# Appendix A

Air Quality and Greenhouse Gas Emissions Technical Memorandum

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# MEMORANDUM

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| **To:** | Brian Bargemann, Investment Building Group |
| **From:** | Matthew Morales, Senior Air Quality Specialist, Dudek |
| **Subject:** | Willow and Valley Warehouses Project - Air Quality and Greenhouse Gas Emissions Technical Memorandum |
| **Date:** | November 19, 2025 |
| **cc:** | Chelsea Ohanesian, Dudek |
| **Attachment(s):** | Attachment A – CalEEMod Emissions Outputs |

This memorandum estimates criteria air pollutant and GHG emissions and impacts from construction and operation of the Willow and Valley Warehouses Project (project), located in the City of Rialto (City), in accordance with the California Environmental Quality Act (CEQA) Guidelines. The contents and organization of this memorandum are as follows: Project Description, Air Quality Assessment, GHG Emissions Assessment, Conclusions, and References Cited.

# 1 Project Description

The project site is located in the central part of the City in the southwestern portion of San Bernardino County. The project site is bounded to the north by vacant land and the Rialto Channel, to the east by a self-storage facility and the Rialto Channel, and to the east and south by industrial uses. The project includes demolition of an existing warehouse/office building and construction of two warehouse buildings equaling approximately 119,968 square feet on an approximately 6.02-acre (gross) property located in the central part of the City. In addition to the warehouse buildings, the project would include landscaping, passenger vehicle parking spaces, trailer parking spaces, and tractor-trailer loading docks.

# 2 Air Quality Assessment

## 2.1 Background

### 2.1.1 Criteria Air Pollutants

Criteria air pollutants are defined as pollutants for which the federal and state governments have established ambient air quality standards, or criteria, for outdoor concentrations to protect public health. Criteria air pollutants that are evaluated include volatile organic compounds (VOCs; also referred to as reactive organic gases [ROG]), oxides of nitrogen ($NO_x$), carbon monoxide (CO), sulfur oxides ($SO_x$), particulate matter with an aerodynamic diameter less than or equal to 10 microns in size (coarse particulate matter, or $PM_{10}$), and particulate matter with an aerodynamic diameter less than or equal to 2.5 microns in size (fine particulate matter, or $PM_{2.5}$). VOCs and $NO_x$ are important because they are precursors to ozone ($O_3$).

Regarding National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) attainment status,[1] the SCAB is designated as a nonattainment area for federal and state $O_3$ standards and federal and state $PM_{2.5}$ standards. The SCAB is also designated as a nonattainment area for state $PM_{10}$ standards; however, it is designated as an attainment/maintenance area for federal $PM_{10}$ standards. The San Bernardino County portion of the SCAB is designated attainment/maintenance or unclassified for all other NAAQS and CAAQS (CARB 2023, EPA 2025).

### 2.1.2 Non-Criteria Air Pollutants

#### Toxic Air Contaminants

A substance is considered toxic if it has the potential to cause adverse health effects in humans, including increasing the risk of cancer upon exposure, or acute and/or chronic noncancer health effects. A toxic substance released into the air is considered a toxic air contaminant (TAC). TACs are identified by federal and state agencies based on a review of available scientific evidence. In California, TACs are identified through a two-step process that was established in 1983 under the Toxic Air Contaminant Identification and Control Act. This two-step process of risk identification and risk management and reduction was designed to protect residents from the health effects of toxic substances in the air. In addition, the California Air Toxics "Hot Spots" Information and Assessment Act, Assembly Bill (AB) 2588, was enacted by the legislature in 1987 to address public concern over the release of TACs into the atmosphere. The law requires facilities emitting toxic substances to provide local air pollution control districts with information that will allow an assessment of the air toxics problem, identification of air toxics emissions sources, location of resulting hotspots, notification of the public exposed to significant risk, and development of effective strategies to reduce potential risks to the public over 5 years. Examples of TACs include diesel particulate matter (DPM), certain aromatic and chlorinated hydrocarbons, certain metals, and asbestos.

Although the California Air Resources Board (CARB) has identified more than 200 TACs, approximately 70% of all airborne cancer risk in California is associated with DPM (CARB 2000). To reduce the cancer risk associated with DPM, CARB adopted a diesel risk reduction plan in 2000 (CARB 2000). DPM is emitted from a broad range of diesel engines: on-road diesel engines of trucks, buses, and cars and off-road diesel engines including locomotives, marine vessels, and heavy-duty construction equipment, among others. DPM is part of a complex mixture that makes up diesel exhaust. Diesel exhaust is composed of two phases, gas and particle, both of which contribute to health risks. More than 90% of DPM is less than 1 micrometer in diameter (about 1/70 the diameter of a human hair) and thus is a subset of $PM_{2.5}$. DPM is typically composed of carbon particles (soot, also called black carbon) and numerous organic compounds, including over 40 known carcinogenic organic substances. Examples of these chemicals include polycyclic aromatic hydrocarbons, benzene, formaldehyde, acetaldehyde, acrolein, and 1,3-butadiene (CARB 2024a). DPM contributes to premature death; hospitalizations and emergency department visits for exacerbated chronic heart and lung disease, including asthma; increased respiratory symptoms; and decreased lung function in children. Those most vulnerable to noncancer health effects are children, whose lungs are still developing, and the elderly, who often have chronic health problems (CARB 2024a).

[1] An area is designated as in attainment when it is in compliance with the NAAQS and/or the CAAQS. These standards are set by the Environmental Protection Agency (EPA) and CARB, respectively, for the maximum level of a given air pollutant that can exist in the outdoor air without unacceptable effects on human health or the public welfare. Attainment = meets the standards; attainment/maintenance = achieve the standards after a nonattainment designation; nonattainment = does not meet the standards; unclassified = expected to be meet the standard despite a lack of monitoring data.

### Valley Fever

Coccidioidomycosis, more commonly known as "Valley Fever," is an infection caused by inhalation of the spores of the *Coccidioides immitis* fungus, which grows in the soils of the southwestern United States. California Labor Code section 6709 defines "highly endemic" areas for Valley Fever as those areas where the annual incidence rate is greater than 20 cases per 100,000 persons per year. San Bernardino County is not considered a highly endemic region for Valley Fever, as the latest report from the California Department of Public Health (CDPH) indicated the County has 10.5 cases per 100,000 people (CDPH 2023). In contrast, in 2022 the statewide annual incident rate was 19.1 per 100,000 people. The California counties considered highly endemic for Valley Fever include Kern (264.9 per 100,000), Kings (111.0 per 100,000), Tulare (65.7 per 100,000), San Luis Obispo (51.5 per 100,000), Fresno (44.3 per 100,000), Madera (32.4 per 100,000), and Ventura (28.3 per 100,000), which accounted for 50.5% of the reported cases in 2022 (CDPH 2023).

### Odorous Compounds

Odors are generally regarded as an annoyance rather than a health hazard. Manifestations of a person's reaction to odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache). The ability to detect odors varies considerably among the population and overall is quite subjective. People may have different reactions to the same odor. An odor that is offensive to one person may be perfectly acceptable to another (e.g., coffee roaster). An unfamiliar odor is more easily detected and is more likely to cause complaints than a familiar one. In a phenomenon known as odor fatigue, a person can become desensitized to almost any odor, and recognition may only occur with an alteration in the intensity. The occurrence and severity of odor impacts depend on the nature, frequency, and intensity of the source; wind speed and direction; and the sensitivity of receptors.

## 2.2 Thresholds of Significance

The significance criteria used to evaluate project impacts to air quality are based on the recommendations provided in Appendix G of the CEQA Guidelines (14 CCR 15000 et seq.), as follows:

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

Appendix G of the CEQA Guidelines indicates that, where available, the significance criteria established by the applicable air quality management district or pollution control district may be relied upon to determine whether the project would have a significant impact on air quality. SCAQMD has established Air Quality Significance Thresholds that set forth quantitative emission significance thresholds below which a project would not have a significant impact on ambient air quality (SCAQMD 2023). The project's "regional" emission refers to emissions that will be evaluated based on regional significance thresholds established by SCAQMD, also known as the criteria pollutant mass daily thresholds. The SCAQMD Air Quality Significance Thresholds also provide TAC thresholds and ambient air quality standards for criteria pollutants, which are to be utilized for localized significance determination. The quantitative air quality

analysis provided herein applies the SCAQMD thresholds identified in Table 1 to determine the potential for the project to result in a significant impact under CEQA.

## Table 1. SCAQMD Air Quality Significance Thresholds

| Criteria Pollutants Mass Daily Thresholds - Regional | | |
|---|---|---|
| **Pollutant** | **Construction (pounds per day)** | **Operation (pounds per day)** |
| VOCs | 75 | 55 |
| $NO_x$ | 100 | 55 |
| CO | 550 | 550 |
| $SO_x$ | 150 | 150 |
| $PM_{10}$ | 150 | 150 |
| $PM_{2.5}$ | 55 | 55 |
| Lead[a] | 3 | 3 |
| **Toxic Air Contaminants (TACs) and Odor Thresholds** | | |
| TACs[b] | Maximum incremental cancer risk ≥10 in 1 million<br>Cancer Burden > 0.5 excess cancer cases (in areas ≥1 in 1 million)<br>Chronic and acute hazard index ≥1.0 (project increment) | |
| Odor | Project creates an odor nuisance pursuant to SCAQMD Rule 402 | |
| **Ambient Air Quality Standards for Criteria Pollutants[c]** | | |
| $NO_2$ 1-hour average<br>$NO_2$ annual arithmetic mean | SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards:<br>0.18 ppm (state)<br>0.030 ppm (state) and 0.0534 ppm (federal) | |
| CO 1-hour average<br>CO 8-hour average | SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards:<br>20 ppm (state) and 35 ppm (federal)<br>9.0 ppm (state/federal) | |
| $PM_{10}$ 24-hour average<br><br>$PM_{10}$ annual average | 10.4 µg/m³ (construction)[d]<br>2.5 µg/m³ (operation)<br>1.0 µg/m³ | |
| $PM_{2.5}$ 24-hour average | 10.4 µg/m³ (construction)[d]<br>2.5 µg/m³ (operation) | |

**Source:** SCAQMD 2023.
**Notes:** SCAQMD = South Coast Air Quality Management District; VOC = volatile organic compounds; $NO_x$ = oxides of nitrogen; CO = carbon monoxide; $SO_x$ = sulfur oxides; $PM_{10}$ = coarse particulate matter; $PM_{2.5}$ = fine particulate matter; TAC = toxic air contaminant; $NO_2$ = nitrogen dioxide; ppm = parts per million by volume; µg/m³ = micrograms per cubic meter.
greenhouse gas emissions thresholds for industrial projects, as added in the March 2015 revision to the SCAQMD Air Quality Significance Thresholds, were not include included in this table as they are addressed within the greenhouse gas emissions analysis and not the air quality analysis.

[a] The phaseout of leaded gasoline started in 1976. Since gasoline no longer contains lead, the project is not anticipated to result in impacts related to lead; therefore, it is not discussed in this analysis.
[b] TACs include carcinogens and noncarcinogens.
[c] Ambient air quality standards for criteria pollutants are based on SCAQMD Rule 1303, Table A-2, unless otherwise stated.
[d] Ambient air quality threshold are based on SCAQMD Rule 403.

The evaluation of whether the project would conflict with or obstruct implementation of the applicable air quality plan (CEQA Guidelines, Appendix G, Threshold 1) is based on the SCAQMD CEQA Air Quality Handbook (SCAQMD 1993), Chapter 12, Sections 12.2 and 12.3. The first criterion assesses whether the project would result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay the timely attainment of air quality standards of the interim emissions reductions specified in the Air Quality Management Plan (AQMP). The second criterion is whether the project would exceed the assumptions in the AQMP, or increments based on the year of project build-out and phase. Both criteria are addressed in detail under Section 2.4.1.

To evaluate the potential for the project to result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (CEQA Guidelines, Appendix G, Threshold 2), this analysis applies SCAQMD's construction and operational criteria pollutants mass daily thresholds, as shown in Table 1. A project would potentially result in a cumulatively considerable net increase in $O_3$, which is a nonattainment pollutant, if the project's construction or operational emissions would exceed the SCAQMD VOC or $NO_x$ thresholds shown in Table 1. These emissions-based thresholds for $O_3$ precursors are intended to serve as a surrogate for an "ozone significance threshold" (i.e., the potential for adverse $O_3$ impacts to occur). This approach is used because $O_3$ is not emitted directly, and the effects of an individual project's emissions of $O_3$ precursors (VOC and $NO_x$) on $O_3$ levels in ambient air cannot be determined reliably or meaningfully through air quality models or other quantitative methods. This criterion is addressed in Section 2.4.2.

The assessment of the project's potential to expose sensitive receptors to substantial pollutant concentrations (CEQA Guidelines, Appendix G, Threshold 3) includes a localized significance threshold (LST) analysis to evaluate the potential of localized criteria air quality impacts to sensitive receptors in the immediate vicinity of the project, a qualitative CO hotspot analysis, health effects from exposure to other criteria air pollutants, exposure to TACs, and potential Valley Fever exposure. These analyses are included in Section 2.4.3.

Regarding the LST analysis, for project sites that disturb 5 acres or less, the SCAQMD LST Methodology includes lookup tables that can be used to determine the maximum allowable daily emissions that would satisfy the localized significance criteria (i.e., the emissions would not cause an exceedance of the applicable concentration limits for $NO_2$, CO, $PM_{10}$, and $PM_{2.5}$) without performing project-specific dispersion modeling (SCAQMD 2008a). For projects that exceed 5 acres, such as the proposed project, the maximum number of acres disturbed on the peak day was estimated using the Fact Sheet for Applying CalEEMod to Localized Significance Thresholds, which provides estimated acres per 8-hour day for crawler tractors, graders, rubber-tired dozers, and scrapers (SCAQMD n.d.). Based on SCAQMD guidance and on anticipated equipment usage per day, it was estimated that the maximum number of acres on the project site that would be disturbed by off-road equipment would be approximately 2.5-acres during the site preparation phase based on the potential operation of one grader and two scrapers in an 8-hour shift. Therefore, the LST look-up values can be used to determine localized significance.

The LST significance thresholds for $NO_2$ and CO represent the allowable increase in concentrations above background levels in the vicinity of a project that would not cause or contribute to an exceedance of the relevant ambient air quality standards, while the threshold for $PM_{10}$ represents compliance with Rule 403 (Fugitive Dust). The LST significance threshold for $PM_{2.5}$ is intended to ensure that construction emissions do not contribute substantially to existing exceedances of the $PM_{2.5}$ ambient air quality standards. The allowable emission rates depend on the following parameters:

1. Source receptor area (SRA) in which the project is located
2. Size of the project site
3. Distance between the project site and the nearest sensitive receptor (e.g., residences, schools, hospitals)

The project site is located in SRA 34 (Central San Bernardino Valley). LST pollutant screening level concentration data is currently published for 1-, 2-, and 5-acre sites for varying distances (25, 50, 100, 200, and 500 meters). Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. People most likely to be affected by air pollution include children, the elderly, athletes, and people with cardiovascular and chronic respiratory diseases. Facilities and structures where these air-pollution-sensitive people live or spend considerable amounts of time are known as "sensitive receptors." According to the SCAQMD, sensitive receptors include residences, schools, playgrounds, childcare centers, long-term healthcare facilities, rehabilitation centers, convalescent centers, and retirement homes (SCAQMD 1993).

