amounts of diesel emissions from delivery trucks and incidental maintenance activities. Trucks would comply with the applicable provisions of the CARB Truck and Bus regulation to minimize and reduce emission from existing diesel trucks. In addition, Project operations would only result in minimal emissions of air toxics from maintenance or other ongoing activities, such as from the use of architectural coatings or household cleaning products. As a result, toxic or carcinogenic air pollutants are not expected to occur in any meaningful amounts in conjunction with operation of the proposed uses within the Project site. Based on the uses expected on the Project site, potential long-term operational impacts associated with the release of TACs would be minimal and would not be expected to exceed the SCAQMD thresholds of significance.

Odors

As shown in **Table 15**, construction of the Project would result in emissions below the localized significance thresholds. Mandatory compliance with SCAQMD Rule 1113 would limit the number of VOCs in architectural coatings and solvents. According to SCAQMD, while almost any source may emit

objectionable odors, some land uses are more likely to produce odors because of their operation. Land uses more likely to produce odors include agriculture, chemical plants, composting operations, dairies, fiberglass molding manufacturing, landfills, refineries, rendering plants, rail yards, and wastewater treatment plants. The Project does not contain any active manufacturing activities and would not convert current agricultural land to residential land uses. Therefore, objectionable odors would not be emitted by the proposed uses.

Any unforeseen odors generated by the Project will be controlled in accordance with SCAQMD Rule 402. As previously noted, Rule 402 prohibits the discharge of air contaminants that harm, endanger, or annoy individuals or the public; endanger the comfort, health or safety of individuals or the public; or cause injury or damage to business or property. Failure to comply with Rule 402 could subject the offending facility to possible fines and/or operational limitations in an approved odor control or odor abatement plan.

Consistency with AQMP

The Basin is designated nonattainment at the federal level for O3 and PM2.5 and State level for O3, PM10, and PM2.5. SCAQMD developed regional emissions thresholds, as shown in **Table 8** and **Table 10**, to determine whether a project would contribute to air pollutant violations. If a project exceeds the regional air pollutant thresholds, then it would significantly contribute to air quality violations in the Basin.

As shown in **Table 13**, temporary construction emissions without implementation of regulatory compliance measures and control efficiencies related to fugitive dust and architectural coating would fall below SCAQMD thresholds for VOCs, NOx, CO, SOx, PM10, and PM2.5.

As shown in **Table 14**, long-term emissions associated with operation of the Project would not exceed SCAQMD thresholds for VOCs, NOx, CO, SOx, PM10, and PM2.5.

The Project's maximum potential NOx, CO, PM10, and PM2.5 daily emissions during construction and operation were analyzed to determine potential effects on localized concentrations and to determine if the potential exists for such emissions to cause or affect a violation of an applicable AAQS. As shown in **Table 15**, NOx, CO, PM10, and PM2.5 emissions would not exceed the SCAQMD localized significance thresholds.

The Project is also located in an urban area, which would reduce vehicle trips and vehicle miles traveled due to the Project's urban infill characteristic and proximity to public transit stops. These measures and features are consistent with existing recommendations to reduce air emissions.

Cumulative

Development of the Project in conjunction with any related projects near the Project site would result in an increase in construction and operational emissions in an already urbanized area of the City.

However, cumulative air quality impacts from construction, based on SCAQMD guidelines, are not analyzed in a manner similar to project-specific air quality impacts. Instead, SCAQMD recommends that a project's potential contribution to cumulative impacts should be assessed utilizing the same significance criteria as those for project-specific impacts. According to SCAQMD, individual development projects that generate construction or operational emissions that exceed SCAQMD recommended daily regional or localized thresholds for project-specific impacts would also cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment.

With the implementation of regulatory compliance measures such as Rule 403 (Fugitive Dust) and Rule 1113 (Architectural Coating), the Project's construction and operational emissions are not expected to significantly contribute to cumulative emissions for CO, NOx, PM10, and PM2.5. As such, the Project's contribution to cumulative air quality emissions in combination with any related projects would not be cumulatively considerable.

As discussed previously, the Project would not jeopardize the attainment of air quality standards in the 2022 AQMP for the South Coast Air Basin and the Los Angeles County portion of the South Coast Air Basin. As such, the Project would not have a cumulatively considerable contribution to a potential conflict with or obstruction of the implementation of the AQMP regional reduction plans.

Greenhouse Gas Emissions

The forecasting of construction-related GHG emissions requires assumptions regarding the timing of construction as the emission factors for some of the Project's construction-related GHG emission sources decline over time. As shown in **Table 16: Construction GHG Emissions**, total construction emissions would be 872 metric tons of CO2e (MTCO2e). One-time, short-term emissions are converted to average annual emissions by amortizing them over the service life of a building. For buildings in general, it is reasonable to look at a 30-year time frame because this is a typical interval before a new building requires its first major renovation.[33] As shown in **Table 16**, when amortized over an average 30-year Project lifetime, average annual construction emissions from the Project would be 29 MTCO2e per year.

33 International Energy Agency (IEA), Energy Efficiency Requirements in Building Codes, Energy Efficiency Policies for New Buildings, IEA Information Paper (2008).

TABLE 16 CONSTRUCTION GHG EMISSIONS	
Construction Phase	**MTCO2e/Year**
2027	362
2028	510
Overall Total	**872**
30-Year Annual Amortized Rate	**29**

*Refer to **Attachment B: CalEEMod Air Quality and Greenhouse Gas Emission Output Files – Proposed Project, Table 2.2***

Notes: GHG = greenhouse gas; MTCO2e = metric tons of carbon dioxide equivalent.

Operation of the Project has the potential to generate GHG emissions through vehicle trips traveling to and from the Project site. In addition, emissions would result from area sources on site, such as natural gas combustion, landscaping equipment, and use of consumer products. Emissions from mobile and area sources and indirect emissions from energy and water use, wastewater, as well as waste management would occur every year after full development of the uses allowed by the Project. Operational Project emissions from area sources, energy sources, mobile sources, solid waste, and water and wastewater conveyance are shown in **Table 17: Operational GHG Emissions** below. As shown in **Table 17**, net annual operational emissions from the Project would be 1,079 MTCO2e per year.

TABLE 17 OPERATIONAL GHG EMISSIONS	
Source	**Unmitigated MTCO2e per year**
Construction (amortized)	29
Area	7
Energy	759
Mobile	399
Waste	89
Water	246
Total	1,529
Existing	*450*
Net Total	**1,079**

*Refer to **Attachment B: CalEEMod Air Quality and Greenhouse Gas Emission Output Files – Proposed Project, Table 2.5***
Abbreviation: MTCO2e = metric tons of carbon dioxide emissions.

Conflict with Applicable Greenhouse Gas Reduction Plans, Policies, or Regulations

Consistency with SCAG's 2020-2045 RTP/SCS

The 2020-2045 RTP/SCS identifies strategies and investments to support expanded housing choices for all income levels in areas with a range of transportation choices. Conclusions within the document stated that a comprehensive approach is needed in order to identify housing opportunities within Priority Growth Areas (PGAs) such as job centers, Transit Priority Areas (TPAs) found within half a mile of a major transit station, and High Quality Transit Areas (HQTAs) which include generally walkable transit oriented areas within one half-mile or a 15 minute walk of a well serviced transit stop. These developments would offer alternative modes of transportation which would reduce VMT's and GHG emissions associated with vehicles.

The Project site is located in an urbanized area of the City and is in close proximity to residential uses and public transit services. Moreover, the Project would include bicycle parking which would reduce vehicle trips. These features would offer alternative modes of transportation and would reduce VMT's, thereby reducing GHG emissions.

Table 18: Project Consistency with Applicable SCAG RTP/SCS GHG Emission Reduction Strategies summarize the Project's consistency with applicable strategies and actions. As shown therein, the Proposed Project would be consistent with the GHG emission reduction strategies contained in the 2020-2045 RTP/SCS.

TABLE 18
PROJECT CONSISTENCY WITH APPLICABLE SCAG RTP/SCS GHG EMISSION REDUCTION STRATEGIES

Action	Project Consistency
Focus Growth Near Destinations & Mobility Options	
• Emphasize land use patterns that facilitate multimodal access to work, educational and other destinations • Focus on a regional jobs/housing balance to reduce commute times and distances and expand job opportunities near transit and along center-focused main street • Plan for growth near transit investments and support implementation of first/last mile strategies • Promote the redevelopment of underperforming retail developments and other outmoded nonresidential uses • Prioritize infill and redevelopment of underutilized land to accommodate new growth, increase amenities and connectivity in existing neighborhoods • Encourage design and transportation options that reduce the reliance on and number of solo car trips (this could include mixed uses or locating and orienting close to existing destinations) • Identify ways to "right size" parking requirements and promote alternative parking strategies (e.g., shared parking or smart parking)	**Consistent.** The Proposed Project is an infill development that would involve construction of a six-story building with approximately 296,733 square feet of self-storage use and 6,720 square feet of retail use. The Project site is located within walking distance of existing residential and commercial uses. Additionally, the Project Site is approximately 100 feet north of the Los Angeles County Metropolitan Transportation Authority E (Expo) Line and 0.6 miles south of the Santa Monica Freeway (I-10).
Leverage Technology Innovations	
• Promote low emission technologies such as neighborhood electric vehicles, shared rides hailing, car sharing, bike sharing and scooters by providing supporting and safe infrastructure such as dedicated lanes, charging and parking/drop-off space • Improve access to services through technology – such as telework and telemedicine as well as other incentives such as a "mobility wallet," an app-based system for storing transit and other multi-modal payments • Identify ways to incorporate "micro-power grids" in communities, for example solar energy, hydrogen fuel cell power storage and power generation	**Consistent**. The proposed Project includes 66 bicycle parking spaces which would reduce vehicle trips. These features would offer alternative modes of transportation and would reduce VMT's, thereby reducing GHG emissions.
Support Implementation of Sustainability Policies	
• Pursue funding opportunities to support local sustainable development implementation projects that reduce GHG emissions • Support statewide legislation that reduces barriers to new construction and that incentivizes	**Consistent**. The Project would be designed and operated to meet the applicable requirements of CALGreen and the City's Green Building Code. The Project's indoor water use would be minimized by 20 percent. Furthermore, energy use would be reduced by implementing the requirements of current Title 24 standards, including energy-efficient lighting and appliances. Therefore, the Project would support implementation of sustainability policies.
Promote a Green Region	

TABLE 18
PROJECT CONSISTENCY WITH APPLICABLE SCAG RTP/SCS GHG EMISSION REDUCTION STRATEGIES

Action	Project Consistency
• Support development of local climate adaptation and hazard mitigation plans, as well as project implementation that improves community resiliency to climate change and natural hazards • Support local policies for renewable energy production, reduction of urban heat islands and carbon sequestration • Integrate local food production into the regional landscape • Promote more resource efficient development focused on conservation, recycling and reclamation • Preserve, enhance and restore regional wildlife connectivity • Reduce consumption of resource areas, including agricultural land • Identify ways to improve access to public park space	**Consistent**. The Project is an infill development that would involve construction of a six-story building with approximately 296,733 square feet of self-storage use and 6,720 square feet of retail use. Because the project is an infill development, it would not interfere with regional wildlife connectivity or convert agricultural land. The Project would comply with Sustainable City pLAn, Green New Deal, Title 24, and CALGreen. Therefore, the Project would support development of a green region.