The surrounding areas are primarily commercial and industrial. The nearest sensitive receptors are along South Lilac Avenue, with single family residences located approximately 375 meters (1,230 feet) west of the project site boundary and Joe Baca Middle School located approximately 465 meters (1,526 feet) from the project site boundary. The proximate residences represent the nearest receptor to the project site where an individual could remain for 24 hours. The nearest residential land use has been used to determine construction air quality impacts for emissions of $PM_{10}$ and $PM_{2.5}$, since $PM_{10}$ and $PM_{2.5}$ thresholds are based on a 24-hour averaging time. The LST methodology also provides that LSTs based on shorter averaging periods, such as the $NO_2$ and CO LSTs, may be applied to receptors such as industrial or commercial facilities since a worker at these sites could be present for periods of 1 to 8 hours (SCAQMD 2008a). As the project site is adjacent to industrial/commercial land uses, these were used to determine LST impacts for $NO_2$ and CO because an individual could be present at those sites for periods of 1 to 8 hours. For operations, based on the total project site of 6.02-acres, LST values for a 5-acre project site were used to be conservative. LSTs are more stringent for smaller areas (i.e., 1-acre is more stringent than 2-acre and 5-acre LSTs); therefore, the use of a 5-acre LST for operations is conservative. These LSTs are shown in Table 2.

## Table 2. Localized Significance Thresholds for Source-Receptor Area 34 (Central San Bernardino Valley)

| Pollutant | Threshold (pounds/day) |
|---|---|
| **Construction[a]** | |
| $NO_2$ | 187 |
| CO | 1,101 |
| $PM_{10}$ | 158 |
| $PM_{2.5}$ | 74 |
| **Operation[b]** | |
| $NO_2$ | 270 |
| CO | 1,746 |
| $PM_{10}$ | 43 |
| $PM_{2.5}$ | 21 |

**Source:** SCAQMD 2009.
**Notes:** $NO_2$ = nitrogen dioxide; CO = carbon monoxide; $PM_{10}$ = coarse particulate matter; $PM_{2.5}$ = fine particulate matter

[a] For construction, localized significance thresholds (LSTs) were determined based on the values for a 2.5-acre site at a distance of 375 meters from the nearest sensitive residential receptor for $PM_{10}$ and $PM_{2.5}$ and 25 meters from the nearest industrial/commercial receptor for $NO_2$ and CO.

[b] For operations, LSTs were determined based on the values for a 5-acre site at a distance of 375 meters from the nearest sensitive residential receptor for $PM_{10}$ and $PM_{2.5}$ and 25 meters from the nearest industrial/commercial receptor for $NO_2$ and CO.

The potential for the project to result in other emissions, specifically an odor impact (CEQA Guidelines, Appendix G, Threshold 4), is based on the project's anticipated construction activity and land use types and the potential for the project to create an odor nuisance pursuant to SCAQMD Rule 402. This criterion is addressed in Section 2.4.4.

## 2.3 Approach and Methodology

The California Emissions Estimator Model (CalEEMod) Version 2022.1.1.32 was used to estimate emissions from the construction and operational phases of the project. CalEEMod is a statewide computer model developed in cooperation with air districts throughout the state to quantify criteria air pollutant and GHG emissions associated with construction activities and operation of a variety of land use projects, such as residential, commercial, and industrial facilities.

### 2.3.1 Construction

CalEEMod input parameters, including the land use type used to represent the project and its size, construction schedule, and anticipated use of construction equipment, were based on information provided by the project applicant and default model assumptions if project specifics were unavailable. For the purposes of modeling, it was assumed that construction of the project would commence in July 2026[2] and would last approximately 12 months, ending in June 2027. The analysis contained herein is based on the following schedule assumptions (duration of phases is approximate):

- Demolition – 4 weeks
- Site Preparation – 2 weeks
- Grading – 4 weeks
- Building Construction – 35 weeks
- Paving – 4 weeks
- Architectural Coating – 2 weeks

The construction equipment mix used for estimating the construction emissions of the project is based on information provided by the project applicant and is shown in Table 3.

[2] The analysis assumes a construction start date of July 2026, which represents the earliest date construction would initiate. Assuming the earliest start date for construction represents the worst-case scenario for criteria air pollutant emissions because equipment and vehicle emission factors for later years would be slightly less due to more stringent standards for in-use off-road equipment and heavy-duty trucks, as well as fleet turnover replacing older equipment and vehicles in later years.

**Table 3. Construction Scenario Assumptions**

| Construction Phase | Average Daily One-Way Vehicle Trips | | | Equipment | | |
|---|---|---|---|---|---|---|
| | Worker Trips | Vendor Truck Trips | Haul Truck Trips | Equipment Type | Quantity | Daily Usage Hours |
| Demolition | 10 | 2 | 34 | Rubber Tired Dozers | 2 | 6 |
| Site Preparation | 10 | 2 | 2 | Graders | 1 | 8 |
| | | | | Scrapers | 2 | 8 |
| | | | | Tractors/Loaders/Backhoes | 1 | 6 |
| Grading | 10 | 2 | 4 | Graders | 1 | 8 |
| | | | | Rubber Tired Dozers | 1 | 8 |
| | | | | Tractors/Loaders/Backhoes | 2 | 7 |
| Building Construction | 110 | 44 | 0 | Cranes | 1 | 6 |
| | | | | Forklifts | 1 | 7 |
| | | | | Tractors/Loaders/Backhoes | 1 | 6 |
| | | | | Generator Sets | 1 | 8 |
| | | | | Welders | 2 | 7 |
| Paving | 16 | 2 | 0 | Pavers | 1 | 7 |
| | | | | Rollers | 2 | 7 |
| | | | | Paving Equipment | 1 | 7 |
| | | | | Cement and Mortar Mixers | 1 | 7 |
| | | | | Tractors/Loaders/Backhoes | 1 | 7 |
| Architectural Coating | 22 | 0 | 0 | Air Compressors | 1 | 6 |

**Notes:** See Attachment A for details.

For the analysis, it was generally assumed that heavy construction equipment would be operating at the site for up to 8 hours per day (depending on phase), 5 days per week (22 days per month), during project construction. In addition to construction equipment operation, emissions from worker trips, vendor trucks (i.e., delivery trucks), and haul trucks were estimated based on information provided by the applicant or default model assumptions if project specifics were unavailable. The project would require demolition of approximately 33,000 square feet of existing buildings and 60,000 square feet of pavement. The project is assumed to have a balanced cut and fill; however, due to compaction, 600 cubic yards of soils were assumed to be imported during grading. Notably, the project would be required to comply with SCAQMD Rule 403 to control dust emissions generated during any dust-generating activities. Standard construction practices that would be employed to reduce fugitive dust emissions include watering of the active dust areas two times per day (with additional watering depending on weather conditions). Finally, as identified for the project, only low-VOC architectural coatings (i.e., no more than 50 grams per liter VOC) will be used for the interiors and exteriors of the buildings.

### 2.3.2 Operations

Emissions from the operational phase of the project were estimated using CalEEMod. Operational year 2027 was assumed following completion of construction.

## Mobile Sources

Based on the *Transportation Technical Memorandum* prepared for the project, there would be 208 total vehicle trips per day, 83 of which are trucks and 125 are passenger cars (Dudek 2025). For the existing warehouse, trip generation was provided in the *Transportation Technical Memorandum* at 56 total vehicle trips per day, 22 of which are trucks and 34 are passenger cars. The truck breakdown by axle was also taken from the *Transportation Technical Memorandum*. CalEEMod was used to estimate emissions from proposed vehicular sources (refer to Attachment A). CalEEMod default data, including temperature, trip characteristics, variable start information, and emissions factors, were conservatively used for the model inputs. Project-related traffic was assumed to include a mixture of vehicles in accordance with the associated use (as discussed below), as modeled within CalEEMod, which is based on the CARB EMFAC2021 model. Emission factors representing the vehicle mix and emissions for year 2027 (for the project) and year 2022 (for existing uses) were used to estimate emissions associated with vehicular sources. Two land uses in CalEEMod were used to model emissions from mobile sources. The "unrefrigerated warehouse-rail" land use was used to model trucks and the "unrefrigerated warehouse-no rail" was used to model passenger cars. The trip rates (as stated above) were apportioned to each land use. The fleet mix for trucks was determined based off the Transportation Screening Assessment and included the following vehicle categories: 2-axle trucks (50% LHD1 and 50% LHD2), 3-axle trucks (MHD), and 4-axle trucks (HHD). The fleet mix for passenger vehicles was assumed consistent with the EMFAC fleet mix for the air basin for the following vehicle categories: LDA, LDT1, LDT2, and MDV. Truck trip lengths were assumed to be 40 miles for truck trips (in accordance with SCAQMD guidance). For workers, the CalEEMod default assumptions for trip length were used.

## Area Sources

CalEEMod was used to estimate operational emissions from area sources, including emissions from consumer product use, architectural coatings, and landscape maintenance equipment.

Consumer products are chemically formulated products used by household and institutional consumers, including detergents; cleaning compounds; polishes; floor finishes; cosmetics; personal care products; home, lawn, and garden products; disinfectants; sanitizers; aerosol paints; and automotive specialty products. Other paint products, furniture coatings, or architectural coatings are not considered consumer products (CAPCOA 2022). Consumer product VOC emissions are estimated in CalEEMod based on the floor area of nonresidential buildings and on the default factor of pounds of VOC per building square foot per day. For the asphalt surface land use, CalEEMod estimates VOC emissions associated with use of parking surface degreasers based on a square footage of parking surface area and pounds of VOC per square foot per day.

VOC off-gassing emissions result from evaporation of solvents contained in surface coatings such as in paints and primers using during building maintenance. CalEEMod calculates the VOC evaporative emissions from application of nonresidential surface coatings based on the VOC emission factor, the building square footage, the assumed fraction of surface area, and the reapplication rate. The VOC emission factor is based on the VOC content of the surface coatings, and SCAQMD's Rule 1113 (Architectural Coatings) governs the VOC content for interior and exterior coatings. The model default reapplication rate of 10% of area per year is assumed (CAPCOA 2022).

Landscape maintenance includes fuel combustion emissions from equipment such as lawn mowers, rototillers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers. The emissions associated from landscape equipment use are estimated based on CalEEMod default values for emission factors (grams per square foot of

nonresidential building space per day) and number of summer days (when landscape maintenance would generally be performed) and winter days.

### Energy Sources

As represented in CalEEMod, energy sources include emissions associated with building electricity and natural gas usage. Electricity use would contribute indirectly to criteria air pollutant emissions; however, the emissions from electricity use are only quantified for GHGs in CalEEMod, since criteria pollutant emissions occur at the site of the power plant, which is typically off site. CalEEMod default values for energy consumption for each land use were applied for the project and existing baseline analyses.

### Off-Road Equipment

Based on information from the applicant, 15 compressed natural gas (CNG) forklifts are included in the project's emission inventory. The forklifts were modeled in CalEEMod as 82-horsepower CNG forklifts that would operate 8 hours per day, 365 days per year. Notably, although the existing use is also a warehouse, no forklifts were assumed as a conservative approach.

## 2.4 Impact Analysis

### 2.4.1 Would the project conflict with or obstruct implementation of the applicable air quality plan?

SCAQMD administers SCAB's AQMP, which is a comprehensive document outlining an air pollution control program for attaining all CAAQS and NAAQS. The AQMP is the regional path towards improving air quality and meeting federal standards for air pollutants, and each AQMP incorporates significant new scientific data, primarily in the form of updated emissions inventories, ambient measurements, new meteorological episodes, and new air quality modeling tools. The most recent approved SCAQMD AQMP is the 2022 AQMP (SCAQMD 2022), which was adopted by the SCAQMD Governing Board in December 2022. The SCAQMD 2022 AQMP was developed to address the attainment of the 2015 national 8-hour $O_3$ ambient air quality standard (70 parts per billion) for the SCAB and Coachella Valley. The 2022 AQMP provides actions, strategies, and steps needed to reduce air pollutant emissions and meet the $O_3$ standard by 2037.

The purpose of a consistency finding with regard to the AQMP is to determine if a project is consistent with the assumptions and objectives of the regional air quality plans, and if it would interfere with the region's ability to comply with federal and state air quality standards. SCAQMD has established criteria for determining consistency with the currently applicable AQMP in Chapter 12, Sections 12.2 and 12.3 of the SCAQMD CEQA Air Quality Handbook. These criteria are (SCAQMD 1993):

- Whether the project would result in an increase in the frequency or severity of existing air quality violations, cause or contribute to new violations, or delay timely attainment of the ambient air quality standards or interim emission reductions in the AQMP.
- Whether the project would exceed the assumptions in the AQMP or increments based on the year of project buildout and phase.

To address the first criterion, project-generated criteria air pollutant emissions have been estimated and analyzed for significance and are addressed under Section 2.4.2. Detailed results of this analysis are included in Attachment A. As presented in Section 2.4.2, construction and operation of the project would not generate criteria air pollutant emissions that exceed SCAQMD's thresholds.

The second criterion regarding the project's potential to exceed the assumptions in the AQMP or increments based on the year of project buildout and phase is primarily assessed by determining consistency between the project's land use designations and its potential to generate population growth. In general, projects are considered consistent with, and not in conflict with or obstructing implementation of, the AQMP if the growth in socioeconomic factors is consistent with the underlying regional plans used to develop the AQMP (per Consistency Criterion No. 2 of the SCAQMD CEQA Air Quality Handbook). SCAQMD primarily uses demographic growth forecasts for various socioeconomic categories (e.g., population, housing, and employment by industry) developed by the Southern California Association of Governments (SCAG) for its Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Thus, demographic growth forecasts for various socioeconomic categories (e.g., population, housing, employment by industry) developed by SCAG for their 2020-2045 RTP/SCS (SCAG 2020) were used to estimate future emissions in the 2022 AQMP (SCAQMD 2022).[3,4] The SCAG 2020–2045 RTP/SCS, and associated Regional Growth Forecast, are generally consistent with the local plans; therefore, the 2022 AQMP is generally consistent with local government plans.

The City General Plan Existing Land Use Map designates the project site as General Commercial with a Specific Plan overlay. The project site is located within the boundaries of the City's Gateway Specific Plan, which designates the project site as Freeway Commercial (F-C) for uses such as eating/dining, lodging, auto services, and some office/retail uses. The project is proposing a specific plan amendment to change the project site's specific plan land use designation from Freeway Commercial to Industrial Park (I-P). These future uses would include those related to warehouse, distribution, and/or logistics, which is generally consistent with the permissible uses and activities allowed by the City in the Industrial Park zone. Additionally, the Industrial Park land use designation has already been accounted for within the Gateway Specific Plan, and this specific plan amendment would continue the existing pattern of industrial park uses along the Rialto Channel within the Gateway Specific Plan. It follows that the project's land use, activities, and development intensity were already assumed and evaluated in the Gateway Specific Plan and Gateway Specific Plan EIR (City of Rialto 1990), respectively, and the project would then be consistent with the local plans, policies, and regulations governing land use decisions. Implementation of the project would not generate an increase in growth demographics that would conflict with existing projections within the region. Accordingly, the project is consistent with the SCAG RTP/SCS forecasts used in the SCAQMD AQMP development.

In summary, based on the considerations presented for the two criteria, impacts relating to the project's potential to conflict with or obstruct implementation of the applicable AQMP would be less than significant.

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3 SCAG adopted Connect SoCal 2024, the 2024-2050 RTP/SCS (SCAG 2024), but the growth projections therein have not yet been incorporated into an adopted AQMP.

4 Information necessary to produce the emission inventory for the SCAB is obtained from the SCAQMD and other governmental agencies, including CARB, the California Department of Transportation, and SCAG. Each of these agencies is responsible for collecting data (e.g., industry growth factors, socioeconomic Projections, travel activity levels, emission factors, emission speciation profile, and emissions) and developing methodologies (e.g., model and demographic forecast improvements) required to generate a comprehensive emissions inventory. SCAG incorporates these data into their Travel Demand Model for estimating/Projecting vehicle miles traveled and driving speeds. SCAG's socioeconomic and transportation activities Projections in their 2020–2045 RTP/SCS are integrated in the 2022 AQMP (SCAQMD 2022).

### Mitigation Measures

No mitigation is required.

### Level of Significance After Mitigation

Impacts would be less than significant without mitigation.

## 2.4.2 Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard?

Air pollution is largely a cumulative impact. The nonattainment status of regional pollutants is a result of past and present development, and the SCAQMD develops and implements plans for future attainment of ambient air quality standards. Based on these considerations, project-level thresholds of significance for criteria pollutants are used to determine whether a project's individual emissions would have a cumulatively considerable contribution to air quality. If a project's emissions would exceed the SCAQMD significance thresholds, it would be considered to have a cumulatively considerable contribution. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant.

### Construction Emissions

Proposed construction activities would result in the temporary addition of pollutants to the local airshed caused by on-site sources (i.e., off-road construction equipment, soil disturbance, and VOC off-gassing) and off-site sources (i.e., on-road vendor trucks, haul trucks, and worker vehicle trips). Construction emissions can vary substantially from day to day, depending on the level of activity; the specific type of operation; and, for particulate matter, the prevailing weather conditions. Therefore, such emission levels can only be approximately estimated.

Construction of the project would generate criteria air pollutant emissions from entrained dust, off-road equipment, vehicle emissions, architectural coatings, and asphalt pavement applications. Entrained dust results from the exposure of earth surfaces to wind from the direct disturbance and movement of soil, resulting in $PM_{10}$ and $PM_{2.5}$ emissions. Internal combustion engines used by construction equipment, haul trucks, vendor trucks (i.e., delivery trucks), and worker vehicles would result in emissions of VOCs, $NO_x$, CO, $SO_x$, $PM_{10}$, and $PM_{2.5}$. The application of architectural coatings, such as exterior application/interior paint and other finishes, and application of asphalt pavement would also produce VOC emissions.

CalEEMod calculates maximum daily emissions for summer and winter periods. The estimated maximum daily construction emissions are summarized in Table 4. Details of the emission calculations are provided in Attachment A.

**Table 4. Estimated Maximum Daily Construction Criteria Air Pollutant Emissions**

| Year | VOC | NOx | CO | SOx | $PM_{10}$ | $PM_{2.5}$ |
|---|---|---|---|---|---|---|
| | pounds per day | | | | | |
| Summer | | | | | | |

## Table 4. Estimated Maximum Daily Construction Criteria Air Pollutant Emissions

| Year | VOC | NOx | CO | SOx | $PM_{10}$ | $PM_{2.5}$ |
|---|---|---|---|---|---|---|
| | pounds per day | | | | | |
| 2026 | 1.86 | 16.21 | 16.94 | 0.04 | 4.13 | 1.93 |
| 2027 | 54.37 | 8.51 | 16.12 | 0.03 | 2.06 | 0.67 |
| **Winter** | | | | | | |
| 2026 | 1.28 | 9.01 | 14.81 | 0.03 | 2.09 | 0.69 |
| 2027 | 1.23 | 8.63 | 14.32 | 0.03 | 2.06 | 0.67 |
| **Maximum Daily Emissions** | **54.37** | **16.21** | **16.94** | **0.04** | **4.13** | **1.93** |
| *SCAQMD Threshold* | *75* | *100* | *550* | *150* | *150* | *55* |
| **Threshold Exceeded?** | **No** | **No** | **No** | **No** | **No** | **No** |

**Source:** Attachment A.
**Notes:** VOC = volatile organic compound; $NO_x$ = oxides of nitrogen; CO = carbon monoxide; $SO_x$ = sulfur oxides; $PM_{10}$ = coarse particulate matter; $PM_{2.5}$ = fine particulate matter; SCAQMD = South Coast Air Quality Management District.
Emissions include compliance with SCAQMD Rules 403 and use of low-VOC architectural coatings (i.e., no more than 50 grams per liter VOC content) for building interiors and exteriors.

As shown in Table 4, project construction would not exceed SCAQMD's daily thresholds. Therefore, construction impacts associated with criteria air pollutant emissions would be less than significant.

### Operational Emissions

Operation of the project would generate criteria pollutant emissions from mobile sources (vehicular traffic), area sources (consumer products, architectural coatings, landscaping equipment), energy sources (natural gas combustion), and off-road equipment (CNG forklifts). In addition, the sources of emissions associated with the existing uses to be demolished were also quantified. Table 5 presents the emissions from the project and existing baseline scenarios, as well as the estimated net change in emissions (project minus the existing scenario). Details of the emission calculations are provided in Attachment A.

## Table 5. Estimated Maximum Daily Operation Criteria Air Pollutant

| Emissions Source | VOC | NOx | CO | SOx | $PM_{10}$ | $PM_{2.5}$ |
|---|---|---|---|---|---|---|
| | Pounds per Day | | | | | |
| **Project** | | | | | | |
| **Summer** | | | | | | |
| Mobile | 0.34 | 3.95 | 4.79 | 0.04 | 1.95 | 0.55 |
| Area | 3.75 | 0.04 | 5.22 | <0.01 | 0.01 | 0.01 |
| Energy | 0.03 | 0.61 | 0.51 | <0.01 | 0.05 | 0.05 |
| Off-Road | 0.00 | 13.25 | 132.15 | 0.00 | 0.00 | 0.00 |
| ***Project Summer Total*** | ***4.12*** | ***17.86*** | ***142.67*** | ***0.04*** | ***2.01*** | ***0.61*** |
| **Winter** | | | | | | |
| Mobile | 0.32 | 4.13 | 4.25 | 0.04 | 1.95 | 0.55 |
| Area | 2.89 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Energy | 0.03 | 0.61 | 0.51 | <0.01 | 0.05 | 0.05 |

## Table 5. Estimated Maximum Daily Operation Criteria Air Pollutant

| Emissions Source | VOC | NOx | CO | SOx | $PM_{10}$ | $PM_{2.5}$ |
|---|---|---|---|---|---|---|
| | Pounds per Day | | | | | |
| Off-Road | 0.00 | 13.25 | 132.15 | 0.00 | 0.00 | 0.00 |
| *Project Winter Total* | *3.25* | *18.00* | *136.91* | *0.04* | *2.00* | *0.60* |
| **Existing** | | | | | | |
| **Summer** | | | | | | |
| Mobile | 0.13 | 1.70 | 1.79 | 0.01 | 0.53 | 0.15 |
| Area | 1.03 | 0.01 | 1.43 | <0.01 | <0.01 | <0.01 |
| Energy | 0.01 | 0.17 | 0.14 | <0.01 | 0.01 | 0.01 |
| *Existing Summer Total* | *1.17* | *1.88* | *3.36* | *0.01* | *0.55* | *0.17* |
| **Winter** | | | | | | |
| Mobile | 0.12 | 1.78 | 1.58 | 0.01 | 0.53 | 0.15 |
| Area | 0.79 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Energy | 0.01 | 0.17 | 0.14 | <0.01 | 0.01 | 0.01 |
| *Existing Winter Total* | *0.92* | *1.95* | *1.73* | *0.01* | *0.55* | *0.17* |
| **Net Change in Emissions** | | | | | | |
| **Summer Net Change (Project – Existing)** | **2.96** | **15.97** | **139.30** | **0.03** | **1.46** | **0.44** |
| **Winter Net Change (Project – Existing)** | **2.33** | **16.05** | **135.19** | **0.03** | **1.45** | **0.43** |
| *SCAQMD Threshold* | *55* | *55* | *550* | *150* | *150* | *55* |
| **Threshold Exceeded?** | **No** | **No** | **No** | **No** | **No** | **No** |

**Source:** Attachment A.
**Notes:** VOC = volatile organic compound; $NO_x$ = oxides of nitrogen; CO = carbon monoxide; $SO_x$ = sulfur oxides; $PM_{10}$ = coarse particulate matter; $PM_{2.5}$ = fine particulate matter; SCAQMD = South Coast Air Quality Management District.
Values of "<0.01" indicate that the estimated emissions are less than the model limits.

As shown in Table 5, the net increase in criteria air pollutant emissions associated with project operations would not exceed SCAQMD's significance thresholds and, therefore, operational impacts associated with criteria air pollutant emissions would be less than significant.

### Cumulative

In considering cumulative impacts from the project, the analysis must specifically evaluate a project's contribution to the cumulative increase in pollutants for which the SCAB is designated as nonattainment for the CAAQS and NAAQS. If a project's emissions would exceed SCAQMD's significance thresholds, it would be considered to have a cumulatively considerable contribution to nonattainment status in the SCAB. If a project does not exceed thresholds and is determined to have less than significant project-specific impacts, it may still contribute to a significant cumulative impact on air quality. The basis for analyzing the project's cumulatively considerable contribution is if the project's contribution accounts for a significant proportion of the cumulative total emissions (i.e., it represents a "cumulatively considerable contribution" to the cumulative air quality impact) and consistency with SCAQMD's 2022 AQMP, which addresses cumulative emissions in the SCAB.

The SCAB has been designated as a federal nonattainment area for $O_3$ and $PM_{2.5}$ and a state nonattainment area for $O_3$, $PM_{10}$, and $PM_{2.5}$. The nonattainment status is the result of cumulative emissions from various sources of air

pollutants and their precursors within the SCAB, including motor vehicles, off-road equipment, and commercial and industrial facilities. Construction of the project would generate VOC and $NO_x$ emissions (which are precursors to $O_3$) and emissions of $PM_{10}$ and $PM_{2.5}$. As indicated in Tables 4 and 5, project-generated construction and operational emissions would not exceed SCAQMD's emission-based significance thresholds for VOC, $NO_x$, CO, $SO_2$, $PM_{10}$, or $PM_{2.5}$. In addition, the project would not conflict with the SCAQMD AQMP, as evaluated in Section 2.4.1. Based on these considerations, the project would not result in a cumulatively considerable increase in emissions of nonattainment pollutants, and cumulative impacts would be less than significant.

### Mitigation Measures

No mitigation is required.

### Level of Significance After Mitigation

Impacts would be less than significant without mitigation.

## 2.4.3 Would the project expose sensitive receptors to substantial pollutant concentrations?

The potential impact of project-generated air pollutant emissions to sensitive receptors has been considered. As described in Section 2.2, the closest sensitive receptors to the project site are along South Lilac Avenue, with single family residences located approximately 375 meters (1,230 feet) west of the project site boundary and Joe Baca Middle School located approximately 465 meters (1,526 feet) from the project site boundary. In addition, for short term criteria air pollutant exposure LST evaluations, adjacent industrial/commercial land uses were also considered.

### Localized Significance Thresholds

Construction activities associated with the project would result in temporary sources of on-site fugitive dust, on-road vehicles, and construction equipment emissions. During operation, emissions from area sources (landscaping equipment), energy (natural gas combustion), on-site cars and trucks, and CNG forklifts were included in the localized analysis. The passenger vehicle and truck trips during construction and operation were modeled using a 0.25-mile trip distance to capture localized emissions. The maximum allowable daily emissions that would satisfy the SCAQMD localized significance criteria for SRA 34 are presented in Table 6 and compared to the maximum daily on-site construction and operational emissions.

**Table 6. Localized Significance Thresholds Analysis for the Project**

| Pollutant | Project Emissions (Pounds per Day) | LST Criteria (Pounds per Day) | Exceeds LST? |
|---|---|---|---|
| Construction[a] | | | |
| Summer | | | |
| $NO_2$ | 16.00 | 187 | No |
| CO | 16.21 | 1,101 | No |
| $PM_{10}$ | 3.34 | 158 | No |
| $PM_{2.5}$ | 1.87 | 74 | No |

## Table 6. Localized Significance Thresholds Analysis for the Project

| Pollutant | Project Emissions (Pounds per Day) | LST Criteria (Pounds per Day) | Exceeds LST? |
|---|---|---|---|
| **Winter** | | | |
| $NO_2$ | 7.57 | 187 | No |
| CO | 9.44 | 1,101 | No |
| $PM_{10}$ | 0.28 | 158 | No |
| $PM_{2.5}$ | 0.24 | 74 | No |
| **Operations[b]** | | | |
| **Summer** | | | |
| $NO_2$ | 14.36 | 270 | No |
| CO | 138.89 | 1,746 | No |
| $PM_{10}$ | 0.09 | 43 | No |
| $PM_{2.5}$ | 0.06 | 21 | No |
| **Winter** | | | |
| $NO_2$ | 14.34 | 270 | No |
| CO | 133.78 | 1,746 | No |
| $PM_{10}$ | 0.08 | 43 | No |
| $PM_{2.5}$ | 0.06 | 21 | No |

**Source:** SCAQMD 2009.
**Notes:** LST = localized significance threshold; $NO_2$ = nitrogen dioxide; CO = carbon monoxide; $PM_{10}$ = coarse particulate matter; $PM_{2.5}$ = fine particulate matter.
See Attachment A for detailed results.
These estimates reflect control of fugitive dust required by Rule 403 and represent the worst-case operating scenario during construction.

[a] For construction, LSTs were determined based on the values for a 2.5-acre site at a distance of 375 meters from the nearest sensitive residential receptor for $PM_{10}$ and $PM_{2.5}$ and 25 meters from the nearest industrial/commercial receptor for $NO_2$ and CO.

[b] For operations, LSTs were determined based on the values for a 5-acre site at a distance of 375 meters from the nearest sensitive residential receptor for $PM_{10}$ and $PM_{2.5}$ and 25 meters from the nearest industrial/commercial receptor for $NO_2$ and CO.

As shown in Table 6, the project LST would not exceed the established significance thresholds, and thus, would result in a less than significant localized impact to sensitive receptors during construction and operation.