Consistency with City pLAn/L.A.'s Green New Deal

The L.A. Green Building Code contains both mandatory and voluntary green building measures for the reduction of GHG emissions through energy conservation. The Project would comply with the L.A. Green Building Code as shown in **Table 19: Project Consistency With Applicable Sustainable City pLAn/Green New Deal Measures**. The L.A. Green Building Code requires new development projects to incorporate infrastructure to support future electric vehicle supply equipment (EVSE), exceed the prescriptive water conservation plumbing fixture requirements of Sections 4.303.1.1 through 4.303.1.4.4 of the California Plumbing Code by 20 percent, meet the requirements of the California Building Energy Efficiency Standards, and comply with the construction and demolition solid waste handling and diversion requirements mandated in Section 66.32 of the LAMC. The Project would also meet the 2019 mandatory measures of the CALGreen Code and the L.A. Green Building Code by incorporating strategies such as low-flow toilets, low-flow faucets, low-flow showers, and other energy and resource conservation measures. The HVAC system would be sized and designed in compliance with the CALGreen Code to maximize energy efficiency caused by heat loss and heat gain. CALGreen incorporates and overlaps with many LEED strategies, with several applicable LEED v4 credits satisfying the requirements for CALGreen mandatory requirements. Therefore, the Project would not conflict with the Sustainable City pLAn/L.A.'s Green New Deal.

TABLE 19
PROJECT CONSISTENCY WITH APPLICABLE SUSTAINABLE CITY PLAN/GREEN NEW DEAL MEASURES

Action	Project Consistency
Renewable Energy	
• LADWP will supply 55% renewable energy by 2025; 80% by 2036; and 100$ by 2045. • Increase cumulative megawatts by 2025; 2035; and 2050 of – Local solar to 900-1,500 MW; 1,500-1,800 MW; and 1,950 MW – Energy storage capacity to 1,654-1,750 MW; 3,000 MW; and 4,000 MW – Demand response (DR)programs to 234 MW (2025) and 600 MW (2035)	**Consistent**. While this action primarily applies to the City and LADWP, LADWP is required to generate electricity that would increase renewable energy resources to 44 percent by 2024, 60 percent by 2030, and 100 percent by 2045 under SB 100. Because LADWP would provide electricity service to the Project Site, the Project would use electricity consistent with the requirements of SB 100 and City goals.
Local Water	
• Source 70% of L.A.'s water locally and capture 150,000 acre-feet per year of stormwater by 2035. • Recycle 100% of all wastewater for beneficial reuse by 2035. • Build at least 10 new multi-benefit stormwater capture projects by 2025; 100 by 2035; and 200 by 2050. • Reduce potable water use per capita by 22.5% by 2025; and 25% by 2035; and maintain reduce 2035 per capita water use through 2050. • Install or refurbish hydration stations at 200 sites, prioritizing municipally-owned buildings and public properties such as parks, by 2035.	**Consistent**. While this action primarily applies to the City and LADWP, the Project would incorporate water conservation features to reduce water use. The Project would be required to comply with the City's water use restrictions on timing, area, frequency, and duration of specified allowable water usage. The Project would also be required to comply with the Title 24 standards for Water Efficiency and Conservation that are in effect at the time of development. These standards include actions such as separate water submeters for subsystems, prescriptive reduced flow rates for water and fixtures, wall-mounted urinals, and plumbing fixtures and fittings.
Clean and Healthy Buildings	
• All new buildings will be net zero carbon by 2030; and 100% of buildings will be net zero carbon by 2050. • Reduce building energy use per sf for all building types 22% by 2025; 34% by 2035; and 44% by 2050.	**Consistent**. The Project would be constructed in accordance with the applicable requirements of CALGreen and the City's Green Building Code.
Mobility & Public Transit	
• Increase the percentage of all trips made by walking, biking, micro-mobility/matched rides or transit to at least 35% by 2025; 50% by 2035; and maintain at least 50% by 2050. • Reduce vehicle miles traveled per capita by at least 13% by 2025; 39% by 2035; and 45% by 2050. • Ensure Los Angeles is prepared for Autonomous Vehicles (AV) by the 2028 Olympic and Paralympic Games.	**Consistent**. The Proposed Project is an infill development that would involve construction of a six-story building with approximately 296,733 square feet of self-storage use and 6,720 square feet of retail use. The Project site is located within walking distance of existing residential and commercial uses. Additionally, the Project Site is approximately 100 feet north of the Los Angeles County Metropolitan Transportation Authority E (Expo) Line and 0.6 miles south of the Santa Monica Freeway (I-10).
Zero Emissions Vehicles	
• Increase the percentage of electric and zero emission vehicles in the city by 25% by 2025; 80% by 2035; and 100% by 2050. • Electrify 100% of LA Metro and LADOT buses by 2030. • Reduce port-related GHG emissions by 80% by 2050.	**Consistent**. In accordance with LAMC Sections 99.05.106.5.3.3 and 99.05.106.5.3.6, the Project would designate 13 EV parking spaces and 6 EV capable for EV parking.

TABLE 19
PROJECT CONSISTENCY WITH APPLICABLE SUSTAINABLE CITY PLAN/GREEN NEW DEAL MEASURES

Action	Project Consistency
Waste and Resource Recovery	
• Increase landfill diversion rate to 90% by 2025; 95% by 2035; and 100% by 2050 • Reduce municipal solid waste generation per capita by at least 15% by 2030, including phasing out single-use plastics by 2028 • Eliminate organic waste going to landfill by 2028 increase proportion of waste products and recyclables productively reused and/or repurposed within Los Angeles County to at least 25% by 2025; and 50% by 2035.	**Consistent**. The City of Los Angeles has achieved a landfill diversion rate of 76 percent (Los Angeles Sanitation and Environment 2022). The Project would be subject to the requirements of the statewide commercial recycling program, which establishes a statewide goal of diverting at least 75 percent of solid waste from landfills by 2020. Compliance with existing City and State programs would achieve consistency with this measure.
Urban Ecosystems and Resilience	
• Increase tree canopy in areas of greatest need by at least 50% by 2028. • Complete or initiate restoration identified in the 'ARBOR' Plan by 2035. • Create a fully connected LARiverWay public access system that includes 32 miles of bike paths and trails by 2028. • Reduce urban/rural temperature differential by at least 1.7 degrees by 2025; and 3 degrees by 2035. • Ensure proportion of Angelenos living within ½ mile of a park or open space is at least 65% by 2025; 75% by 2035; and 100% by 2050. • Achieve and maintain 'no-net-loss' of native biodiversity by 2035.	**Consistent**. The Project would be an infill development in an urbanized area and thus would not adversely impact native biodiversity.

Consistency with Los Angeles Green Building Code

The City adopted the Los Angeles Green Building Code to facilitate the implementation of Green LA. As discussed above, the Project would comply with the Los Angeles Green Building Code. Through this compliance the Project's GHG emissions would be reduced by increasing energy efficiency, reducing indoor and outdoor water demand, installing energy-efficient equipment, and complying with 2022 California Title 24 Building Energy Efficiency Standards. The Project would also meet the 2022 mandatory measures of the CALGreen Code and the 2020 L.A. Green Building Code by incorporating strategies such as low-flow toilets, low-flow faucets, low-flow showers, and other energy and resource conservation measures. The HVAC system would be sized and designed in compliance with the CALGreen Code to maximize energy efficiency caused by heat loss and heat gain. CALGreen incorporates and overlaps with many LEED strategies, with several applicable LEED v4 credits satisfying the requirements for CALGreen mandatory requirements. Therefore, the Project would not conflict with the City's Green Building Code.

Cumulative Impacts

To achieve Statewide goals, CARB is in the process of establishing and implementing regulations to reduce Statewide GHG emissions. Currently, there is no generally accepted methodology that exists to determine

whether GHG emissions associated with a specific project represent new emissions or existing and/or displaced emissions. Therefore, consistent with CEQA Guidelines Section 15064h(3), this analysis has determined that the Project's contribution to cumulative GHG emission and global climate change would be less than significant if the Project is consistent with the applicable regulatory plans and polices to reduce GHG emissions. Accordingly, the analysis above considered the potential for the Project to contribute to the cumulative impact of global climate change. As stated above, with compliance of regulatory measures and implementation of CALGreen Building Standards, the Project would not conflict with applicable plans including SCAG's 2020–2045 RTP/SCS, the L.A. Green Building Code, and the Sustainable City pLAn/L.A.'s Green New Deal. As such, cumulative impacts would be less than significant during construction and operation.