### CO Hotspots

Traffic-congested roadways and intersections have the potential to generate localized high levels of CO. Localized areas where ambient concentrations exceed federal and/or state standards for CO are termed CO "hotspots." CO transport is extremely limited and disperses rapidly with distance from the source. Under certain extreme meteorological conditions, however, CO concentrations near a congested roadway or intersection may reach unhealthy levels affecting sensitive receptors. Typically, high CO concentrations are associated with severely congested intersections operating at an unacceptable level of service (LOS) (LOS E or worse is unacceptable). Projects contributing to adverse traffic impacts may result in the formation of a CO hotspot. Additional analysis of CO hotspot impacts would be conducted if a project would result in a significant impact or contribute to an adverse traffic impact at a signalized intersection that would potentially subject sensitive receptors to CO hotspots.

Title 40 of the Code of Federal Regulations, Section 93.123(c)(5), Procedures for Determining Localized CO, $PM_{10}$, and $PM_{2.5}$ Concentrations (Hot-Spot Analysis), states that "CO, $PM_{10}$, and $PM_{2.5}$ hot-spot analyses are not required to consider construction-related activities, which cause temporary increases in emissions. Each site which is affected by construction-related activities shall be considered separately, using established 'Guideline' methods. Temporary increases are defined as those which occur only during the construction phase and last five years or less at any individual site" (40 CFR 93.123). While project construction would involve on-road vehicle trips from trucks and workers during construction, construction activities would last approximately 12 months and would not require a project-level construction hotspot analysis.

For long-term operations, as provided in the *Transportation Technical Memorandum* (Dudek 2025), the project screened out of focused analysis for vehicle-miles traveled (VMT) and LOS because it would result in a minimal increase in on-road vehicles (i.e., less than 110 net new passenger trips and less than 50 trips during the peak hour), which supports that the project is not a large traffic generator. Based on these considerations, the proposed project would not generate traffic that would contribute to potential adverse traffic impacts that may result in the formation of CO hotspots. In addition, due to continued improvement in vehicular emissions at a rate faster than the rate of vehicle growth and/or congestion, the potential for CO hotspots in the SCAB is steadily decreasing. Overall, the project would result in a less-than-significant impact to air quality with regard to potential CO hotspots.

## Toxic Air Contaminants

Project construction would result in emissions of DPM from heavy construction equipment and trucks accessing the site. The Office of Environmental Health Hazard Assessment (OEHHA) has identified carcinogenic and chronic noncarcinogenic effects from long-term exposure, but has not identified health effects due to short-term exposure to diesel exhaust. According to the OEHHA, health risk assessments, which determine the exposure of sensitive receptors to toxic emissions, should be based on a 30-year exposure period for the maximally exposed individual resident; however, such assessments should be limited to the period/duration of activities associated with the project (OEHHA 2015). Thus, the duration of the proposed construction activities would only constitute a small percentage of the total 30-year exposure period. Due to this relatively short period of exposure (12 months) and minimal localized particulate emissions on-site (as identified in Table 6 above, which includes both DPM and dust), TACs generated by the project would not result in concentrations causing significant health risks. Furthermore, the closest sensitive receptor to the project (i.e., residence along South Lilac Avenue) is over 1,200 feet away from the project site. Overall, the project would not result in substantial TAC exposure to sensitive receptors in the vicinity of the project, and impacts would be less than significant.

Regarding long-term operations, the project would replace an existing warehouse/office use with two warehouses, which would result in a minimal increase in truck traffic on the local roadway network. In addition, as the project would not result in new stationary sources and sensitive receptors are not proximate to the project site, a formal health risk assessment would not be required for the project. Accordingly, the project would not result in emissions that would exceed the SCAQMD health risk thresholds.

## Health Impacts of Criteria Air Pollutants

VOCs and $NO_x$ are precursors to $O_3$, for which the SCAB is designated as nonattainment with respect to the NAAQS and CAAQS. The health effects associated with $O_3$ include respiratory symptoms, worsening of lung disease leading to premature death, and damage to lung tissue (CARB 2024b). The contribution of VOCs and $NO_x$ to regional ambient $O_3$ concentrations is the result of complex photochemistry. The increases in $O_3$ concentrations in the SCAB due to $O_3$ precursor emissions tend to be found downwind from the source location to allow time for the

photochemical reactions to occur. However, the potential for exacerbating excessive $O_3$ concentrations would also depend on the time of year that the VOC and $NO_x$ emissions would occur because exceedances of the $O_3$ CAAQS/NAAQS tend to occur between April and October when solar radiation is highest. The holistic effect of a single project's emissions of $O_3$ precursors is speculative due to the lack of quantitative methods to assess this impact. The project would not result in emissions of VOCs or $NO_x$ that exceed SCAQMD significance threshold during construction or operations. Therefore, implementation of the project would contribute minimally to regional $O_3$ concentrations and the associated health effects.

Health effects associated with $NO_x$ and $NO_2$ (which is a constituent of $NO_x$) include lung irritation and enhanced allergic responses (CARB 2024c). As depicted in Table 6, project construction and operation would not exceed the SCAQMD localized thresholds for $NO_2$. Thus, construction and operation of the project is not anticipated exceed the $NO_2$ standards or contribute to associated health effects.

Health effects associated with CO include chest pain in patients with heart disease, headache, light-headedness, and reduced mental alertness (CARB 2024d). CO tends to be a localized impact associated with congested intersections. CO hotspots were discussed previously as a less than significant impact. Thus, the project's CO emissions would not contribute to the health effects associated with this pollutant.

Health effects associated with particulate matter include premature death and hospitalization, primarily for worsening of respiratory disease (CARB 2024e). As depicted in Tables 4 through 6, construction and operation of the project would not exceed regional or localized thresholds for $PM_{10}$ or $PM_{2.5}$ and would not contribute to exceedances of the NAAQS or CAAQS for particulate matter. Due to the minimal contribution of particulate matter during construction and operation, the project is not anticipated to result in health effects associated with $PM_{10}$ or $PM_{2.5}$.

There are numerous scientific and technological complexities associated with correlating criteria air pollutant emissions from an individual project to specific health effects or potential additional nonattainment days, and there are currently no modeling tools that can provide reliable and meaningful additional information regarding health effects from criteria air pollutants generated by individual projects within SCAQMD's jurisdiction. Currently, SCAQMD, CARB, and EPA have not approved a quantitative method to reliably, meaningfully, and consistently translate the mass emission estimates for the criteria air pollutants resulting from the project to specific health effects. However, based on the project's minimal overall construction and operational criteria air pollutant emissions described above, health impacts from project-related criteria air pollutant emissions would be less than significant.

## Valley Fever

As discussed in Section 2.1.2, San Bernardino County is not considered a highly endemic region for Valley Fever. Even if present at the site, construction activities may not result in increased incidence of valley fever. Propagation of valley fever is dependent on climatic conditions, with the potential for growth and surface exposure highest following early seasonal rains and long dry spells. Valley Fever spores can be released when filaments are disturbed by earth-moving activities, although receptors must be exposed to and inhale the spores to be at increased risk of developing valley fever. Moreover, exposure to valley fever does not guarantee that an individual will become ill—approximately 60% of people exposed to the fungal spores are asymptomatic and show no signs of an infection (USGS 2000).

In order to reduce fugitive dust from the project and minimize adverse air quality impacts, the project would employ dust control measures in accordance with SCAQMD Rules 401 and 403, which limit the amount of fugitive dust generated during construction. These requirements are consistent with CDPH recommendations for the implementation of dust control measures, including regular application of water during soil-disturbance activities, to reduce exposure to Valley Fever by minimizing the potential that the fungal spores become airborne (CDPH 2013). Further, regulations designed to minimize exposure to valley fever hazards are included in Title 8 of the California Code of Regulations and would be complied with during the project's construction phase (California Department of Industrial Relations 2017).

In summary, the project would not result in a significant impact attributable to Valley Fever exposure based on its geographic location and compliance with applicable regulatory standards and dust control measures, which will serve to minimize the release of and exposure to fungal spores. Therefore, impacts associated with Valley Fever exposure for sensitive receptors would be less than significant.

### Mitigation Measures

No mitigation is required.

### Level of Significance After Mitigation

Impacts would be less than significant without mitigation.

## 2.4.4 Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Based on available information, the project is not anticipated to result in other emissions that have not been addressed under Section 2.4.1 through 2.4.3, above. As such, this analysis focuses on the potential for the project to generate odors.

The occurrence and severity of potential odor impacts depends on numerous factors. The nature, frequency, and intensity of the source; the wind speeds and direction; and the sensitivity of receiving location each contribute to the intensity of the impact. Although offensive odors seldom cause physical harm, they can be annoying and cause distress among the public and generate citizen complaints.

Odors would be potentially generated from vehicles and equipment exhaust emissions during construction of the project. Potential odors produced during construction would be attributable to concentrations of unburned hydrocarbons from tailpipes of construction equipment and asphalt pavement application. Such odors would disperse rapidly from the project site and generally occur at magnitudes that would not affect substantial numbers of people. Therefore, impacts associated with odors during construction would be less than significant.

Land uses and industrial operations associated with odor complaints include agricultural uses, wastewater treatment plants, food-processing plants, chemical plants, composting operations, refineries, landfills, dairies, and fiberglass molding facilities (SCAQMD 1993). The project would not create any new sources of odor during operation. Therefore, project operations would result in an odor impact that is less than significant.

### Mitigation Measures

No mitigation is required.

### Level of Significance After Mitigation

Impacts would be less than significant without mitigation.

# 3 Greenhouse Gas Emissions Assessment

## 3.1 Background

### 3.1.1 Climate Change Overview

Climate change refers to any significant change in measures of climate—such as temperature, precipitation, or wind patterns—lasting for an extended period of time (decades or longer). The Earth's temperature depends on the balance between energy entering and leaving the planet's system. Many factors, both natural and human, can cause changes in Earth's energy balance, including variations in the sun's energy reaching Earth, changes in the reflectivity of Earth's atmosphere and surface, and changes in the greenhouse effect, which affects the amount of heat retained by Earth's atmosphere (EPA 2024).

The greenhouse effect is the trapping and build-up of heat in the atmosphere (troposphere) near the Earth's surface. The greenhouse effect traps heat in the troposphere through a threefold process as follows: short-wave radiation emitted by the Sun is absorbed by the Earth, the Earth emits a portion of this energy in the form of long-wave radiation, and GHGs in the upper atmosphere absorb this long-wave radiation and emit it into space and toward the Earth. The greenhouse effect is a natural process that contributes to regulating the Earth's temperature and creates a pleasant, livable environment on the Earth. Human activities that emit additional GHGs to the atmosphere increase the amount of infrared radiation that gets absorbed before escaping into space, thus enhancing the greenhouse effect and causing the Earth's surface temperature to rise.

The scientific record of the Earth's climate shows that the climate system varies naturally over a wide range of time scales and that, in general, climate changes prior to the Industrial Revolution in the 1700s can be explained by natural causes, such as changes in solar energy, volcanic eruptions, and natural changes in GHG concentrations. However, recent climate changes, in particular the warming observed over the past century, cannot be explained by natural causes alone. Rather, it is extremely likely that human activities have been the dominant cause of warming since the mid-twentieth century and are the most significant driver of observed climate change (IPCC 2013; EPA 2024). Human influence on the climate system is evident from the increasing GHG concentrations in the atmosphere, positive radiative forcing, observed warming, and improved understanding of the climate system (IPCC 2013). Current atmospheric concentrations of GHGs have increased to levels unprecedented in the last 800,000 years, primarily from fossil fuel emissions and secondarily from emissions associated with land use changes (IPCC 2013). Continued emissions of GHGs will cause further warming and changes in all components of the climate system.

### 3.1.2 Greenhouse Gases

A GHG is any gas that absorbs infrared radiation in the atmosphere; in other words, GHGs trap heat in the atmosphere. As defined in California Health and Safety Code Section 38505(g), for purposes of administering many of the state's primary GHG emissions reduction programs, GHGs include carbon dioxide ($CO_2$), methane ($CH_4$), nitrous oxide ($N_2O$), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride ($SF_6$), and nitrogen trifluoride ($NF_3$) (see also 14 CCR 15364.5).[5] Some GHGs, such as $CO_2$, $CH_4$, and $N_2O$, are emitted into the atmosphere through natural processes and human activities. Of these gases, $CO_2$ and $CH_4$ are emitted in the greatest quantities from human activities. Manufactured GHGs, which have a much greater heat-absorption potential than $CO_2$, include fluorinated gases, such as HFCs, PFCs, and $SF_6$, which are associated with certain industrial products and processes.

### 3.1.3 Global Warming Potential

Gases in the atmosphere can contribute to climate change both directly and indirectly. Direct effects occur when the gas itself absorbs radiation. Indirect radiative forcing occurs when chemical transformations of the substance produce other GHGs, when a gas influences the atmospheric lifetimes of other gases, and/or when a gas affects atmospheric processes that alter the radiative balance of the Earth (e.g., affect cloud formation or albedo) (EPA 2024). The Intergovernmental Panel on Climate Change (IPCC) developed the global warming potential (GWP) concept to compare the ability of each GHG to trap heat in the atmosphere relative to another gas. The GWP of a GHG is defined as the ratio of the time-integrated radiative forcing from the instantaneous release of 1 kilogram of a trace substance relative to that of 1 kilogram of a reference gas (IPCC 2014). The reference gas used is $CO_2$; therefore, GWP-weighted emissions are measured in metric tons (MT) of $CO_2$ equivalent ($CO_2e$). The current version of CalEEMod assumes that the GWP for $CH_4$ is 25 (so emissions of 1 MT of $CH_4$ are equivalent to emissions of 25 MT of $CO_2$), and the GWP for $N_2O$ is 298, based on the IPCC Fourth Assessment Report (IPCC 2007). The GWP values identified in CalEEMod were applied to the project.

## 3.2 Thresholds of Significance

The significance criteria used to evaluate the project's GHG emissions impacts is based on the recommendations provided in CEQA Guidelines Appendix G. For the purposes of this GHG emissions analysis, a project would have a significant environmental impact if it would (14 CCR 15000 et seq.):

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

The Appendix G thresholds for GHGs do not prescribe specific methodologies for performing an assessment, do not establish specific thresholds of significance, and do not mandate specific mitigation measures. Rather, the CEQA Guidelines emphasize the lead agency's discretion to determine the appropriate methodologies and thresholds of

[5] Climate forcing substances include GHGs and other substances such as black carbon and aerosols.

significance consistent with the manner in which other impact areas are handled in CEQA (CNRA 2009). Additional guidance regarding assessment of GHGs is discussed below.

## CEQA Guidelines

With respect to GHG emissions, CEQA Guidelines Section 15064.4(a) states that lead agencies "shall make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate" GHG emissions resulting from a project. The CEQA Guidelines note that an agency has the discretion to either quantify a project's GHG emissions or rely on a "qualitative analysis or performance-based standards" (14 CCR 15064.4[a]). A lead agency may use a "model or methodology" to estimate GHG emissions and has the discretion to select the model or methodology it considers "most appropriate to enable decision makers to intelligently take into account the project's incremental contribution to climate change" (14 CCR 15064.4[c]). The CEQA Guidelines provide that the lead agency should consider the following when determining the significance of impacts from GHG emissions on the environment (14 CCR 15064.4[b]):

1. The extent a project may increase or reduce GHG emissions as compared to the existing environmental setting.
2. Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.
3. The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions.

In addition, the CEQA Guidelines do not indicate an amount of GHG emissions that constitutes a significant impact on the environment. Instead, the CEQA Guidelines specify that "[w]hen adopting or using thresholds of significance, a lead agency may consider thresholds of significance previously adopted or recommended by other public agencies, or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence" (14 CCR 15064.7[c]).

The extent to which a project increases or decreases GHG emissions in the existing environmental setting should be estimated in accordance with Section 15064.4, Determining the Significance of Impacts from Greenhouse Gas Emissions, of the CEQA Guidelines. The CEQA Guidelines indicate that when calculating GHG emissions resulting from a project, lead agencies shall make a good-faith effort based on scientific and factual data (Section 15064.4[a]), and lead agencies have discretion to select the model or methodology deemed most appropriate for enabling decision makers to intelligently assess the project's incremental contribution to climate change (Section 15064.4[c]).

The CEQA Guidelines also allow a lead agency to consider feasible means of mitigating the significant effects of GHG emissions, including reductions in emissions through the implementation of project features or off-site measures. The adopted amendments do not establish a GHG emissions threshold, instead allowing a lead agency to develop, adopt, and apply its own thresholds of significance or those developed by other agencies or experts. CNRA also acknowledged that a lead agency may consider compliance with regulations or requirements implementing AB 32 in determining the significance of a project's GHG emissions (CNRA 2009).

## Governor's Office of Planning and Research Advisory

The Governor's Office of Planning and Research technical advisory titled "CEQA and Climate Change: Addressing Climate Change Through California Environmental Quality Act (CEQA) Review," states that "public agencies are encouraged but not required to adopt thresholds of significance for environmental impacts. Even in the absence of clearly defined thresholds for GHG emissions, the law requires that such emissions from CEQA projects must be disclosed and mitigated to the extent feasible whenever the lead agency determines that the project contributes to a significant, cumulative climate change impact" (OPR 2008). Furthermore, the advisory document indicates that "in the absence of regulatory standards for GHG emissions or other scientific data to clearly define what constitutes a 'significant impact,' individual lead agencies may undertake a project-by-project analysis, consistent with available guidance and current CEQA practice" (OPR 2008).

The advisory indicated that the lead agency should identify and estimate a project's GHG emissions, including those associated with vehicular traffic, energy consumption, water usage, and construction activities. The advisory further recommended that the lead agency determine significance of the impacts and impose all mitigation measures necessary to reduce GHG emissions to a level that is less than significant (OPR 2008). CNRA adopted the CEQA Guidelines amendments discussed above in December 2009, and they became effective in March 2010.

## Approach to Determining Significance

Air districts typically act in an advisory capacity to local governments in establishing the framework for environmental review of air pollution impacts under CEQA. This may include recommendations regarding significance thresholds, analytical tools to estimate emissions and assess impacts, and mitigations for potentially significant impacts. Although air districts will also address some of these issues on a project-specific basis as responsible agencies, they may provide general guidance to local governments on these issues (SCAQMD 2008b). The SCAQMD, which oversees the adjacent SCAB, has recommended numeric CEQA significance thresholds for GHG emissions for lead agencies to use in assessing GHG impacts of residential and commercial development projects; however, these thresholds were not adopted. The SCAQMD formed a GHG CEQA Significance Threshold Working Group to work with SCAQMD staff on developing GHG CEQA significance thresholds until statewide significance thresholds or guidelines are established. From December 2008 to September 2010, the SCAQMD hosted working group meetings and revised the draft threshold proposal several times, although it did not officially provide these proposals in a subsequent document. The SCAQMD has continued to consider adoption of significance thresholds for residential and general land use development projects. The most recent proposal, issued in September 2010, uses the following tiered approach to evaluate potential GHG impacts from various uses (SCAQMD 2010):

- **Tier 1.** Determine if CEQA categorical exemptions are applicable. If not, move to Tier 2.
- **Tier 2.** Consider whether or not the proposed project is consistent with a locally adopted GHG reduction plan that has gone through public hearing and CEQA review, that has an approved inventory, includes monitoring, etc. If not, move to Tier 3.
- **Tier 3.** Consider whether the project generates GHG emissions in excess of screening thresholds for individual land uses. The 10,000 MT $CO_2e$ per year threshold for industrial uses and stationary projects would be recommended for use by all lead agencies. Under option 1, separate screening thresholds are proposed for residential projects (3,500 MT $CO_2e$ per year), commercial projects (1,400 MT $CO_2e$ per year), and mixed-use projects (3,000 MT $CO_2e$ per year). Under option 2, a single numerical screening threshold

of 3,000 MT $CO_2e$ per year would be used for all non-industrial projects. If the project generates emissions in excess of the applicable screening threshold, move to Tier 4.

- **Tier 4.** Consider whether the project generates GHG emissions in excess of applicable performance standards for the project service population (population plus employment). The efficiency targets were established based on the goal of AB 32 to reduce statewide GHG emissions to 1990 levels by 2020. The 2020 efficiency targets are 4.8 MT $CO_2e$ per service population for project level analyses and 6.6 MT $CO_2e$ per service population for plan level analyses. If the project generates emissions in excess of the applicable efficiency targets, move to Tier 5.
- **Tier 5.** Consider the implementation of CEQA mitigation (including the purchase of GHG offsets) to reduce the project efficiency target to Tier 4 levels.

Based on the supporting analysis outlined in SCAQMD's draft GHG guidance and meeting notes, the 3,000 MT $CO_2e$ per year level would capture 90% of GHG emissions from new residential or commercial projects in the region (SCAQMD 2008b). This type of market capture analysis captures a substantial fraction of the GHG emissions from future development to accommodate for future population and job growth and excludes small development projects that would contibute a relatively small fraction of the cumulative statewide GHG emissions.

While the City has not adopted a numeric significance threshold, the City has previously relied on use of the 3,000 MT $CO_2e$ per year threshold to evaluate the potential for a project to result in a signficant GHG emissions impact under CEQA because it has been recommended by SCAQMD and SCAQMD is an expert agency in the Southern California region. Further, the SCAQMD provides substantial evidence that the thresholds are consistent with policy goals and 2050 GHG emissions reduction targets set by the state. Specifically, the thresholds were set at levels that capture 90% of the GHG emissions from the above-described uses, consistent with EO S-3-05 target of reducing GHGs to 80% below 1990 levels by 2050. Finally, the SCAQMD specifically recommended that the 3,000 MT $CO_2e$ per year threshold be used by lead agencies for not only residential and commercial projects, but also industrial parks and warehouses as well (SCAQMD 2008b).

In addition to the quantitative assessment, the project was also evaluated for its potential to conflict with Senate Bill (SB) 32 (2017 Scoping Plan) and AB 1279 (2022 Scoping Plan) and SCAG's RTP/SCS.

## 3.3 Approach and Methodology

CalEEMod was used to estimate potential project-generated GHG emissions during construction and operations. Methodological assumptions are summarized below, with additional details included in Attachment A.

### 3.3.1 Construction

Construction of the project would result in emissions of GHG emissions primarily associated with use of off-road construction equipment, on-road truck trips, and worker vehicle trips. All details for construction criteria air pollutants discussed in Section 2.3.1 are also applicable for the estimation of construction-related GHG emissions. See Section 2.3.1 for a discussion of construction emissions calculation methodology and assumptions used in the GHG emissions analysis. For additional details see Attachment A.

### 3.3.2 Operations

#### Mobile Sources

All details for criteria air pollutants discussed in Section 2.3.2 are also applicable for the estimation of operational mobile source GHG emissions for the project and existing use scenarios. Regulatory measures related to mobile sources include AB 1493 (Pavley) and related federal standards. AB 1493 required that CARB establish GHG emission standards for automobiles, light-duty trucks, and other vehicles determined by CARB to be vehicles that are primarily used for noncommercial personal transportation in the state. In addition, the National Highway Traffic Safety Administration and EPA have established corporate fuel economy standards and GHG emission standards, respectively, for automobiles and light-, medium-, and heavy-duty vehicles. Implementation of these standards and fleet turnover (replacement of older vehicles with newer ones) will gradually reduce emissions from the project's motor vehicles. The effectiveness of fuel economy improvements was evaluated for motor vehicles to the extent it was captured in CalEEMod.

#### Area Sources

For the project and existing baseline scenarios, CalEEMod was used to estimate GHG emissions from area sources, which include operation of gasoline-powered landscape maintenance equipment. See Section 2.3.2, for a discussion of landscaping equipment emissions calculations.

#### Energy Sources

GHGs are emitted from buildings as a result of activities for which electricity and natural gas are typically used as energy sources. Combustion of any type of fuel emits $CO_2$ and other GHGs directly into the atmosphere; these emissions are considered direct emissions associated with a building. GHGs are also emitted during the generation of electricity from fossil fuels; these emissions are considered to be indirect emissions. For the project and existing uses, default CalEEMod inputs were assumed.

#### Water and Wastewater

Supply, conveyance, treatment, and distribution of water for the project require the use of electricity, which would result in associated indirect GHG emissions. Similarly, wastewater generated by the project requires the use of electricity for conveyance and treatment, and GHG emissions will be generated during wastewater treatment. For the project and existing scenarios, water consumption estimates for both indoor and outdoor water use and associated electricity consumption from water use and wastewater generation were estimated using CalEEMod default values.

#### Solid Waste

The project would generate solid waste. A large percentage of this waste will be diverted from landfills by a variety of means, such as reducing the amount of waste generated, recycling, and/or composting. The remainder of the waste not diverted will be disposed of at a landfill. GHG emissions from landfills are associated with the anaerobic breakdown of material. CalEEMod default values for solid waste generation were used to estimate GHG emissions associated with solid waste for the project and existing scenarios.

### Refrigerants

Refrigerants are substances used in equipment for air conditioning (A/C) and refrigeration. Most of the refrigerants used today are hydrofluorocarbons or blends thereof, which can have high GWP values. All equipment that uses refrigerants has a charge size (i.e., quantity of refrigerant the equipment contains), and an operational refrigerant leak rate, and each refrigerant has a GWP that is specific to that refrigerant. CalEEMod default values were applied to the project and existing uses, which quantifies refrigerant emissions from leaks during regular operation and routine servicing over the equipment lifetime, and then derives average annual emissions from the lifetime estimate (CAPCOA 2022).

### Off-Road Equipment

Regarding cargo handling equipment, as described in Section 2.3.2, the 15 forklifts anticipated for the project were modeled in CalEEMod as 89-horsepower CNG forklifts that would operate at 8 hours per day, 365 days per year. Notably, although the existing use is also a warehouse, no forklifts were assumed as a conservative approach.

## 3.4 Impact Analysis

### 3.4.1 Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Construction of the project would result in GHG emissions, which are primarily associated with use of off-road construction equipment, on-road trucks, and worker vehicles. CalEEMod was used to estimate GHG emissions during construction. Table 7 presents construction GHG emissions for the project.

**Table 7. Estimated Annual Construction GHG Emissions**

| Year | $CO_2$ | $CH_4$ | $N_2O$ | R | $CO_2e$ |
|---|---|---|---|---|---|
| | metric tons per year | | | | |
| 2026 | 247.53 | 0.01 | 0.01 | 0.16 | 252.34 |
| 2027 | 204.51 | 0.01 | 0.01 | 0.16 | 208.44 |
| **Total for All Years of Construction** | **452.04** | **0.02** | **0.03** | **0.32** | **460.78** |
| | | | | *Amortized Over 30-Years* | *15.36* |

**Source**: Attachment A.
**Notes:** GHG = greenhouse gas; $CO_2$ = carbon dioxide; $CH_4$ = methane; $N_2O$ = nitrous oxide; R = Refrigerants; $CO_2e$ = carbon dioxide equivalent.
Totals may not sum due to rounding.

As shown in Table 7, the estimated total GHG emissions during construction would be approximately 461 MT $CO_2e$. Estimated project-generated construction emissions amortized over 30 years would be approximately 15 MT $CO_2e$ per year.

Operation of the project would generate GHG emissions from mobile sources (vehicular traffic), area sources (landscape maintenance equipment operation), energy use (natural gas combustion and utility generation of electricity consumed by the project), water supply, treatment, and distribution and wastewater treatment, solid

waste disposal, refrigerants, and off-road equipment (CNG forklifts). In addition, GHG emissions from operation of the existing building was also estimated. Table 8 presents the net increase in GHG emissions (i.e., project minus existing), as well as sums the annual operational GHGs. Detailed operational model outputs are presented in Attachment A.

**Table 8. Estimated Annual Operational GHG Emissions**

| Emissions Source | $CO_2$ | $CH_4$ | $N_2O$ | R | $CO_2e$ |
|---|---|---|---|---|---|
| | Metric Tons per Year | | | | |
| **Project** | | | | | |
| Mobile | 774.54 | 0.05 | 0.11 | 0.79 | 808.08 |
| Area | 2.43 | <0.01 | <0.01 | 0.00 | 2.44 |
| Energy | 214.02 | 0.02 | <0.01 | 0.00 | 214.89 |
| Water | 39.15 | 0.91 | 0.02 | 0.00 | 68.28 |
| Waste | 10.06 | 1.01 | 0.00 | 0.00 | 35.20 |
| Off-road Equipment | 484.62 | 0.01 | <0.01 | 0.00 | 485.12 |
| *Total Project* | *1,524.82* | *1.99* | *0.13* | *0.79* | *1,614.02* |
| **Existing** | | | | | |
| Mobile | 227.88 | 0.02 | 0.03 | 0.28 | 237.88 |
| Area | 0.67 | <0.01 | <0.01 | 0.00 | 0.67 |
| Energy | 57.39 | 0.01 | <0.01 | 0.00 | 57.62 |
| Water | 10.64 | 0.25 | 0.01 | 0.00 | 18.65 |
| Waste | 2.77 | 0.28 | 0.00 | 0.00 | 9.68 |
| *Total Existing* | *299.34* | *0.55* | *0.04* | *0.28* | *324.50* |
| **Net Change (Project – Existing)** | | | | | |
| **Net Change** | **1,225.48** | **1.44** | **0.09** | **0.51** | **1,289.52** |
| | | | *Amortized Construction and Decommissioning Emissions* | | *15.36* |
| | | | **Total Net Operations with Amortized Construction Emissions** | | **1,304.88** |

**Source:** Attachment A.
**Notes:** GHG = greenhouse gas; $CO_2$ = carbon dioxide; $CH_4$ = methane; $N_2O$ = nitrous oxide; R = refrigerants; $CO_2e$ = carbon dioxide equivalent; <0.01 = value is less than 0.01.
Totals may not sum due to rounding.

As shown in Table 8, the estimated net increase in GHG emissions from operation of the project would be approximately 1,305 MT $CO_2e$ per year, including amortized construction emissions. Annual operational GHG emissions with amortized construction emissions would not exceed the SCAQMD recommended threshold of 3,000 MT $CO_2e$ per year. This impact would be less than significant.

## Mitigation Measures

No mitigation is required.

## Level of Significance After Mitigation

Impacts would be less than significant without mitigation.