APPENDIX A

CalEEMod Air Quality and Greenhouse Gas Emission Output Files - Existing

Public Storage - Jefferson Existing Custom Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Public Storage - Jefferson Existing
Construction Start Date	6/1/2023
Operational Year	2023
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.70
Precipitation (days)	8.20
Location	5741 W Jefferson Blvd, Los Angeles, CA 90016, USA
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4451
EDFZ	16
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas
App Version	2022.1.1.14

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	82.0	1000sqft	1.88	82,050	0.00	—	—	—
Parking Lot	1.00	Acre	1.00	43,560	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.	1.59	3.42	0.80	10.2	0.01	0.04	0.79	0.83	0.04	0.20	0.24	77.9	2,423	2,501	8.04	0.14	3.96	2,747
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.61	2.51	0.80	4.41	0.01	0.03	0.79	0.83	0.03	0.20	0.23	77.9	2,360	2,438	8.05	0.14	0.10	2,682
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.28	3.12	0.83	8.25	0.01	0.04	0.79	0.83	0.04	0.20	0.24	77.9	2,387	2,464	8.05	0.14	1.71	2,709
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.23	0.57	0.15	1.51	< 0.005	0.01	0.14	0.15	0.01	0.04	0.04	12.9	395	408	1.33	0.02	0.28	449
Exceeds (Daily Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	55.0	55.0	550	150	—	—	150	—	—	55.0	—	—	—	—	—	—	—

Unmit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Exceeds (Average Daily)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	55.0	55.0	550	150	—	—	150	—	—	55.0	—	—	—	—	—	—	—
Unmit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—

2.5. Operations Emissions by Sector, Unmitigated

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

Sector	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	0.58	0.53	0.41	4.45	0.01	0.01	0.79	0.80	0.01	0.20	0.21	—	942	942	0.05	0.04	3.96	959
Area	0.97	2.87	0.05	5.46	< 0.005	0.01	—	0.01	0.01	—	0.01	—	22.5	22.5	< 0.005	< 0.005	—	22.5
Energy	0.04	0.02	0.35	0.29	< 0.005	0.03	—	0.03	0.03	—	0.03	—	1,214	1,214	0.09	0.01	—	1,219
Water	—	—	—	—	—	—	—	—	—	—	—	36.4	244	281	3.75	0.09	—	401
Waste	—	—	—	—	—	—	—	—	—	—	—	41.6	0.00	41.6	4.15	0.00	—	145
Total	1.59	3.42	0.80	10.2	0.01	0.04	0.79	0.83	0.04	0.20	0.24	77.9	2,423	2,501	8.04	0.14	3.96	2,747
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.58	0.52	0.45	4.12	0.01	0.01	0.79	0.80	0.01	0.20	0.21	—	902	902	0.05	0.04	0.10	915
Area	—	1.97	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.04	0.02	0.35	0.29	< 0.005	0.03	—	0.03	0.03	—	0.03	—	1,214	1,214	0.09	0.01	—	1,219
Water	—	—	—	—	—	—	—	—	—	—	—	36.4	244	281	3.75	0.09	—	401
Waste	—	—	—	—	—	—	—	—	—	—	—	41.6	0.00	41.6	4.15	0.00	—	145
Total	0.61	2.51	0.80	4.41	0.01	0.03	0.79	0.83	0.03	0.20	0.23	77.9	2,360	2,438	8.05	0.14	0.10	2,682

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.57	0.52	0.45	4.22	0.01	0.01	0.79	0.80	0.01	0.20	0.21	—	912	912	0.05	0.04	1.71	928
Area	0.66	2.58	0.03	3.74	< 0.005	0.01	—	0.01	0.01	—	0.01	—	15.4	15.4	< 0.005	< 0.005	—	15.4
Energy	0.04	0.02	0.35	0.29	< 0.005	0.03	—	0.03	0.03	—	0.03	—	1,214	1,214	0.09	0.01	—	1,219
Water	—	—	—	—	—	—	—	—	—	—	—	36.4	244	281	3.75	0.09	—	401
Waste	—	—	—	—	—	—	—	—	—	—	—	41.6	0.00	41.6	4.15	0.00	—	145
Total	1.28	3.12	0.83	8.25	0.01	0.04	0.79	0.83	0.04	0.20	0.24	77.9	2,387	2,464	8.05	0.14	1.71	2,709
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.10	0.09	0.08	0.77	< 0.005	< 0.005	0.14	0.15	< 0.005	0.04	0.04	—	151	151	0.01	0.01	0.28	154
Area	0.12	0.47	0.01	0.68	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.55	2.55	< 0.005	< 0.005	—	2.56
Energy	0.01	< 0.005	0.06	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	201	201	0.02	< 0.005	—	202
Water	—	—	—	—	—	—	—	—	—	—	—	6.02	40.4	46.5	0.62	0.02	—	66.5
Waste	—	—	—	—	—	—	—	—	—	—	—	6.88	0.00	6.88	0.69	0.00	—	24.1
Total	0.23	0.57	0.15	1.51	< 0.005	0.01	0.14	0.15	0.01	0.04	0.04	12.9	395	408	1.33	0.02	0.28	449

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	0.58	0.53	0.41	4.45	0.01	0.01	0.79	0.80	0.01	0.20	0.21	—	942	942	0.05	0.04	3.96	959
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
Total	0.58	0.53	0.41	4.45	0.01	0.01	0.79	0.80	0.01	0.20	0.21	—	942	942	0.05	0.04	3.96	959
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.58	0.52	0.45	4.12	0.01	0.01	0.79	0.80	0.01	0.20	0.21	—	902	902	0.05	0.04	0.10	915
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
Total	0.58	0.52	0.45	4.12	0.01	0.01	0.79	0.80	0.01	0.20	0.21	—	902	902	0.05	0.04	0.10	915
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.10	0.09	0.08	0.77	< 0.005	< 0.005	0.14	0.15	< 0.005	0.04	0.04	—	151	151	0.01	0.01	0.28	154
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
Total	0.10	0.09	0.08	0.77	< 0.005	< 0.005	0.14	0.15	< 0.005	0.04	0.04	—	151	151	0.01	0.01	0.28	154

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	—	—	—	—	—	—	—	—	—	—	—	—	726	726	0.05	0.01	—	729
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	72.2	72.2	0.01	< 0.005	—	72.5
Total	—	—	—	—	—	—	—	—	—	—	—	—	798	798	0.06	0.01	—	802
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	726	726	0.05	0.01	—	729
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	72.2	72.2	0.01	< 0.005	—	72.5
Total	—	—	—	—	—	—	—	—	—	—	—	—	798	798	0.06	0.01	—	802
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	120	120	0.01	< 0.005	—	121
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	11.9	11.9	< 0.005	< 0.005	—	12.0
Total	—	—	—	—	—	—	—	—	—	—	—	—	132	132	0.01	< 0.005	—	133

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	0.04	0.02	0.35	0.29	< 0.005	0.03	—	0.03	0.03	—	0.03	—	416	416	0.04	< 0.005	—	418
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.04	0.02	0.35	0.29	< 0.005	0.03	—	0.03	0.03	—	0.03	—	416	416	0.04	< 0.005	—	418
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.04	0.02	0.35	0.29	< 0.005	0.03	—	0.03	0.03	—	0.03	—	416	416	0.04	< 0.005	—	418
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.04	0.02	0.35	0.29	< 0.005	0.03	—	0.03	0.03	—	0.03	—	416	416	0.04	< 0.005	—	418
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.01	< 0.005	0.06	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	68.9	68.9	0.01	< 0.005	—	69.1
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.01	< 0.005	0.06	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	68.9	68.9	0.01	< 0.005	—	69.1

4.3. Area Emissions by Source

4.3.2. 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	—	1.76	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.21	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.97	0.90	0.05	5.46	< 0.005	0.01	—	0.01	0.01	—	0.01	—	22.5	22.5	< 0.005	< 0.005	—	22.5
Total	0.97	2.87	0.05	5.46	< 0.005	0.01	—	0.01	0.01	—	0.01	—	22.5	22.5	< 0.005	< 0.005	—	22.5
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	1.76	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.21	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	1.97	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	0.32	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Architectural	—	0.04	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.12	0.11	0.01	0.68	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.55	2.55	< 0.005	< 0.005	—	2.56
Total	0.12	0.47	0.01	0.68	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.55	2.55	< 0.005	< 0.005	—	2.56

4.4. Water Emissions by Land Use

4.4.2. 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	—	—	—	—	—	—	—	—	—	—	—	36.4	244	281	3.75	0.09	—	401
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	36.4	244	281	3.75	0.09	—	401
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	36.4	244	281	3.75	0.09	—	401
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00

Total	—	—	—	—	—	—	—	—	—	—	—	36.4	244	281	3.75	0.09	—	401
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	6.02	40.4	46.5	0.62	0.02	—	66.5
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	6.02	40.4	46.5	0.62	0.02	—	66.5

4.5. Waste Emissions by Land Use

4.5.2. 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	—	—	—	—	—	—	—	—	—	—	—	41.6	0.00	41.6	4.15	0.00	—	145
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	41.6	0.00	41.6	4.15	0.00	—	145
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Unrefrigerated Warehouse-No	—	—	—	—	—	—	—	—	—	—	—	41.6	0.00	41.6	4.15	0.00	—	145
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	41.6	0.00	41.6	4.15	0.00	—	145
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	6.88	0.00	6.88	0.69	0.00	—	24.1
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	6.88	0.00	6.88	0.69	0.00	—	24.1

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

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

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

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

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

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

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

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

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

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

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

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

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

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

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

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

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

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

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

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

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

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

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

5. Activity Data

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Demolition	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Demolition	Tractors/Loaders/Backhoes	Diesel	Average	3.00	8.00	84.0	0.37
Site Preparation	Graders	Diesel	Average	1.00	8.00	148	0.41
Site Preparation	Scrapers	Diesel	Average	1.00	8.00	423	0.48
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	1.00	7.00	84.0	0.37
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Grading	Tractors/Loaders/Backhoes	Diesel	Average	2.00	7.00	84.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	8.00	367	0.29
Building Construction	Forklifts	Diesel	Average	2.00	7.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	1.00	6.00	84.0	0.37
Building Construction	Welders	Diesel	Average	3.00	8.00	46.0	0.45
Paving	Cement and Mortar Mixers	Diesel	Average	1.00	8.00	10.0	0.56
Paving	Pavers	Diesel	Average	1.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	1.00	8.00	89.0	0.36

Paving	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Paving	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.00	84.0	0.37
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

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	143	143	143	52,110	1,120	1,120	1,120	408,747
Parking Lot	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

5.10.2. 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	123,075	41,025	2,614

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	383,734	690	0.0489	0.0069	1,299,349
Parking Lot	38,159	690	0.0489	0.0069	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	18,974,063	0.00
Parking Lot	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Unrefrigerated Warehouse-No Rail	77.1	—
Parking Lot	0.00	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

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

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

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

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

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

5.16.2. Process Boilers

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

5.17. User Defined

Equipment Type	Fuel Type
—	—

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

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

8. User Changes to Default Data

APPENDIX B

CalEEMod Air Quality and Greenhouse Gas Emission Output Files - Proposed Project

Public Storage - Jefferson Custom Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Public Storage - Jefferson
Construction Start Date	7/1/2027
Operational Year	2029
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.7
Precipitation (days)	8.2
Location	5741 W Jefferson Blvd, Los Angeles, CA 90016, USA
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4451
EDFZ	16
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas
App Version	2022.1.1.35

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	298	1000sqft	2.1	297,733	9,531	—	—	—

General Office Building	6.7	1000sqft	0.00	6,720	0.00	—	—	—
Enclosed Parking with Elevator	63	Space	0.00	25,200	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Area Sources	AS-1	Use Low-VOC Cleaning Supplies

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

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

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	66	65	19	32	0.05	0.72	4.5	5.0	0.67	1.2	1.9	—	7,546	7,546	0.30	0.66	11	7,664
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.0	1.7	12	20	0.04	0.33	2.3	2.6	0.31	0.55	0.86	—	5,590	5,590	0.18	0.31	0.26	5,687
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	8.8	8.6	6.5	11	0.02	0.17	1.2	1.4	0.16	0.30	0.45	—	3,029	3,029	0.09	0.16	2.1	3,082
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.6	1.6	1.2	2.0	< 0.005	0.03	0.22	0.25	0.03	0.05	0.08	—	501	501	0.02	0.03	0.35	510
Exceeds (Daily Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Threshol	—	75	100	550	150	—	—	150	—	—	55	—	—	—	—	—	—	—
Unmit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Exceeds (Average Daily)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshol d	—	75	100	550	150	—	—	150	—	—	55	—	—	—	—	—	—	—
Unmit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—

2.2. Construction Emissions by Year, Unmitigated

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

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	2.3	1.8	19	21	0.05	0.72	4.5	5.0	0.67	1.2	1.9	—	6,551	6,551	0.30	0.66	10	6,759
2028	66	65	18	32	0.05	0.51	2.8	3.3	0.47	0.68	1.2	—	7,546	7,546	0.23	0.34	11	7,664
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	2.0	1.7	12	20	0.04	0.33	2.3	2.6	0.31	0.55	0.86	—	5,590	5,590	0.18	0.31	0.26	5,687
2028	1.9	1.6	12	19	0.04	0.30	2.3	2.6	0.27	0.55	0.82	—	5,521	5,521	0.17	0.31	0.24	5,618
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	0.74	0.59	5.2	7.0	0.01	0.16	1.00	1.2	0.15	0.26	0.41	—	2,138	2,138	0.08	0.15	1.4	2,187
2028	8.8	8.6	6.5	11	0.02	0.17	1.2	1.4	0.16	0.30	0.45	—	3,029	3,029	0.09	0.16	2.1	3,082
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	0.13	0.11	0.95	1.3	< 0.005	0.03	0.18	0.21	0.03	0.05	0.08	—	354	354	0.01	0.03	0.24	362
2028	1.6	1.6	1.2	2.0	< 0.005	0.03	0.22	0.25	0.03	0.05	0.08	—	501	501	0.02	0.03	0.35	510

2.3. Construction Emissions by Year, Mitigated

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

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	2.3	1.8	19	21	0.05	0.72	4.5	5.0	0.67	1.2	1.9	—	6,551	6,551	0.30	0.66	10	6,759
2028	66	65	18	32	0.05	0.51	2.8	3.3	0.47	0.68	1.2	—	7,546	7,546	0.23	0.34	11	7,664
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	2.0	1.7	12	20	0.04	0.33	2.3	2.6	0.31	0.55	0.86	—	5,590	5,590	0.18	0.31	0.26	5,687
2028	1.9	1.6	12	19	0.04	0.30	2.3	2.6	0.27	0.55	0.82	—	5,521	5,521	0.17	0.31	0.24	5,618
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	0.74	0.59	5.2	7.0	0.01	0.16	1.00	1.2	0.15	0.26	0.41	—	2,138	2,138	0.08	0.15	1.4	2,187
2028	8.8	8.6	6.5	11	0.02	0.17	1.2	1.4	0.16	0.30	0.45	—	3,029	3,029	0.09	0.16	2.1	3,082
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	0.13	0.11	0.95	1.3	< 0.005	0.03	0.18	0.21	0.03	0.05	0.08	—	354	354	0.01	0.03	0.24	362
2028	1.6	1.6	1.2	2.0	< 0.005	0.03	0.22	0.25	0.03	0.05	0.08	—	501	501	0.02	0.03	0.35	510

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.	11	11	2.2	25	0.03	0.14	2.3	2.5	0.13	0.59	0.72	288	7,978	8,266	30	0.47	6.1	9,153
Mit.	11	10	2.2	25	0.03	0.14	2.3	2.5	0.13	0.59	0.72	288	7,978	8,266	30	0.47	6.1	9,153

% Reduced	4%	4%	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	8.7	8.5	2.2	10.0	0.03	0.11	2.3	2.4	0.11	0.59	0.70	288	7,818	8,106	30	0.47	0.17	8,989
Mit.	8.2	8.0	2.2	10.0	0.03	0.11	2.3	2.4	0.11	0.59	0.70	288	7,818	8,106	30	0.47	0.17	8,989
% Reduced	6%	6%	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	10	10	2.3	20	0.03	0.13	2.3	2.4	0.13	0.59	0.71	288	7,885	8,174	30	0.47	2.6	9,059
Mit.	10.0	9.6	2.3	20	0.03	0.13	2.3	2.4	0.13	0.59	0.71	288	7,885	8,174	30	0.47	2.6	9,059
% Reduced	5%	5%	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.9	1.8	0.41	3.7	0.01	0.02	0.42	0.44	0.02	0.11	0.13	48	1,306	1,353	4.9	0.08	0.44	1,500
Mit.	1.8	1.8	0.41	3.7	0.01	0.02	0.42	0.44	0.02	0.11	0.13	48	1,306	1,353	4.9	0.08	0.44	1,500
% Reduced	5%	5%	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Exceeds (Daily Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	55	55	550	150	—	—	150	—	—	55	—	—	—	—	—	—	—
Unmit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Mit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Exceeds (Average Daily)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	55	55	550	150	—	—	150	—	—	55	—	—	—	—	—	—	—

Unmit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Mit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—

2.5. Operations Emissions by Sector, Unmitigated

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

Sector	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	1.3	1.2	0.80	9.6	0.02	0.01	2.3	2.3	0.01	0.59	0.60	—	2,449	2,449	0.12	0.10	6.1	2,486
Area	9.8	9.6	0.12	14	< 0.005	0.03	—	0.03	0.02	—	0.02	—	59	59	< 0.005	< 0.005	—	59
Energy	0.14	0.07	1.3	1.1	0.01	0.10	—	0.10	0.10	—	0.10	—	4,567	4,567	0.35	0.03	—	4,585
Water	—	—	—	—	—	—	—	—	—	—	—	134	903	1,037	14	0.34	—	1,483
Waste	—	—	—	—	—	—	—	—	—	—	—	154	0.00	154	15	0.00	—	539
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.02	0.02
Total	11	11	2.2	25	0.03	0.14	2.3	2.5	0.13	0.59	0.72	288	7,978	8,266	30	0.47	6.1	9,153
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.3	1.2	0.87	8.9	0.02	0.01	2.3	2.3	0.01	0.59	0.60	—	2,348	2,348	0.12	0.10	0.16	2,381
Area	7.3	7.3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.14	0.07	1.3	1.1	0.01	0.10	—	0.10	0.10	—	0.10	—	4,567	4,567	0.35	0.03	—	4,585
Water	—	—	—	—	—	—	—	—	—	—	—	134	903	1,037	14	0.34	—	1,483
Waste	—	—	—	—	—	—	—	—	—	—	—	154	0.00	154	15	0.00	—	539
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.02	0.02
Total	8.7	8.5	2.2	10.0	0.03	0.11	2.3	2.4	0.11	0.59	0.70	288	7,818	8,106	30	0.47	0.17	8,989
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.3	1.2	0.88	9.1	0.02	0.01	2.3	2.3	0.01	0.59	0.60	—	2,375	2,375	0.12	0.10	2.6	2,411
Area	9.0	8.9	0.08	9.8	< 0.005	0.02	—	0.02	0.01	—	0.01	—	40	40	< 0.005	< 0.005	—	41

Energy	0.14	0.07	1.3	1.1	0.01	0.10	—	0.10	0.10	—	0.10	—	4,567	4,567	0.35	0.03	—	4,585
Water	—	—	—	—	—	—	—	—	—	—	—	134	903	1,037	14	0.34	—	1,483
Waste	—	—	—	—	—	—	—	—	—	—	—	154	0.00	154	15	0.00	—	539
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.02	0.02
Total	10	10	2.3	20	0.03	0.13	2.3	2.4	0.13	0.59	0.71	288	7,885	8,174	30	0.47	2.6	9,059
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.23	0.21	0.16	1.7	< 0.005	< 0.005	0.42	0.42	< 0.005	0.11	0.11	—	393	393	0.02	0.02	0.44	399
Area	1.6	1.6	0.02	1.8	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	6.7	6.7	< 0.005	< 0.005	—	6.7
Energy	0.03	0.01	0.24	0.20	< 0.005	0.02	—	0.02	0.02	—	0.02	—	756	756	0.06	0.01	—	759
Water	—	—	—	—	—	—	—	—	—	—	—	22	150	172	2.3	0.06	—	246
Waste	—	—	—	—	—	—	—	—	—	—	—	26	0.00	26	2.6	0.00	—	89
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005
Total	1.9	1.8	0.41	3.7	0.01	0.02	0.42	0.44	0.02	0.11	0.13	48	1,306	1,353	4.9	0.08	0.44	1,500