### 3.4.2 Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

#### Project Potential to Conflict with State Reduction Targets and CARB's Scoping Plan

The California State Legislature passed AB 32 to provide initial direction to limit California's GHG emissions to 1990 levels by 2020 and initiate the state's long-range climate objectives. Since the passage of AB 32, the state has adopted GHG emissions reduction targets for future years beyond the initial 2020 horizon year. CARB is required to develop a Scoping Plan, which provides the framework for actions to achieve the state's GHG emission targets. While the Scoping Plan is not directly applicable to specific projects, nor is it intended to be used as the sole basis for project-level evaluations, it is the official framework for the measures and regulations that will be implemented to reduce California's GHG emissions in alignment with the adopted targets. Therefore, a project would be found to not conflict with the statutes if it meets the Scoping Plan policies and would not impede attainment of the goals therein.

For the project, the relevant GHG emissions reduction targets include those established by SB 32 and AB 1279, which require GHG emissions be reduced to 40% below 1990 levels by 2030, and 85% below 1990 levels by 2045, respectively. In addition, AB 1279 requires the state achieve net zero GHG emissions by no later than 2045 and achieve and maintain net negative GHG emissions thereafter. CARB's 2017 Scoping Plan update was the first to address the state's strategy for achieving the 2030 GHG reduction target set forth in SB 32 (CARB 2017), and the most recent CARB 2022 Scoping Plan update outlines the state's plan to reduce emissions and achieve carbon neutrality by 2045 in alignment with AB 1279 and assesses progress is making toward the 2030 SB 32 target (CARB 2022). As such, given that SB 32 and AB 1279 are the relevant GHG emission targets, the 2017 and 2022 Scoping Plan updates that outline the strategy to achieve those targets, are the most applicable to the project.

The 2017 Scoping Plan included measures to promote renewable energy and energy efficiency (including the mandates of SB 350), increase stringency of the low-carbon fuel standard, measures identified in the Mobile Source and Freight Strategies, measures identified in the proposed Short-Lived Climate Pollutants plan, and increase stringency of SB 375 targets.[6] The 2022 Scoping Plan builds upon and accelerates programs currently in place, including moving to zero-emission transportation; phasing out use of fossil gas use for heating homes and buildings; reducing chemical and refrigerants with high GWP; providing communities with sustainable options for walking, biking, and public transit; and displacement of fossil-fuel fired electrical generation through use of renewable energy alternatives (e.g., solar arrays and wind turbines) (CARB 2022). Many of the measures and programs included in the Scoping Plan would result in the reduction of project-related GHG emissions with no action required at the project level, including GHG emission reductions through increased energy efficiency and renewable energy production (SB 350), reduction in carbon intensity of transportation fuels (low-carbon fuel standard), and the accelerated efficiency and electrification of the statewide vehicle fleet (Mobile Source Strategy). Table 9 summarizes the project's potential to conflict with the applicable 2017 Scoping Plan.

[6] Pursuant to SB 375, CARB set per capita GHG emissions reduction targets from passenger vehicles for each of the state's 18 metropolitan planning organizations.

## Table 9. Project Potential to Conflict with 2017 Scoping Plan

| Action | Responsible Parties | Potential to Conflict |
|---|---|---|
| **Implement SB 350 by 2030** | | |
| Increase the Renewables Portfolio Standard to 50% of retail sales by 2030 and ensure grid reliability. | CPUC, CEC, CARB | ***No conflict***. The project would use energy from Southern California Edison (SCE). SCE has committed to diversify its portfolio of energy sources by increasing energy from wind and solar sources. The project would not interfere with or obstruct SCE energy source diversification efforts. |
| Establish annual targets for statewide energy efficiency savings and demand reduction that will achieve a cumulative doubling of statewide energy efficiency savings in electricity and natural gas end uses by 2030. | | ***No conflict***. The project would be constructed in compliance with the current California Building Code requirements at the time of construction. New buildings must achieve compliance with the applicable 2025 Building and Energy Efficiency Standards and the 2025 California Green Building Standards requirements, effective January 1, 2026. |
| Reduce GHG emissions in the electricity sector through the implementation of the above measures and other actions as modeled in Integrated Resource Planning (IRP) to meet GHG emissions reductions planning targets in the IRP process. Load-serving entities and publicly- owned utilities meet GHG emissions reductions planning targets through a combination of measures as described in IRPs. | | |
| **Implement Mobile Source Strategy (Cleaner Technology and Fuels)** | | |
| At least 1.5 million zero emission and plug-in hybrid light-duty EVs by 2025. | CARB, California State Transportation Agency (CalSTA), Strategic Growth Council (SGC), California Department of Transportation (Caltrans), CEC, OPR, Local Agencies | ***No conflict***. This is a CARB Mobile Source Strategy. The project would not obstruct or interfere with CARB zero emission and plug-in hybrid light-duty EV 2025 targets. As this is a CARB enforced standard, vehicles that access the project are required to comply with the standards and will therefore comply with the strategy. |
| At least 4.2 million zero emission and plug-in hybrid light-duty EVs by 2030. | | ***No conflict***. This is a CARB Mobile Source Strategy. The project would not obstruct or interfere with CARB zero emission and plug-in hybrid light-duty EV 2030 targets. As this is a CARB enforced standard, vehicles that access the project are required to comply with the standards and will therefore comply with the strategy. |

## Table 9. Project Potential to Conflict with 2017 Scoping Plan

| Action | Responsible Parties | Potential to Conflict |
|---|---|---|
| Further increase GHG stringency on all light-duty vehicles beyond existing Advanced Clean cars regulations. | | ***No conflict***. This is a CARB Mobile Source Strategy. The project would not obstruct or interfere with CARB efforts to further increase GHG stringency on all light-duty vehicles beyond existing Advanced Clean cars regulations. As this is a CARB enforced standard, vehicles that access the project are required to comply with the standards and will therefore comply with the strategy. |
| Medium- and Heavy-Duty GHG Phase 2. | | ***No conflict***. This is a CARB Mobile Source Strategy. The project would not obstruct or interfere with CARB efforts to implement Medium- and Heavy-Duty GHG Phase 2. As this is a CARB enforced standard, vehicles that access the project are required to comply with the standards and will therefore comply with the strategy. |
| Last Mile Delivery: New regulation that would result in the use of low $NO_X$ or cleaner engines and the deployment of increasing numbers of zero-emission trucks primarily for class 3-7 last mile delivery trucks in California. This measure assumes ZEVs comprise 2.5% of new Class 3–7 truck sales in local fleets starting in 2020, increasing to 10% in 2025 and remaining flat through 2030. | | ***No conflict***. This is a CARB Mobile Source Strategy. The project would not obstruct or interfere with CARB cleaner last mile delivery trucks in California. As this is a CARB enforced standard, vehicles that access the project are required to comply with the standards and will therefore comply with the strategy. |

## Table 9. Project Potential to Conflict with 2017 Scoping Plan

| Action | Responsible Parties | Potential to Conflict |
|---|---|---|
| Harmonize project performance with emissions reductions and increase competitiveness of transit and active transportation modes (e.g. via guideline documents, funding programs, project selection, etc.). | CalSTA, SGC, OPR, CARB, Governor's Office of Business and Economic Development (GO-Biz), California Infrastructure and Economic Development Bank (IBank), Department of Finance (DOF), California Transportation Commission (CTC), Caltrans | *No conflict*. The project would not obstruct or interfere with agency efforts to harmonize transportation facility project performance with emissions reductions and increase competitiveness of transit and active transportation modes. |
| By 2019, develop pricing policies to support low-GHG transportation (e.g. low-emission vehicle zones for heavy duty, road user, parking pricing, transit discounts). | CalSTA, Caltrans, CTC, OPR, SGC, CARB | *No conflict*. The project would not obstruct or interfere with agency efforts to develop pricing policies to support low-GHG transportation. |
| **Implement California Sustainable Freight Action Plan** | | |
| Improve freight system efficiency. | CalSTA, CalEPA, CNRA, CARB, Caltrans, CEC, GO-Biz | *No conflict*. This measure would apply to all trucks accessing the project site, including existing trucks or new trucks that are part of the statewide goods movement sector. The project would not obstruct or interfere with agency efforts to improve freight system efficiency. |
| Adopt a Low Carbon Fuel Standard with a Carbon Intensity reduction of 18%. | CARB | *No conflict*. This measure, which was increased to 20% reduction in carbon intensity by 2030, applies to all fuel purchased and used by the project vehicles in the state. The project would not obstruct or interfere with agency efforts to implement a Low Carbon Fuel Standard. |

## Table 9. Project Potential to Conflict with 2017 Scoping Plan

| Action | Responsible Parties | Potential to Conflict |
|---|---|---|
| **By 2018, develop Integrated Natural and Working Lands Implementation Plan to secure California's land base as a net carbon sink** | | |
| Utilize wood and agricultural products to increase the amount of carbon stored in the natural and built environments | | ***No conflict***. To the extent appropriate for the proposed industrial buildings, wood products would be used in construction. |

**Source:** CARB 2017.

Table 10 highlights the measures from the 2022 Scoping Plan that are relevant to the project.

## Table 10. Project Potential to Conflict with 2022 Scoping Plan

| Sector | Action | Potential to Conflict |
|---|---|---|
| GHG Emissions Reductions Relative to the SB 32 Target | 40% below 1990 levels by 2030 | ***No conflict***. While the SB 32 GHG emissions reduction target is not an Action that is analyzed independently, it is included in Table 2-1 of the 2022 Scoping Plan for reference. The project would not obstruct or interfere with agency efforts to meet the SB 32 reduction goal. |
| Smart Growth / VMT | VMT per capita reduced 25% below 2019 levels by 2030, and 30% below 2019 levels by 2045 | ***No conflict***. The project would not obstruct or interfere with agency efforts to meet this regional VMT reduction goal, including through implementation of SB 375. As detailed below, the project would be consistent with the SCAG 2024–2050 RTP/SCS, which is the regional growth management strategy that targets per capita GHG reduction from passenger vehicles and light trucks in the Southern California Region pursuant to SB 375. |
| Light-duty Vehicle (LDV) Zero Emission Vehicles (ZEVs) | 100% of LDV sales are ZEV by 2035 | ***No conflict***. As this action pertains to LDV sales within California, the project would not obstruct or interfere with its implementation. |
| Truck ZEVs | 100% of medium-duty vehicle (MDV)/ heavy-duty vehicle (HDV) sales are ZEV by 2040 | ***No conflict***. As this action pertains to MDV and HDV sales within California, the project would not obstruct or interfere with its implementation. |

## Table 10. Project Potential to Conflict with 2022 Scoping Plan

| Sector | Action | Potential to Conflict |
|---|---|---|
| Electricity Generation | Sector GHG target of 38 million metric tons of carbon dioxide equivalent (MMTCO2e) in 2030 and 30 MMTCO2e in 2035<br>Retail sales load coverage1<br>20 gigawatts (GW) of offshore wind by 2045<br>Meet increased demand for electrification without new fossil gas-fired resources | *No conflict*. As this Action pertains to the statewide procurement of renewably generated electricity, the project would not obstruct or interfere with its implementation. |
| New Residential and Commercial Buildings | All electric appliances beginning 2026 (residential) and 2029 (commercial), contributing to 6 million heat pumps installed statewide by 2030 | *No conflict*. Based on timing of this Action, it would not apply to the project. |
| Construction Equipment | 25% of energy demand electrified by 2030 and 75% electrified by 2045 | *No conflict*. As this Action pertains to the electrification of off-road equipment across California, the project would not obstruct or interfere with its implementation. |
| Low Carbon Fuels for Transportation | Biomass supply is used to produce conventional and advanced biofuels, as well as hydrogen | *No conflict*. The project would not obstruct or interfere with agency efforts to increase the provision of low carbon fuels for transportation. |
| Low Carbon Fuels for Buildings and Industry | In 2030s biomethane blended in pipeline<br>Renewable hydrogen blended in fossil gas pipeline at 7% energy (~20% by volume), ramping up between 2030 and 2040<br>In 2030s, dedicated hydrogen pipelines constructed to serve certain industrial clusters | *No conflict*. The project would not obstruct or interfere with agency efforts to increase the provision of low carbon fuels for use in buildings and industry. |
| High GWP Potential Emissions | Low GWP refrigerants introduced as building electrification increases, mitigating HFC emissions | *No conflict*. The project would not obstruct or interfere with agency efforts to introduce low GWP refrigerants. |

**Source:** CARB 2022.
**Notes:**
1 As noted in Table 2-1 of the 2022 Scoping Plan, SB 100 speaks only to retail sales and state agency procurement of electricity (i.e., wholesale or non-retail sales and losses from storage and transmission and distribution lines are not subject to the law).

Based on the analysis in Table 9 and Table 10, the project would be consistent with the applicable strategies and measures in the 2017 Scoping Plan and 2022 Scoping Plan, respectively.

The 2045 carbon neutrality goal required CARB to expand proposed actions in the 2022 Scoping Plan to include those that capture and store carbon in addition to those that reduce only anthropogenic sources of GHG emissions.

However, the 2022 Scoping Plan emphasizes that reliance on carbon sequestration in the state's natural and working lands will not be sufficient to address residual GHG emissions, and achieving carbon neutrality will require research, development, and deployment of additional methods to capture atmospheric GHG emissions (e.g., mechanical direct air capture). Given that the specific path to neutrality will require development of technologies and programs that are not currently known or available, the project's role in supporting the statewide goal would be speculative and cannot be wholly identified at this time.

Overall, the project would comply will all regulations adopted in furtherance of the Scoping Plan to the extent applicable and required by law. As demonstrated above, the project would not conflict with CARB's 2017 or 2022 Scoping Plan updates and with the state's ability to achieve the 2030 and 2045 GHG reduction and carbon neutrality goals.

### Potential to Conflict with SCAG's RTP/SCS

On April 4, 2024, SCAG adopted the 2024–2050 RTP/SCS, also referred to as Connect SoCal 2024. Connect SoCal 2024 builds on the prior RTP/SCS and identifies the following strategy areas to support its environmental goals: Sustainable Development, Air Quality, Clean Transportation, Natural and Agricultural Lands Preservation, and Climate Resilience (SCAG 2024). The primary objective of the RTP/SCS is to provide guidance for future regional growth (i.e., the location of new residential and non-residential land uses) and transportation patterns throughout the region, as stipulated under SB 375. The project's potential to conflict with the 2024–2050 RTP/SCS strategies is presented below.

- Sustainable Development. The 2024–2050 RTP/SCS identifies sustainable development, including water and energy-efficient building practices and green infrastructure, as a strategy to reduce GHG emissions. The project would support this measure by meeting all applicable green building standards, including Title 24 Part 6 (California Energy Efficiency Standards) and Part 11 (California Green Building Standards), that are in effect at the time of design and construction.
- Air Quality. The 2024–2050 RTP/SCS identifies air quality as an environmental strategy because the transportation sector is the predominant source of criteria air pollutant emissions in the region. The 2024–2050 RTP/SCS states that a comprehensive and coordinated regional solution with integrated land use and transportation planning from all levels of governments will be required to achieve the needed emission reductions (SCAG 2024). According to the SCAG Comprehensive Regional Goods Movement Plan and Implementation Strategy, the region will run out of suitably zoned vacant land designated for warehouse facilities in or around 2028. Thus, the project would meet the growing demand for warehousing space through the redevelopment of an older office/warehouse building use and would do so in an area located within 0.5-mile of major roadways (San Bernardino Freeway, West Valley Boulevard, and South Riverside Avenue), thereby reducing the need for longer distance trips and resulting in associated reductions in air pollutant and GHG emissions.
- Clean Transportation. One of the technology innovations identified in the 2024–2050 RTP/SCS that would apply to the project is the promotion and support of low emission technologies for transportation, such as alternative fueled vehicles to reduce per capita GHG emissions. The project would not conflict with SCAG's ability to implement this strategy and would utilize CNG forklifts during operation.
- Natural and Agricultural Lands Preservation. The 2024–2050 RTP/SCS promotes the conservation and restoration of natural and agricultural lands through several policies, such as quantifying the carbon

sequestration potential of natural and agricultural lands and prioritizing sensitive habitat and wildlife corridors for permanent protection. The project would redevelop an already disturbed, non-agricultural site.