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	1.3	1.2	0.80	9.6	0.02	0.01	2.3	2.3	0.01	0.59	0.60	—	2,449	2,449	0.12	0.10	6.1	2,486
Area	9.4	9.2	0.12	14	< 0.005	0.03	—	0.03	0.02	—	0.02	—	59	59	< 0.005	< 0.005	—	59
Energy	0.14	0.07	1.3	1.1	0.01	0.10	—	0.10	0.10	—	0.10	—	4,567	4,567	0.35	0.03	—	4,585
Water	—	—	—	—	—	—	—	—	—	—	—	134	903	1,037	14	0.34	—	1,483
Waste	—	—	—	—	—	—	—	—	—	—	—	154	0.00	154	15	0.00	—	539
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.02	0.02
Total	11	10	2.2	25	0.03	0.14	2.3	2.5	0.13	0.59	0.72	288	7,978	8,266	30	0.47	6.1	9,153

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.3	1.2	0.87	8.9	0.02	0.01	2.3	2.3	0.01	0.59	0.60	—	2,348	2,348	0.12	0.10	0.16	2,381
Area	6.8	6.8	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.14	0.07	1.3	1.1	0.01	0.10	—	0.10	0.10	—	0.10	—	4,567	4,567	0.35	0.03	—	4,585
Water	—	—	—	—	—	—	—	—	—	—	—	134	903	1,037	14	0.34	—	1,483
Waste	—	—	—	—	—	—	—	—	—	—	—	154	0.00	154	15	0.00	—	539
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.02	0.02
Total	8.2	8.0	2.2	10.0	0.03	0.11	2.3	2.4	0.11	0.59	0.70	288	7,818	8,106	30	0.47	0.17	8,989
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.3	1.2	0.88	9.1	0.02	0.01	2.3	2.3	0.01	0.59	0.60	—	2,375	2,375	0.12	0.10	2.6	2,411
Area	8.5	8.4	0.08	9.8	< 0.005	0.02	—	0.02	0.01	—	0.01	—	40	40	< 0.005	< 0.005	—	41
Energy	0.14	0.07	1.3	1.1	0.01	0.10	—	0.10	0.10	—	0.10	—	4,567	4,567	0.35	0.03	—	4,585
Water	—	—	—	—	—	—	—	—	—	—	—	134	903	1,037	14	0.34	—	1,483
Waste	—	—	—	—	—	—	—	—	—	—	—	154	0.00	154	15	0.00	—	539
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.02	0.02
Total	10.0	9.6	2.3	20	0.03	0.13	2.3	2.4	0.13	0.59	0.71	288	7,885	8,174	30	0.47	2.6	9,059
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.23	0.21	0.16	1.7	< 0.005	< 0.005	0.42	0.42	< 0.005	0.11	0.11	—	393	393	0.02	0.02	0.44	399
Area	1.6	1.5	0.02	1.8	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	6.7	6.7	< 0.005	< 0.005	—	6.7
Energy	0.03	0.01	0.24	0.20	< 0.005	0.02	—	0.02	0.02	—	0.02	—	756	756	0.06	0.01	—	759
Water	—	—	—	—	—	—	—	—	—	—	—	22	150	172	2.3	0.06	—	246
Waste	—	—	—	—	—	—	—	—	—	—	—	26	0.00	26	2.6	0.00	—	89
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005
Total	1.8	1.8	0.41	3.7	0.01	0.02	0.42	0.44	0.02	0.11	0.13	48	1,306	1,353	4.9	0.08	0.44	1,500

3. Construction Emissions Details

3.1. Demolition (2027) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.6	1.3	12	14	0.02	0.47	—	0.47	0.43	—	0.43	—	2,494	2,494	0.10	0.02	—	2,502
Demolition	—	—	—	—	—	—	3.2	3.2	—	0.49	0.49	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.07	0.68	0.79	< 0.005	0.03	—	0.03	0.02	—	0.02	—	137	137	0.01	< 0.005	—	137
Demolition	—	—	—	—	—	—	0.18	0.18	—	0.03	0.03	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.01	0.12	0.14	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	23	23	< 0.005	< 0.005	—	23
Demolition	—	—	—	—	—	—	0.03	0.03	—	< 0.005	< 0.005	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.04	0.04	0.75	0.00	0.00	0.16	0.16	0.00	0.04	0.04	—	166	166	0.01	0.01	0.52	169
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.29	0.06	4.6	1.8	0.03	0.05	1.1	1.1	0.05	0.30	0.35	—	3,887	3,887	0.19	0.63	8.3	4,089
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	8.8	8.8	< 0.005	< 0.005	0.01	8.9
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.02	< 0.005	0.27	0.10	< 0.005	< 0.005	0.06	0.06	< 0.005	0.02	0.02	—	213	213	0.01	0.03	0.20	224
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.4	1.4	< 0.005	< 0.005	< 0.005	1.5
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.05	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	35	35	< 0.005	0.01	0.03	37

3.2. Demolition (2027) - Mitigated

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

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

Off-Road Equipment	1.6	1.3	12	14	0.02	0.47	—	0.47	0.43	—	0.43	—	2,494	2,494	0.10	0.02	—	2,502
Demolition	—	—	—	—	—	—	3.2	3.2	—	0.49	0.49	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.07	0.68	0.79	< 0.005	0.03	—	0.03	0.02	—	0.02	—	137	137	0.01	< 0.005	—	137
Demolition	—	—	—	—	—	—	0.18	0.18	—	0.03	0.03	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.01	0.12	0.14	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	23	23	< 0.005	< 0.005	—	23
Demolition	—	—	—	—	—	—	0.03	0.03	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.04	0.04	0.75	0.00	0.00	0.16	0.16	0.00	0.04	0.04	—	166	166	0.01	0.01	0.52	169
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	0.29	0.06	4.6	1.8	0.03	0.05	1.1	1.1	0.05	0.30	0.35	—	3,887	3,887	0.19	0.63	8.3	4,089
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	8.8	8.8	< 0.005	< 0.005	0.01	8.9
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.02	< 0.005	0.27	0.10	< 0.005	< 0.005	0.06	0.06	< 0.005	0.02	0.02	—	213	213	0.01	0.03	0.20	224
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.4	1.4	< 0.005	< 0.005	< 0.005	1.5
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.05	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	35	35	< 0.005	0.01	0.03	37

3.3. Grading (2027) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.0	1.7	15	18	0.03	0.67	—	0.67	0.62	—	0.62	—	3,024	3,024	0.12	0.02	—	3,034
Dust From Material Movement	—	—	—	—	—	—	2.0	2.0	—	0.91	0.91	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.17	0.14	1.2	1.4	< 0.005	0.06	—	0.06	0.05	—	0.05	—	249	249	0.01	< 0.005	—	249
Dust From Material Movement	—	—	—	—	—	—	0.16	0.16	—	0.07	0.07	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.22	0.26	< 0.005	0.01	—	0.01	0.01	—	0.01	—	41	41	< 0.005	< 0.005	—	41
Dust From Material Movement	—	—	—	—	—	—	0.03	0.03	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.04	0.04	0.75	0.00	0.00	0.16	0.16	0.00	0.04	0.04	—	166	166	0.01	0.01	0.52	169
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.24	0.05	3.9	1.5	0.02	0.04	0.94	0.98	0.04	0.26	0.30	—	3,360	3,360	0.16	0.55	7.2	3,535
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	13	13	< 0.005	< 0.005	0.02	13
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.02	< 0.005	0.34	0.12	< 0.005	< 0.005	0.08	0.08	< 0.005	0.02	0.02	—	276	276	0.01	0.04	0.26	290
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.2	2.2	< 0.005	< 0.005	< 0.005	2.2
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.06	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	46	46	< 0.005	0.01	0.04	48

3.4. Grading (2027) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.0	1.7	15	18	0.03	0.67	—	0.67	0.62	—	0.62	—	3,024	3,024	0.12	0.02	—	3,034
Dust From Material Movement	—	—	—	—	—	—	2.0	2.0	—	0.91	0.91	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road	0.17	0.14	1.2	1.4	< 0.005	0.06	—	0.06	0.05	—	0.05	—	249	249	0.01	< 0.005	—	249
Dust From Material Movement	—	—	—	—	—	—	0.16	0.16	—	0.07	0.07	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.22	0.26	< 0.005	0.01	—	0.01	0.01	—	0.01	—	41	41	< 0.005	< 0.005	—	41
Dust From Material Movement	—	—	—	—	—	—	0.03	0.03	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.04	0.04	0.75	0.00	0.00	0.16	0.16	0.00	0.04	0.04	—	166	166	0.01	0.01	0.52	169
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.24	0.05	3.9	1.5	0.02	0.04	0.94	0.98	0.04	0.26	0.30	—	3,360	3,360	0.16	0.55	7.2	3,535
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	13	13	< 0.005	< 0.005	0.02	13
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.02	< 0.005	0.34	0.12	< 0.005	< 0.005	0.08	0.08	< 0.005	0.02	0.02	—	276	276	0.01	0.04	0.26	290
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.2	2.2	< 0.005	< 0.005	< 0.005	2.2
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.06	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	46	46	< 0.005	0.01	0.04	48

3.5. Building Construction (2027) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.4	1.1	9.7	12	0.02	0.32	—	0.32	0.30	—	0.30	—	2,201	2,201	0.09	0.02	—	2,208
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.4	1.1	9.7	12	0.02	0.32	—	0.32	0.30	—	0.30	—	2,201	2,201	0.09	0.02	—	2,208
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.30	0.25	2.1	2.6	0.01	0.07	—	0.07	0.07	—	0.07	—	487	487	0.02	< 0.005	—	488
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.05	0.39	0.47	< 0.005	0.01	—	0.01	0.01	—	0.01	—	81	81	< 0.005	< 0.005	—	81
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.55	0.49	0.48	8.3	0.00	0.00	1.8	1.8	0.00	0.42	0.42	—	1,831	1,831	0.08	0.07	5.7	1,858
Vendor	0.11	0.05	1.8	0.85	0.01	0.01	0.46	0.47	0.01	0.13	0.14	—	1,652	1,652	0.07	0.23	4.3	1,726
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.55	0.48	0.59	7.0	0.00	0.00	1.8	1.8	0.00	0.42	0.42	—	1,736	1,736	0.02	0.07	0.15	1,756
Vendor	0.11	0.05	1.8	0.87	0.01	0.01	0.46	0.47	0.01	0.13	0.14	—	1,653	1,653	0.07	0.23	0.11	1,723
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.12	0.11	0.13	1.6	0.00	0.00	0.40	0.40	0.00	0.09	0.09	—	390	390	0.01	0.01	0.54	395
Vendor	0.02	0.01	0.41	0.19	< 0.005	< 0.005	0.10	0.10	< 0.005	0.03	0.03	—	365	365	0.02	0.05	0.41	381
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.30	0.00	0.00	0.07	0.07	0.00	0.02	0.02	—	64	64	< 0.005	< 0.005	0.09	65
Vendor	< 0.005	< 0.005	0.08	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	60	60	< 0.005	0.01	0.07	63
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.6. Building Construction (2027) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.4	1.1	9.7	12	0.02	0.32	—	0.32	0.30	—	0.30	—	2,201	2,201	0.09	0.02	—	2,208
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.4	1.1	9.7	12	0.02	0.32	—	0.32	0.30	—	0.30	—	2,201	2,201	0.09	0.02	—	2,208
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.30	0.25	2.1	2.6	0.01	0.07	—	0.07	0.07	—	0.07	—	487	487	0.02	< 0.005	—	488
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.05	0.39	0.47	< 0.005	0.01	—	0.01	0.01	—	0.01	—	81	81	< 0.005	< 0.005	—	81
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.55	0.49	0.48	8.3	0.00	0.00	1.8	1.8	0.00	0.42	0.42	—	1,831	1,831	0.08	0.07	5.7	1,858
Vendor	0.11	0.05	1.8	0.85	0.01	0.01	0.46	0.47	0.01	0.13	0.14	—	1,652	1,652	0.07	0.23	4.3	1,726
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.55	0.48	0.59	7.0	0.00	0.00	1.8	1.8	0.00	0.42	0.42	—	1,736	1,736	0.02	0.07	0.15	1,756
Vendor	0.11	0.05	1.8	0.87	0.01	0.01	0.46	0.47	0.01	0.13	0.14	—	1,653	1,653	0.07	0.23	0.11	1,723
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.12	0.11	0.13	1.6	0.00	0.00	0.40	0.40	0.00	0.09	0.09	—	390	390	0.01	0.01	0.54	395
Vendor	0.02	0.01	0.41	0.19	< 0.005	< 0.005	0.10	0.10	< 0.005	0.03	0.03	—	365	365	0.02	0.05	0.41	381
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.30	0.00	0.00	0.07	0.07	0.00	0.02	0.02	—	64	64	< 0.005	< 0.005	0.09	65
Vendor	< 0.005	< 0.005	0.08	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	60	60	< 0.005	0.01	0.07	63
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.7. Building Construction (2028) - Unmitigated

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

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

Off-Road	1.3	1.1	9.2	12	0.02	0.28	—	0.28	0.26	—	0.26	—	2,201	2,201	0.09	0.02	—	2,209
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.3	1.1	9.2	12	0.02	0.28	—	0.28	0.26	—	0.26	—	2,201	2,201	0.09	0.02	—	2,209
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.67	0.56	4.8	6.1	0.01	0.15	—	0.15	0.14	—	0.14	—	1,142	1,142	0.05	0.01	—	1,146
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	0.10	0.87	1.1	< 0.005	0.03	—	0.03	0.02	—	0.02	—	189	189	0.01	< 0.005	—	190
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.54	0.47	0.47	7.8	0.00	0.00	1.8	1.8	0.00	0.42	0.42	—	1,798	1,798	0.02	0.07	5.1	1,823
Vendor	0.11	0.04	1.7	0.82	0.01	0.01	0.46	0.47	0.01	0.13	0.14	—	1,613	1,613	0.06	0.23	4.1	1,687
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.53	0.47	0.53	6.6	0.00	0.00	1.8	1.8	0.00	0.42	0.42	—	1,705	1,705	0.02	0.07	0.13	1,725
Vendor	0.11	0.04	1.8	0.83	0.01	0.01	0.46	0.47	0.01	0.13	0.14	—	1,614	1,614	0.06	0.23	0.11	1,684
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.27	0.24	0.28	3.6	0.00	0.00	0.93	0.93	0.00	0.22	0.22	—	897	897	0.01	0.03	1.2	909
Vendor	0.06	0.02	0.92	0.42	0.01	0.01	0.24	0.24	0.01	0.07	0.07	—	837	837	0.03	0.12	0.91	874
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.04	0.05	0.65	0.00	0.00	0.17	0.17	0.00	0.04	0.04	—	149	149	< 0.005	0.01	0.19	150
Vendor	0.01	< 0.005	0.17	0.08	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	—	139	139	< 0.005	0.02	0.15	145
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.8. Building Construction (2028) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.3	1.1	9.2	12	0.02	0.28	—	0.28	0.26	—	0.26	—	2,201	2,201	0.09	0.02	—	2,209
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Roa Equipment	1.3	1.1	9.2	12	0.02	0.28	—	0.28	0.26	—	0.26	—	2,201	2,201	0.09	0.02	—	2,209
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Roa d Equipm ent	0.67	0.56	4.8	6.1	0.01	0.15	—	0.15	0.14	—	0.14	—	1,142	1,142	0.05	0.01	—	1,146
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Roa d Equipm ent	0.12	0.10	0.87	1.1	< 0.005	0.03	—	0.03	0.02	—	0.02	—	189	189	0.01	< 0.005	—	190
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.54	0.47	0.47	7.8	0.00	0.00	1.8	1.8	0.00	0.42	0.42	—	1,798	1,798	0.02	0.07	5.1	1,823
Vendor	0.11	0.04	1.7	0.82	0.01	0.01	0.46	0.47	0.01	0.13	0.14	—	1,613	1,613	0.06	0.23	4.1	1,687
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.53	0.47	0.53	6.6	0.00	0.00	1.8	1.8	0.00	0.42	0.42	—	1,705	1,705	0.02	0.07	0.13	1,725
Vendor	0.11	0.04	1.8	0.83	0.01	0.01	0.46	0.47	0.01	0.13	0.14	—	1,614	1,614	0.06	0.23	0.11	1,684
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.27	0.24	0.28	3.6	0.00	0.00	0.93	0.93	0.00	0.22	0.22	—	897	897	0.01	0.03	1.2	909
Vendor	0.06	0.02	0.92	0.42	0.01	0.01	0.24	0.24	0.01	0.07	0.07	—	837	837	0.03	0.12	0.91	874
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.04	0.05	0.65	0.00	0.00	0.17	0.17	0.00	0.04	0.04	—	149	149	< 0.005	0.01	0.19	150
Vendor	0.01	< 0.005	0.17	0.08	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	—	139	139	< 0.005	0.02	0.15	145
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Paving (2028) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.73	0.61	5.5	8.2	0.01	0.20	—	0.20	0.19	—	0.19	—	1,244	1,244	0.05	0.01	—	1,248
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.04	0.36	0.54	< 0.005	0.01	—	0.01	0.01	—	0.01	—	82	82	< 0.005	< 0.005	—	82
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.07	0.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	14	14	< 0.005	< 0.005	—	14
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.05	0.05	0.85	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	196	196	< 0.005	0.01	0.56	198
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	12	12	< 0.005	< 0.005	0.02	13
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.1	2.1	< 0.005	< 0.005	< 0.005	2.1
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.10. Paving (2028) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.73	0.61	5.5	8.2	0.01	0.20	—	0.20	0.19	—	0.19	—	1,244	1,244	0.05	0.01	—	1,248
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.04	0.36	0.54	< 0.005	0.01	—	0.01	0.01	—	0.01	—	82	82	< 0.005	< 0.005	—	82
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.07	0.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	14	14	< 0.005	< 0.005	—	14
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.05	0.05	0.85	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	196	196	< 0.005	0.01	0.56	198
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	12	12	< 0.005	< 0.005	0.02	13
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.1	2.1	< 0.005	< 0.005	< 0.005	2.1
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.11. Architectural Coating (2028) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	0.11	0.81	1.1	< 0.005	0.02	—	0.02	0.01	—	0.01	—	134	134	0.01	< 0.005	—	134

Architectural Coating	63	63	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.01	0.10	0.14	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	16	16	< 0.005	< 0.005	—	17
Architectural Coatings	7.7	7.7	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.02	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.7	2.7	< 0.005	< 0.005	—	2.7
Architectural Coatings	1.4	1.4	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.11	0.09	0.09	1.6	0.00	0.00	0.36	0.36	0.00	0.08	0.08	—	360	360	< 0.005	0.01	1.0	365
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.17	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	43	43	< 0.005	< 0.005	0.05	43
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	7.1	7.1	< 0.005	< 0.005	0.01	7.2
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.12. Architectural Coating (2028) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	0.11	0.81	1.1	< 0.005	0.02	—	0.02	0.01	—	0.01	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	63	63	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.01	0.10	0.14	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	16	16	< 0.005	< 0.005	—	17
Architectural Coatings	7.7	7.7	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.02	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.7	2.7	< 0.005	< 0.005	—	2.7
Architectural Coatings	1.4	1.4	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.11	0.09	0.09	1.6	0.00	0.00	0.36	0.36	0.00	0.08	0.08	—	360	360	< 0.005	0.01	1.0	365
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.17	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	43	43	< 0.005	< 0.005	0.05	43
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	7.1	7.1	< 0.005	< 0.005	0.01	7.2
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

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	1.3	1.2	0.80	9.6	0.02	0.01	2.3	2.3	0.01	0.59	0.60	—	2,449	2,449	0.12	0.10	6.1	2,486
General Office Building	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Total	1.3	1.2	0.80	9.6	0.02	0.01	2.3	2.3	0.01	0.59	0.60	—	2,449	2,449	0.12	0.10	6.1	2,486
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	1.3	1.2	0.87	8.9	0.02	0.01	2.3	2.3	0.01	0.59	0.60	—	2,348	2,348	0.12	0.10	0.16	2,381
General Office Building	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	1.3	1.2	0.87	8.9	0.02	0.01	2.3	2.3	0.01	0.59	0.60	—	2,348	2,348	0.12	0.10	0.16	2,381
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.23	0.21	0.16	1.7	< 0.005	< 0.005	0.42	0.42	< 0.005	0.11	0.11	—	393	393	0.02	0.02	0.44	399
General Office Building	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	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	0.23	0.21	0.16	1.7	< 0.005	< 0.005	0.42	0.42	< 0.005	0.11	0.11	—	393	393	0.02	0.02	0.44	399