- Climate Resilience. The 2024–2050 RTP/SCS promotes regional coordination and solutions for effective emergency response for climate-related hazards. Additionally, in the category of climate resilience, SCAG has established the following policies: prioritize the most vulnerable populations and communities subject to climate hazards, support local and regional climate and hazard planning, support nature-based solutions to increase regional resilience, promote sustainable water use planning, and support an integrated planning approach to help jurisdictions meet housing needs in a drier environment. While the project does not directly pertain to these regional coordination efforts for climate resilience, the project would not interfere with this strategy.

Based on the analysis above, the project would be consistent with the SCAG 2024–2050 RTP/SCS.

### Summary

The project demonstrates consistency with the CARB's Scoping Plan and would not conflict with other regulations regarding reductions to GHG emissions including SB 32 and AB 1279. Additionally, the project would be consistent with the SCAG 2024–2050 RTP/SCS.

### Mitigation Measures

No mitigation is required.

### Level of Significance After Mitigation

Impacts would be less than significant without mitigation.

# 4 Conclusions

Criteria air pollutant emissions generated during construction and operation of the project would not exceed the SCAQMD's significance thresholds or result in a cumulatively considerable net increase in emissions. Similarly, the emissions would also not exceed the LST significance thresholds for sensitive receptors during construction or operations or create a CO hotspot. Therefore, the project would result in a less than significant impact.

Estimated total GHG emissions generated during operation, including amortized construction emissions, would be below the SCAQMD's draft threshold of 3,000 MT $CO_2e$ per year. The project would also not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. Accordingly, potential cumulative GHG impacts would be less than significant.

As such, the project would not result in significant impacts to air quality or GHG emissions.

Sincerely,

Matthew Morales
Senior Air Quality Specialist

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# Attachment A

CalEEMod Emissions Output

# Table of Contents

# Willow and Valley Warehouse Project - Proposed Project Detailed Report

## Table of Contents

# 1. Basic Project Information

## 1.1. Basic Project Information

| Data Field | Value |
|---|---|
| Project Name | Willow and Valley Warehouse Project - Proposed Project |
| Construction Start Date | 7/1/2026 |
| Operational Year | 2027 |
| Lead Agency | — |
| Land Use Scale | Project/site |
| Analysis Level for Defaults | County |
| Windspeed (m/s) | 2.2 |
| Precipitation (days) | 14 |
| Location | S Willow Ave & W Valley Blvd, Rialto, CA 92376, USA |
| County | San Bernardino-South Coast |
| City | Rialto |
| Air District | South Coast AQMD |
| Air Basin | South Coast |
| TAZ | 5334 |
| EDFZ | 10 |
| Electric Utility | Southern California Edison |
| Gas Utility | Southern California Gas |
| App Version | 2022.1.1.33 |

## 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 | 72 | 1000sqft | 1.6 | 71,981 | 30,886 | — | — | — |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Unrefrigerated Warehouse-Rail | 48 | 1000sqft | 1.1 | 47,987 | 20,591 | — | — | — |
| Parking Lot | 111 | Space | 1.00 | 0.00 | 0.00 | — | — | — |
| Other Non-Asphalt Surfaces | 28 | 1000sqft | 0.64 | 0.00 | 0.00 | — | — | — |
| Other Asphalt Surfaces | 58 | 1000sqft | 1.6 | 0.00 | 0.00 | — | — | — |

### 1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

# 2. Emissions Summary

### 2.1. Construction Emissions Compared Against Thresholds

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

| Un/Mit. | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 54 | 54 | 16 | 17 | 0.04 | 0.67 | 3.6 | 4.1 | 0.61 | 1.4 | 1.9 | — | 4,908 | 4,908 | 0.32 | 0.40 | 8.7 | 4,936 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 1.6 | 1.3 | 9.0 | 15 | 0.03 | 0.27 | 1.8 | 2.1 | 0.25 | 0.44 | 0.69 | — | 4,288 | 4,288 | 0.18 | 0.27 | 0.23 | 4,375 |
| Average Daily (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 2.1 | 2.0 | 4.1 | 5.3 | 0.01 | 0.15 | 0.81 | 0.96 | 0.14 | 0.22 | 0.36 | — | 1,495 | 1,495 | 0.07 | 0.09 | 0.97 | 1,524 |
| Annual (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 0.39 | 0.37 | 0.75 | 0.97 | < 0.005 | 0.03 | 0.15 | 0.17 | 0.02 | 0.04 | 0.07 | — | 248 | 248 | 0.01 | 0.01 | 0.16 | 252 |

## 2.2. Construction Emissions by Year, Unmitigated

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

| Year | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily - Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2026 | 2.2 | 1.9 | 16 | 17 | 0.04 | 0.67 | 3.6 | 4.1 | 0.61 | 1.4 | 1.9 | — | 4,908 | 4,908 | 0.32 | 0.40 | 8.7 | 4,936 |
| 2027 | 54 | 54 | 8.5 | 16 | 0.03 | 0.25 | 1.8 | 2.1 | 0.23 | 0.44 | 0.67 | — | 4,358 | 4,358 | 0.17 | 0.26 | 7.8 | 4,448 |
| Daily - Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2026 | 1.6 | 1.3 | 9.0 | 15 | 0.03 | 0.27 | 1.8 | 2.1 | 0.25 | 0.44 | 0.69 | — | 4,288 | 4,288 | 0.18 | 0.27 | 0.23 | 4,375 |
| 2027 | 1.5 | 1.2 | 8.6 | 14 | 0.03 | 0.25 | 1.8 | 2.1 | 0.23 | 0.44 | 0.67 | — | 4,236 | 4,236 | 0.18 | 0.26 | 0.20 | 4,318 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2026 | 0.63 | 0.50 | 4.1 | 5.3 | 0.01 | 0.15 | 0.81 | 0.96 | 0.14 | 0.22 | 0.36 | — | 1,495 | 1,495 | 0.07 | 0.09 | 0.97 | 1,524 |
| 2027 | 2.1 | 2.0 | 2.7 | 4.4 | 0.01 | 0.08 | 0.51 | 0.59 | 0.07 | 0.12 | 0.20 | — | 1,235 | 1,235 | 0.05 | 0.07 | 0.94 | 1,259 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2026 | 0.11 | 0.09 | 0.75 | 0.97 | < 0.005 | 0.03 | 0.15 | 0.17 | 0.02 | 0.04 | 0.07 | — | 248 | 248 | 0.01 | 0.01 | 0.16 | 252 |
| 2027 | 0.39 | 0.37 | 0.48 | 0.81 | < 0.005 | 0.01 | 0.09 | 0.11 | 0.01 | 0.02 | 0.04 | — | 205 | 205 | 0.01 | 0.01 | 0.16 | 208 |

## 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. | 4.8 | 4.1 | 18 | 143 | 0.05 | 0.12 | 1.9 | 2.0 | 0.11 | 0.50 | 0.61 | 114 | 9,151 | 9,265 | 12 | 0.78 | 11 | 9,810 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Unmit. | 3.9 | 3.3 | 18 | 137 | 0.05 | 0.11 | 1.9 | 2.0 | 0.10 | 0.50 | 0.60 | 114 | 9,073 | 9,187 | 12 | 0.78 | 0.29 | 9,721 |
| Average Daily (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 4.5 | 3.8 | 18 | 141 | 0.05 | 0.11 | 1.9 | 2.0 | 0.11 | 0.49 | 0.60 | 114 | 9,096 | 9,210 | 12 | 0.78 | 4.8 | 9,749 |
| Annual (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 0.82 | 0.70 | 3.3 | 26 | 0.01 | 0.02 | 0.34 | 0.36 | 0.02 | 0.09 | 0.11 | 19 | 1,506 | 1,525 | 2.0 | 0.13 | 0.79 | 1,614 |

## 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 | 0.65 | 0.34 | 4.0 | 4.8 | 0.04 | 0.06 | 1.9 | 2.0 | 0.06 | 0.50 | 0.55 | — | 4,727 | 4,727 | 0.31 | 0.64 | 11 | 4,935 |
| Area | 3.8 | 3.8 | 0.04 | 5.2 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 21 | 21 | < 0.005 | < 0.005 | — | 22 |
| Energy | 0.07 | 0.03 | 0.61 | 0.51 | < 0.005 | 0.05 | — | 0.05 | 0.05 | — | 0.05 | — | 1,293 | 1,293 | 0.12 | 0.01 | — | 1,298 |
| Water | — | — | — | — | — | — | — | — | — | — | — | 53 | 183 | 236 | 5.5 | 0.13 | — | 412 |
| Waste | — | — | — | — | — | — | — | — | — | — | — | 61 | 0.00 | 61 | 6.1 | 0.00 | — | 213 |
| Off-Road | 0.28 | 0.00 | 13 | 132 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | — | 2,927 | 2,927 | 0.06 | 0.01 | — | 2,930 |
| Total | 4.8 | 4.1 | 18 | 143 | 0.05 | 0.12 | 1.9 | 2.0 | 0.11 | 0.50 | 0.61 | 114 | 9,151 | 9,265 | 12 | 0.78 | 11 | 9,810 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Mobile | 0.64 | 0.32 | 4.1 | 4.3 | 0.04 | 0.06 | 1.9 | 2.0 | 0.06 | 0.50 | 0.55 | — | 4,670 | 4,670 | 0.31 | 0.64 | 0.29 | 4,868 |
| Area | 2.9 | 2.9 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Energy | 0.07 | 0.03 | 0.61 | 0.51 | < 0.005 | 0.05 | — | 0.05 | 0.05 | — | 0.05 | — | 1,293 | 1,293 | 0.12 | 0.01 | — | 1,298 |
| Water | — | — | — | — | — | — | — | — | — | — | — | 53 | 183 | 236 | 5.5 | 0.13 | — | 412 |
| Waste | — | — | — | — | — | — | — | — | — | — | — | 61 | 0.00 | 61 | 6.1 | 0.00 | — | 213 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Off-Roa | 0.28 | 0.00 | 13 | 132 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | — | 2,927 | 2,927 | 0.06 | 0.01 | — | 2,930 |
| Total | 3.9 | 3.3 | 18 | 137 | 0.05 | 0.11 | 1.9 | 2.0 | 0.10 | 0.50 | 0.60 | 114 | 9,073 | 9,187 | 12 | 0.78 | 0.29 | 9,721 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Mobile | 0.64 | 0.32 | 4.2 | 4.4 | 0.04 | 0.06 | 1.9 | 1.9 | 0.06 | 0.49 | 0.55 | — | 4,678 | 4,678 | 0.31 | 0.64 | 4.8 | 4,881 |
| Area | 3.5 | 3.5 | 0.03 | 3.6 | < 0.005 | 0.01 | — | 0.01 | < 0.005 | — | < 0.005 | — | 15 | 15 | < 0.005 | < 0.005 | — | 15 |
| Energy | 0.07 | 0.03 | 0.61 | 0.51 | < 0.005 | 0.05 | — | 0.05 | 0.05 | — | 0.05 | — | 1,293 | 1,293 | 0.12 | 0.01 | — | 1,298 |
| Water | — | — | — | — | — | — | — | — | — | — | — | 53 | 183 | 236 | 5.5 | 0.13 | — | 412 |
| Waste | — | — | — | — | — | — | — | — | — | — | — | 61 | 0.00 | 61 | 6.1 | 0.00 | — | 213 |
| Off-Roa d | 0.28 | 0.00 | 13 | 132 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | — | 2,927 | 2,927 | 0.06 | 0.01 | — | 2,930 |
| Total | 4.5 | 3.8 | 18 | 141 | 0.05 | 0.11 | 1.9 | 2.0 | 0.11 | 0.49 | 0.60 | 114 | 9,096 | 9,210 | 12 | 0.78 | 4.8 | 9,749 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Mobile | 0.12 | 0.06 | 0.76 | 0.79 | 0.01 | 0.01 | 0.34 | 0.35 | 0.01 | 0.09 | 0.10 | — | 775 | 775 | 0.05 | 0.11 | 0.79 | 808 |
| Area | 0.64 | 0.64 | 0.01 | 0.65 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 2.4 | 2.4 | < 0.005 | < 0.005 | — | 2.4 |
| Energy | 0.01 | 0.01 | 0.11 | 0.09 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 214 | 214 | 0.02 | < 0.005 | — | 215 |
| Water | — | — | — | — | — | — | — | — | — | — | — | 8.8 | 30 | 39 | 0.91 | 0.02 | — | 68 |
| Waste | — | — | — | — | — | — | — | — | — | — | — | 10 | 0.00 | 10 | 1.0 | 0.00 | — | 35 |
| Off-Roa d | 0.05 | 0.00 | 2.4 | 24 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | — | 485 | 485 | 0.01 | < 0.005 | — | 485 |
| Total | 0.82 | 0.70 | 3.3 | 26 | 0.01 | 0.02 | 0.34 | 0.36 | 0.02 | 0.09 | 0.11 | 19 | 1,506 | 1,525 | 2.0 | 0.13 | 0.79 | 1,614 |