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	1.3	1.2	0.80	9.6	0.02	0.01	2.3	2.3	0.01	0.59	0.60	—	2,449	2,449	0.12	0.10	6.1	2,486
General Office Building	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	1.3	1.2	0.80	9.6	0.02	0.01	2.3	2.3	0.01	0.59	0.60	—	2,449	2,449	0.12	0.10	6.1	2,486
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	1.3	1.2	0.87	8.9	0.02	0.01	2.3	2.3	0.01	0.59	0.60	—	2,348	2,348	0.12	0.10	0.16	2,381
General Office Building	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	1.3	1.2	0.87	8.9	0.02	0.01	2.3	2.3	0.01	0.59	0.60	—	2,348	2,348	0.12	0.10	0.16	2,381
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Unrefrigerated	0.23	0.21	0.16	1.7	< 0.005	< 0.005	0.42	0.42	< 0.005	0.11	0.11	—	393	393	0.02	0.02	0.44	399
General Office Building	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	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	0.23	0.21	0.16	1.7	< 0.005	< 0.005	0.42	0.42	< 0.005	0.11	0.11	—	393	393	0.02	0.02	0.44	399

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	2,634	2,634	0.19	0.03	—	2,646
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	202	202	0.01	< 0.005	—	203
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	—	176	176	0.01	< 0.005	—	177
Total	—	—	—	—	—	—	—	—	—	—	—	—	3,012	3,012	0.21	0.03	—	3,027

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	2,634	2,634	0.19	0.03	—	2,646
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	202	202	0.01	< 0.005	—	203
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	—	176	176	0.01	< 0.005	—	177
Total	—	—	—	—	—	—	—	—	—	—	—	—	3,012	3,012	0.21	0.03	—	3,027
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	436	436	0.03	< 0.005	—	438
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	34	34	< 0.005	< 0.005	—	34
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	—	29	29	< 0.005	< 0.005	—	29
Total	—	—	—	—	—	—	—	—	—	—	—	—	499	499	0.04	< 0.005	—	501

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	—	—	—	—	—	—	—	—	—	—	—	—	2,634	2,634	0.19	0.03	—	2,646
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	202	202	0.01	< 0.005	—	203
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	—	176	176	0.01	< 0.005	—	177
Total	—	—	—	—	—	—	—	—	—	—	—	—	3,012	3,012	0.21	0.03	—	3,027
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	2,634	2,634	0.19	0.03	—	2,646
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	202	202	0.01	< 0.005	—	203
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	—	176	176	0.01	< 0.005	—	177
Total	—	—	—	—	—	—	—	—	—	—	—	—	3,012	3,012	0.21	0.03	—	3,027
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Unrefrigerated Warehouse-No	—	—	—	—	—	—	—	—	—	—	—	—	436	436	0.03	< 0.005	—	438
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	34	34	< 0.005	< 0.005	—	34
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	—	29	29	< 0.005	< 0.005	—	29
Total	—	—	—	—	—	—	—	—	—	—	—	—	499	499	0.04	< 0.005	—	501

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	0.14	0.07	1.3	1.1	0.01	0.10	—	0.10	0.10	—	0.10	—	1,511	1,511	0.13	< 0.005	—	1,515
General Office Building	< 0.005	< 0.005	0.04	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	43	43	< 0.005	< 0.005	—	43
Enclosed Parking with Elevator	0.00	0.00	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	0.14	0.07	1.3	1.1	0.01	0.10	—	0.10	0.10	—	0.10	—	1,554	1,554	0.14	< 0.005	—	1,559

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.14	0.07	1.3	1.1	0.01	0.10	—	0.10	0.10	—	0.10	—	1,511	1,511	0.13	< 0.005	—	1,515
General Office Building	< 0.005	< 0.005	0.04	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	43	43	< 0.005	< 0.005	—	43
Enclosed Parking with Elevator	0.00	0.00	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	0.14	0.07	1.3	1.1	0.01	0.10	—	0.10	0.10	—	0.10	—	1,554	1,554	0.14	< 0.005	—	1,559
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.03	0.01	0.23	0.19	< 0.005	0.02	—	0.02	0.02	—	0.02	—	250	250	0.02	< 0.005	—	251
General Office Building	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.2	7.2	< 0.005	< 0.005	—	7.2
Enclosed Parking with Elevator	0.00	0.00	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	0.03	0.01	0.24	0.20	< 0.005	0.02	—	0.02	0.02	—	0.02	—	257	257	0.02	< 0.005	—	258

4.2.4. Natural Gas Emissions By Land Use - Mitigated

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

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

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.14	0.07	1.3	1.1	0.01	0.10	—	0.10	0.10	—	0.10	—	1,511	1,511	0.13	< 0.005	—	1,515
General Office Building	< 0.005	< 0.005	0.04	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	43	43	< 0.005	< 0.005	—	43
Enclosed Parking with Elevator	0.00	0.00	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	0.14	0.07	1.3	1.1	0.01	0.10	—	0.10	0.10	—	0.10	—	1,554	1,554	0.14	< 0.005	—	1,559
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.14	0.07	1.3	1.1	0.01	0.10	—	0.10	0.10	—	0.10	—	1,511	1,511	0.13	< 0.005	—	1,515
General Office Building	< 0.005	< 0.005	0.04	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	43	43	< 0.005	< 0.005	—	43
Enclosed Parking with Elevator	0.00	0.00	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	0.14	0.07	1.3	1.1	0.01	0.10	—	0.10	0.10	—	0.10	—	1,554	1,554	0.14	< 0.005	—	1,559
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Unrefrigerated Warehouse-No	0.03	0.01	0.23	0.19	< 0.005	0.02	—	0.02	0.02	—	0.02	—	250	250	0.02	< 0.005	—	251
General Office Building	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.2	7.2	< 0.005	< 0.005	—	7.2
Enclosed Parking with Elevator	0.00	0.00	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	0.03	0.01	0.24	0.20	< 0.005	0.02	—	0.02	0.02	—	0.02	—	257	257	0.02	< 0.005	—	258

4.3. Area Emissions by Source

4.3.1. Unmitigated

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

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	6.5	6.5	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.77	0.77	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	2.6	2.4	0.12	14	< 0.005	0.03	—	0.03	0.02	—	0.02	—	59	59	< 0.005	< 0.005	—	59
Total	9.8	9.6	0.12	14	< 0.005	0.03	—	0.03	0.02	—	0.02	—	59	59	< 0.005	< 0.005	—	59

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	6.5	6.5	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.77	0.77	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	7.3	7.3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	1.2	1.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.14	0.14	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.32	0.29	0.02	1.8	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	6.7	6.7	< 0.005	< 0.005	—	6.7
Total	1.6	1.6	0.02	1.8	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	6.7	6.7	< 0.005	< 0.005	—	6.7

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	6.0	6.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.77	0.77	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	2.6	2.4	0.12	14	< 0.005	0.03	—	0.03	0.02	—	0.02	—	59	59	< 0.005	< 0.005	—	59
Total	9.4	9.2	0.12	14	< 0.005	0.03	—	0.03	0.02	—	0.02	—	59	59	< 0.005	< 0.005	—	59
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	6.0	6.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.77	0.77	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	6.8	6.8	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	1.1	1.1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.14	0.14	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.32	0.29	0.02	1.8	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	6.7	6.7	< 0.005	< 0.005	—	6.7

Total	1.6	1.5	0.02	1.8	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	6.7	6.7	< 0.005	< 0.005	—	6.7

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	—	—	—	—	—	—	—	—	—	—	—	132	888	1,020	14	0.33	—	1,458
General Office Building	—	—	—	—	—	—	—	—	—	—	—	2.3	15	18	0.24	0.01	—	25
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	134	903	1,037	14	0.34	—	1,483
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	132	888	1,020	14	0.33	—	1,458
General Office Building	—	—	—	—	—	—	—	—	—	—	—	2.3	15	18	0.24	0.01	—	25

Enclose Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	134	903	1,037	14	0.34	—	1,483
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	22	147	169	2.3	0.05	—	241
General Office Building	—	—	—	—	—	—	—	—	—	—	—	0.38	2.5	2.9	0.04	< 0.005	—	4.2
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	22	150	172	2.3	0.06	—	246

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	—	—	—	—	—	—	—	—	—	—	—	132	888	1,020	14	0.33	—	1,458
General Office Building	—	—	—	—	—	—	—	—	—	—	—	2.3	15	18	0.24	0.01	—	25

Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	134	903	1,037	14	0.34	—	1,483
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	132	888	1,020	14	0.33	—	1,458
General Office Building	—	—	—	—	—	—	—	—	—	—	—	2.3	15	18	0.24	0.01	—	25
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	134	903	1,037	14	0.34	—	1,483
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	22	147	169	2.3	0.05	—	241
General Office Building	—	—	—	—	—	—	—	—	—	—	—	0.38	2.5	2.9	0.04	< 0.005	—	4.2
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	22	150	172	2.3	0.06	—	246

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	—	—	—	—	—	—	—	—	—	—	—	151	0.00	151	15	0.00	—	528
General Office Building	—	—	—	—	—	—	—	—	—	—	—	3.4	0.00	3.4	0.34	0.00	—	12
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	154	0.00	154	15	0.00	—	539
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	151	0.00	151	15	0.00	—	528
General Office Building	—	—	—	—	—	—	—	—	—	—	—	3.4	0.00	3.4	0.34	0.00	—	12

Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	154	0.00	154	15	0.00	—	539
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	25	0.00	25	2.5	0.00	—	87
General Office Building	—	—	—	—	—	—	—	—	—	—	—	0.56	0.00	0.56	0.06	0.00	—	2.0
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	26	0.00	26	2.6	0.00	—	89

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	—	—	—	—	—	—	—	—	—	—	—	151	0.00	151	15	0.00	—	528
General Office Building	—	—	—	—	—	—	—	—	—	—	—	3.4	0.00	3.4	0.34	0.00	—	12

Enclose Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	154	0.00	154	15	0.00	—	539
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	151	0.00	151	15	0.00	—	528
General Office Building	—	—	—	—	—	—	—	—	—	—	—	3.4	0.00	3.4	0.34	0.00	—	12
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	154	0.00	154	15	0.00	—	539
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	25	0.00	25	2.5	0.00	—	87
General Office Building	—	—	—	—	—	—	—	—	—	—	—	0.56	0.00	0.56	0.06	0.00	—	2.0
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	26	0.00	26	2.6	0.00	—	89

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.02	0.02
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.02	0.02
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.02	0.02
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.02	0.02
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.02	0.02
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.02	0.02
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.02	0.02
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.02	0.02
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

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

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

4.7.2. Mitigated

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

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

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

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

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

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

4.8.2. Mitigated

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

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

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

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

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

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

4.9.2. Mitigated

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

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

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

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

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

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

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

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

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

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

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

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

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	7/1/2027	7/29/2027	5.0	20	—
Grading	Grading	7/30/2027	9/9/2027	5.0	30	—
Building Construction	Building Construction	9/10/2027	9/21/2028	5.0	270	—
Paving	Paving	8/19/2028	9/21/2028	5.0	24	—
Architectural Coating	Architectural Coating	7/21/2028	9/21/2028	5.0	45	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Tractors/Loaders/Backhoes	Diesel	Average	3.0	8.0	84	0.37
Demolition	Rubber Tired Dozers	Diesel	Average	1.00	8.0	367	0.40
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.0	33	0.73
Grading	Graders	Diesel	Average	2.0	8.0	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.0	367	0.40
Grading	Tractors/Loaders/Backhoes	Diesel	Average	2.0	7.0	84	0.37
Building Construction	Cranes	Diesel	Average	1.00	8.0	367	0.29
Building Construction	Forklifts	Diesel	Average	2.0	7.0	82	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.0	14	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	1.00	6.0	84	0.37
Building Construction	Welders	Diesel	Average	3.0	8.0	46	0.45

Paving	Tractors/Loaders/Back	Diesel	Average	1.00	8.0	84	0.37
Paving	Pavers	Diesel	Average	1.00	8.0	81	0.42
Paving	Paving Equipment	Diesel	Average	1.00	8.0	89	0.36
Paving	Rollers	Diesel	Average	2.0	8.0	36	0.38
Paving	Cement and Mortar Mixers	Diesel	Average	1.00	8.0	10.0	0.56
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.0	37	0.48

5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Tractors/Loaders/Backhoes	Diesel	Average	3.0	8.0	84	0.37
Demolition	Rubber Tired Dozers	Diesel	Average	1.00	8.0	367	0.40
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.0	33	0.73
Grading	Graders	Diesel	Average	2.0	8.0	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.0	367	0.40
Grading	Tractors/Loaders/Backhoes	Diesel	Average	2.0	7.0	84	0.37
Building Construction	Cranes	Diesel	Average	1.00	8.0	367	0.29
Building Construction	Forklifts	Diesel	Average	2.0	7.0	82	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.0	14	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	1.00	6.0	84	0.37
Building Construction	Welders	Diesel	Average	3.0	8.0	46	0.45
Paving	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.0	84	0.37
Paving	Pavers	Diesel	Average	1.00	8.0	81	0.42
Paving	Paving Equipment	Diesel	Average	1.00	8.0	89	0.36
Paving	Rollers	Diesel	Average	2.0	8.0	36	0.38

Paving	Cement and Mortar Mixers	Diesel	Average	1.00	8.0	10.0	0.56
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.0	37	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	Worker	13	19	LDA,LDT1,LDT2
Demolition	Vendor	—	10	HHDT,MHDT
Demolition	Hauling	58	20	HHDT
Demolition	Onsite truck	—	—	HHDT
Grading	Worker	13	19	LDA,LDT1,LDT2
Grading	Vendor	—	10	HHDT,MHDT
Grading	Hauling	42	24	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	Worker	138	19	LDA,LDT1,LDT2
Building Construction	Vendor	54	10	HHDT,MHDT
Building Construction	Hauling	0.00	20	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	Worker	15	19	LDA,LDT1,LDT2
Paving	Vendor	—	10	HHDT,MHDT
Paving	Hauling	0.00	20	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	Worker	28	19	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10	HHDT,MHDT
Architectural Coating	Hauling	0.00	20	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	Worker	13	19	LDA,LDT1,LDT2
Demolition	Vendor	—	10	HHDT,MHDT
Demolition	Hauling	58	20	HHDT
Demolition	Onsite truck	—	—	HHDT
Grading	Worker	13	19	LDA,LDT1,LDT2
Grading	Vendor	—	10	HHDT,MHDT
Grading	Hauling	42	24	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	Worker	138	19	LDA,LDT1,LDT2
Building Construction	Vendor	54	10	HHDT,MHDT
Building Construction	Hauling	0.00	20	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	Worker	15	19	LDA,LDT1,LDT2
Paving	Vendor	—	10	HHDT,MHDT
Paving	Hauling	0.00	20	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	Worker	28	19	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10	HHDT,MHDT
Architectural Coating	Hauling	0.00	20	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Control Strategies Applied	PM10 Reduction	PM2.5 Reduction
Water unpaved roads twice daily	55%	55%

Limit vehicle speeds on unpaved roads to 25 mph	44%	44%
Sweep paved roads once per month	9%	9%

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	0.00	0.00	456,680	152,227	—

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (Ton of Debris)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	4,663	0.00
Grading	—	10,000	45	0.00	0.00
Paving	0.00	0.00	0.00	0.00	0.00

5.6.2. Construction Earthmoving Control Strategies

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

5.7. Construction Paving

Phase Name	Land Use	Area Paved (acres)	% Asphalt
Paving	Unrefrigerated Warehouse-No Rail	0.00	0%
Paving	General Office Building	0.00	0%
Paving	Enclosed Parking with Elevator	0.00	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2027	0.00	690	0.05	0.01
2028	0.00	690	0.05	0.01

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	417	417	417	152,205	3,271	3,271	3,271	1,193,887
General Office Building	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Enclosed Parking with Elevator	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	417	417	417	152,205	3,271	3,271	3,271	1,193,887
General Office Building	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Enclosed Parking with Elevator	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

Land Use	Hearth Type	Unmitigated (number)	Mitigated (number)
Unrefrigerated Warehouse-No Rail	Wood Fireplaces	0	0
Unrefrigerated Warehouse-No Rail	Gas Fireplaces	0	0
Unrefrigerated Warehouse-No Rail	Propane Fireplaces	0	0
Unrefrigerated Warehouse-No Rail	Electric Fireplaces	0	0
Unrefrigerated Warehouse-No Rail	No Fireplaces	0	0
Unrefrigerated Warehouse-No Rail	Conventional Wood Stoves	0	0
Unrefrigerated Warehouse-No Rail	Catalytic Wood Stoves	0	0
Unrefrigerated Warehouse-No Rail	Non-Catalytic Wood Stoves	0	0
Unrefrigerated Warehouse-No Rail	Pellet Wood Stoves	0	0
General Office Building	Wood Fireplaces	0	0
General Office Building	Gas Fireplaces	0	0
General Office Building	Propane Fireplaces	0	0
General Office Building	Electric Fireplaces	0	0
General Office Building	No Fireplaces	0	0
General Office Building	Conventional Wood Stoves	0	0
General Office Building	Catalytic Wood Stoves	0	0
General Office Building	Non-Catalytic Wood Stoves	0	0
General Office Building	Pellet Wood Stoves	0	0
Enclosed Parking with Elevator	Wood Fireplaces	0	0
Enclosed Parking with Elevator	Gas Fireplaces	0	0
Enclosed Parking with Elevator	Propane Fireplaces	0	0
Enclosed Parking with Elevator	Electric Fireplaces	0	0
Enclosed Parking with Elevator	No Fireplaces	0	0
Enclosed Parking with Elevator	Conventional Wood Stoves	0	0
Enclosed Parking with Elevator	Catalytic Wood Stoves	0	0
Enclosed Parking with Elevator	Non-Catalytic Wood Stoves	0	0
Enclosed Parking with Elevator	Pellet Wood Stoves	0	0

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)
undefined	0.00	0.00	456,680	152,227	—

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	1,392,445	690	0.0489	0.0069	4,714,918
General Office Building	107,041	690	0.0489	0.0069	135,017
Enclosed Parking with Elevator	93,024	690	0.0489	0.0069	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	1,392,445	690	0.0489	0.0069	4,714,918
General Office Building	107,041	690	0.0489	0.0069	135,017
Enclosed Parking with Elevator	93,024	690	0.0489	0.0069	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	68,850,756	133,668
General Office Building	1,194,371	0.00
Enclosed Parking with Elevator	0.00	0.00

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Unrefrigerated Warehouse-No Rail	68,850,756	133,668
General Office Building	1,194,371	0.00
Enclosed Parking with Elevator	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	280	0.00
General Office Building	6.2	0.00
Enclosed Parking with Elevator	0.00	0.00

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Unrefrigerated Warehouse-No Rail	280	0.00
General Office Building	6.2	0.00
Enclosed Parking with Elevator	0.00	0.00

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
General Office Building	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
General Office Building	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.0	4.0	18

5.14.2. Mitigated

Land Use	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
General Office Building	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
General Office Building	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.0	4.0	18

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

5.15.2. Mitigated

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

5.16.2. Process Boilers

5.17. User Defined

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

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)

8. User Changes to Default Data

8.1. Justifications

Screen	Justification
Land Use	Project includes self storage uses, office uses, and parking on a 2.09 acre lot.
Construction: Construction Phases	Schedule based on construction starting July 2027 and Grading phase lasting approximately 30 days . Architectural coating to take place intermittently throughout the latter stages of construction.
Construction: Off-Road Equipment	Additional grader added.
Construction: Trips and VMT	Assumed exported soil removed during grading phase hauled to nearest landfill, Whitter landfill, located 24.3 miles away to the east.
Operations: Vehicle Data	Based on 417 daily vehicle trips from Updated Transportation Impact Assessment For The Proposed Public Storage Project Located At 5741 West Jefferson Boulevard using the City of Los Angeles VMT Calculator.