# 3. Construction Emissions Details

## 3.1. Demolition (2026) - Unmitigated

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

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

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 1.6 | 1.4 | 13 | 11 | 0.02 | 0.55 | — | 0.55 | 0.51 | — | 0.51 | — | 2,068 | 2,068 | 0.08 | 0.02 | — | 2,075 |
| Demolition | — | — | — | — | — | — | 2.8 | 2.8 | — | 0.42 | 0.42 | — | — | — | — | — | — | — |
| 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 | 0.10 | 0.08 | 0.75 | 0.64 | < 0.005 | 0.03 | — | 0.03 | 0.03 | — | 0.03 | — | 125 | 125 | 0.01 | < 0.005 | — | 125 |
| Demolition | — | — | — | — | — | — | 0.17 | 0.17 | — | 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 | 0.02 | 0.14 | 0.12 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 21 | 21 | < 0.005 | < 0.005 | — | 21 |
| 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 | 0.72 | 0.00 | 0.00 | 0.13 | 0.13 | 0.00 | 0.03 | 0.03 | — | 138 | 138 | 0.01 | < 0.005 | 0.47 | 140 |
| Vendor | 0.01 | < 0.005 | 0.07 | 0.04 | < 0.005 | < 0.005 | 0.02 | 0.02 | < 0.005 | < 0.005 | 0.01 | — | 61 | 61 | < 0.005 | 0.01 | 0.16 | 64 |
| Hauling | 0.28 | 0.04 | 2.7 | 1.6 | 0.02 | 0.03 | 0.63 | 0.66 | 0.03 | 0.17 | 0.20 | — | 2,308 | 2,308 | 0.23 | 0.37 | 4.7 | 2,429 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | 0.03 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | < 0.005 | < 0.005 | — | 7.7 | 7.7 | < 0.005 | < 0.005 | 0.01 | 7.8 |
| Vendor | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 3.7 | 3.7 | < 0.005 | < 0.005 | < 0.005 | 3.8 |
| Hauling | 0.02 | < 0.005 | 0.17 | 0.09 | < 0.005 | < 0.005 | 0.04 | 0.04 | < 0.005 | 0.01 | 0.01 | — | 139 | 139 | 0.01 | 0.02 | 0.12 | 146 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | 0.01 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 1.3 | 1.3 | < 0.005 | < 0.005 | < 0.005 | 1.3 |
| Vendor | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 0.61 | 0.61 | < 0.005 | < 0.005 | < 0.005 | 0.64 |
| Hauling | < 0.005 | < 0.005 | 0.03 | 0.02 | < 0.005 | < 0.005 | 0.01 | 0.01 | < 0.005 | < 0.005 | < 0.005 | — | 23 | 23 | < 0.005 | < 0.005 | 0.02 | 24 |

## 3.3. Site Preparation (2026) - Unmitigated

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

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 2.2 | 1.8 | 16 | 16 | 0.04 | 0.66 | — | 0.66 | 0.61 | — | 0.61 | — | 4,574 | 4,574 | 0.19 | 0.04 | — | 4,589 |
| Dust From Material Movement | — | — | — | — | — | — | 1.0 | 1.0 | — | 0.11 | 0.11 | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | 0.06 | 0.05 | 0.44 | 0.44 | < 0.005 | 0.02 | — | 0.02 | 0.02 | — | 0.02 | — | 125 | 125 | 0.01 | < 0.005 | — | 126 |
| Dust From Material Movement | — | — | — | — | — | — | 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 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.01 | 0.01 | 0.08 | 0.08 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 21 | 21 | < 0.005 | < 0.005 | — | 21 |
| Dust From Material Movement | — | — | — | — | — | — | 0.01 | 0.01 | — | < 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 | 0.72 | 0.00 | 0.00 | 0.13 | 0.13 | 0.00 | 0.03 | 0.03 | — | 138 | 138 | 0.01 | < 0.005 | 0.47 | 140 |
| Vendor | 0.01 | < 0.005 | 0.07 | 0.04 | < 0.005 | < 0.005 | 0.02 | 0.02 | < 0.005 | < 0.005 | 0.01 | — | 61 | 61 | < 0.005 | 0.01 | 0.16 | 64 |
| Hauling | 0.02 | < 0.005 | 0.16 | 0.09 | < 0.005 | < 0.005 | 0.04 | 0.04 | < 0.005 | 0.01 | 0.01 | — | 136 | 136 | 0.01 | 0.02 | 0.28 | 143 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | 0.02 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 3.5 | 3.5 | < 0.005 | < 0.005 | 0.01 | 3.6 |
| Vendor | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 1.7 | 1.7 | < 0.005 | < 0.005 | < 0.005 | 1.7 |
| Hauling | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 3.7 | 3.7 | < 0.005 | < 0.005 | < 0.005 | 3.9 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | < 0.005 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 0.58 | 0.58 | < 0.005 | < 0.005 | < 0.005 | 0.59 |
| Vendor | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 0.28 | 0.28 | < 0.005 | < 0.005 | < 0.005 | 0.29 |
| Hauling | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 0.62 | 0.62 | < 0.005 | < 0.005 | < 0.005 | 0.65 |

## 3.5. Grading (2026) - Unmitigated

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

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 1.7 | 1.4 | 13 | 14 | 0.02 | 0.58 | — | 0.58 | 0.53 | — | 0.53 | — | 2,455 | 2,455 | 0.10 | 0.02 | — | 2,463 |
| Dust From Material Movement | — | — | — | — | — | — | 2.8 | 2.8 | — | 1.3 | 1.3 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.11 | 0.09 | 0.81 | 0.88 | < 0.005 | 0.04 | — | 0.04 | 0.03 | — | 0.03 | — | 155 | 155 | 0.01 | < 0.005 | — | 155 |
| Dust From Material Movement | — | — | — | — | — | — | 0.17 | 0.17 | — | 0.08 | 0.08 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.02 | 0.02 | 0.15 | 0.16 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 26 | 26 | < 0.005 | < 0.005 | — | 26 |
| Dust From Material Movement | — | — | — | — | — | — | 0.03 | 0.03 | — | 0.02 | 0.02 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.05 | 0.04 | 0.04 | 0.72 | 0.00 | 0.00 | 0.13 | 0.13 | 0.00 | 0.03 | 0.03 | — | 138 | 138 | 0.01 | < 0.005 | 0.47 | 140 |
| Vendor | 0.01 | < 0.005 | 0.07 | 0.04 | < 0.005 | < 0.005 | 0.02 | 0.02 | < 0.005 | < 0.005 | 0.01 | — | 61 | 61 | < 0.005 | 0.01 | 0.16 | 64 |
| Hauling | 0.03 | < 0.005 | 0.32 | 0.18 | < 0.005 | < 0.005 | 0.07 | 0.08 | < 0.005 | 0.02 | 0.02 | — | 272 | 272 | 0.03 | 0.04 | 0.55 | 286 |
| 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 | — | 8.1 | 8.1 | < 0.005 | < 0.005 | 0.01 | 8.2 |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vendor | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 3.8 | 3.8 | < 0.005 | < 0.005 | < 0.005 | 4.0 |
| Hauling | < 0.005 | < 0.005 | 0.02 | 0.01 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 17 | 17 | < 0.005 | < 0.005 | 0.02 | 18 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | 0.01 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 1.3 | 1.3 | < 0.005 | < 0.005 | < 0.005 | 1.4 |
| Vendor | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 0.63 | 0.63 | < 0.005 | < 0.005 | < 0.005 | 0.66 |
| Hauling | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 2.8 | 2.8 | < 0.005 | < 0.005 | < 0.005 | 3.0 |

## 3.7. Building Construction (2026) - Unmitigated

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

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.97 | 0.81 | 7.0 | 8.0 | 0.02 | 0.25 | — | 0.25 | 0.23 | — | 0.23 | — | 1,561 | 1,561 | 0.06 | 0.01 | — | 1,566 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.97 | 0.81 | 7.0 | 8.0 | 0.02 | 0.25 | — | 0.25 | 0.23 | — | 0.23 | — | 1,561 | 1,561 | 0.06 | 0.01 | — | 1,566 |
| 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 | 0.20 | 0.17 | 1.5 | 1.7 | < 0.005 | 0.05 | — | 0.05 | 0.05 | — | 0.05 | — | 327 | 327 | 0.01 | < 0.005 | — | 328 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.04 | 0.03 | 0.27 | 0.31 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 54 | 54 | < 0.005 | < 0.005 | — | 54 |
| 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 | 0.53 | 0.48 | 0.43 | 7.9 | 0.00 | 0.00 | 1.4 | 1.4 | 0.00 | 0.34 | 0.34 | — | 1,518 | 1,518 | 0.06 | 0.05 | 5.2 | 1,541 |
| Vendor | 0.13 | 0.03 | 1.4 | 0.78 | 0.01 | 0.02 | 0.38 | 0.40 | 0.02 | 0.10 | 0.12 | — | 1,335 | 1,335 | 0.09 | 0.21 | 3.5 | 1,402 |
| 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 | 0.50 | 0.44 | 0.48 | 6.0 | 0.00 | 0.00 | 1.4 | 1.4 | 0.00 | 0.34 | 0.34 | — | 1,392 | 1,392 | 0.02 | 0.05 | 0.13 | 1,409 |
| Vendor | 0.13 | 0.03 | 1.5 | 0.79 | 0.01 | 0.02 | 0.38 | 0.40 | 0.02 | 0.10 | 0.12 | — | 1,335 | 1,335 | 0.09 | 0.21 | 0.09 | 1,399 |
| 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 | 0.10 | 0.09 | 0.11 | 1.3 | 0.00 | 0.00 | 0.30 | 0.30 | 0.00 | 0.07 | 0.07 | — | 296 | 296 | < 0.005 | 0.01 | 0.47 | 300 |
| Vendor | 0.03 | 0.01 | 0.32 | 0.17 | < 0.005 | < 0.005 | 0.08 | 0.08 | < 0.005 | 0.02 | 0.03 | — | 280 | 280 | 0.02 | 0.04 | 0.32 | 293 |
| 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 | 0.24 | 0.00 | 0.00 | 0.05 | 0.05 | 0.00 | 0.01 | 0.01 | — | 49 | 49 | < 0.005 | < 0.005 | 0.08 | 50 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vendor | 0.01 | < 0.005 | 0.06 | 0.03 | < 0.005 | < 0.005 | 0.01 | 0.02 | < 0.005 | < 0.005 | < 0.005 | — | 46 | 46 | < 0.005 | 0.01 | 0.05 | 49 |
| 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. 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 | 0.94 | 0.78 | 6.7 | 8.0 | 0.02 | 0.23 | — | 0.23 | 0.21 | — | 0.21 | — | 1,561 | 1,561 | 0.06 | 0.01 | — | 1,566 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.94 | 0.78 | 6.7 | 8.0 | 0.02 | 0.23 | — | 0.23 | 0.21 | — | 0.21 | — | 1,561 | 1,561 | 0.06 | 0.01 | — | 1,566 |
| 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 | 0.25 | 0.21 | 1.8 | 2.2 | < 0.005 | 0.06 | — | 0.06 | 0.06 | — | 0.06 | — | 421 | 421 | 0.02 | < 0.005 | — | 423 |
| 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 Equipment | 0.05 | 0.04 | 0.33 | 0.39 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 70 | 70 | < 0.005 | < 0.005 | — | 70 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.51 | 0.45 | 0.38 | 7.4 | 0.00 | 0.00 | 1.4 | 1.4 | 0.00 | 0.34 | 0.34 | — | 1,488 | 1,488 | 0.02 | 0.05 | 4.7 | 1,508 |
| Vendor | 0.12 | 0.03 | 1.4 | 0.75 | 0.01 | 0.02 | 0.38 | 0.40 | 0.02 | 0.10 | 0.12 | — | 1,310 | 1,310 | 0.09 | 0.20 | 3.1 | 1,374 |
| 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 | 0.48 | 0.42 | 0.43 | 5.6 | 0.00 | 0.00 | 1.4 | 1.4 | 0.00 | 0.34 | 0.34 | — | 1,365 | 1,365 | 0.02 | 0.05 | 0.12 | 1,381 |
| Vendor | 0.12 | 0.03 | 1.4 | 0.76 | 0.01 | 0.02 | 0.38 | 0.40 | 0.02 | 0.10 | 0.12 | — | 1,310 | 1,310 | 0.09 | 0.20 | 0.08 | 1,371 |
| 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 | 0.13 | 0.12 | 0.13 | 1.6 | 0.00 | 0.00 | 0.38 | 0.38 | 0.00 | 0.09 | 0.09 | — | 374 | 374 | 0.01 | 0.01 | 0.55 | 379 |
| Vendor | 0.03 | 0.01 | 0.39 | 0.20 | < 0.005 | 0.01 | 0.10 | 0.11 | 0.01 | 0.03 | 0.03 | — | 354 | 354 | 0.03 | 0.05 | 0.37 | 371 |
| 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 | 0.29 | 0.00 | 0.00 | 0.07 | 0.07 | 0.00 | 0.02 | 0.02 | — | 62 | 62 | < 0.005 | < 0.005 | 0.09 | 63 |
| Vendor | 0.01 | < 0.005 | 0.07 | 0.04 | < 0.005 | < 0.005 | 0.02 | 0.02 | < 0.005 | 0.01 | 0.01 | — | 59 | 59 | < 0.005 | 0.01 | 0.06 | 61 |
| 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. Paving (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 | 0.68 | 0.57 | 5.0 | 7.2 | 0.01 | 0.20 | — | 0.20 | 0.19 | — | 0.19 | — | 1,088 | 1,088 | 0.04 | 0.01 | — | 1,092 |
| Paving | 0.34 | 0.34 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.04 | 0.03 | 0.28 | 0.39 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 60 | 60 | < 0.005 | < 0.005 | — | 60 |
| Paving | 0.02 | 0.02 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.01 | 0.01 | 0.05 | 0.07 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 9.9 | 9.9 | < 0.005 | < 0.005 | — | 9.9 |
| Paving | < 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 | 0.07 | 0.07 | 0.06 | 1.1 | 0.00 | 0.00 | 0.21 | 0.21 | 0.00 | 0.05 | 0.05 | — | 216 | 216 | < 0.005 | 0.01 | 0.68 | 219 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vendor | 0.01 | < 0.005 | 0.06 | 0.03 | < 0.005 | < 0.005 | 0.02 | 0.02 | < 0.005 | < 0.005 | 0.01 | — | 60 | 60 | < 0.005 | 0.01 | 0.14 | 62 |
| 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 | — | 11 | 11 | < 0.005 | < 0.005 | 0.02 | 11 |
| Vendor | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 3.3 | 3.3 | < 0.005 | < 0.005 | < 0.005 | 3.4 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | 0.01 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 1.8 | 1.8 | < 0.005 | < 0.005 | < 0.005 | 1.8 |
| Vendor | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 0.54 | 0.54 | < 0.005 | < 0.005 | < 0.005 | 0.57 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

## 3.13. Architectural Coating (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 | 0.14 | 0.11 | 0.83 | 1.1 | < 0.005 | 0.02 | — | 0.02 | 0.02 | — | 0.02 | — | 134 | 134 | 0.01 | < 0.005 | — | 134 |
| Architectural Coatings | 54 | 54 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 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 | < 0.005 | < 0.005 | 0.03 | 0.03 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 4.0 | 4.0 | < 0.005 | < 0.005 | — | 4.0 |
| Architectural Coatings | 1.6 | 1.6 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | < 0.005 | < 0.005 | < 0.005 | 0.01 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 0.67 | 0.67 | < 0.005 | < 0.005 | — | 0.67 |
| Architectural Coatings | 0.30 | 0.30 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.10 | 0.09 | 0.08 | 1.5 | 0.00 | 0.00 | 0.29 | 0.29 | 0.00 | 0.07 | 0.07 | — | 298 | 298 | < 0.005 | 0.01 | 0.94 | 302 |
| 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 | 0.04 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | < 0.005 | < 0.005 | — | 8.3 | 8.3 | < 0.005 | < 0.005 | 0.01 | 8.4 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 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 | 1.4 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

# 4. Operations Emissions Details

## 4.1. Mobile Emissions by Land Use

### 4.1.1. Unmitigated

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

| Land Use | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unrefrigerated Warehouse-No Rail | 0.30 | 0.28 | 0.15 | 2.8 | 0.01 | < 0.005 | 0.71 | 0.72 | < 0.005 | 0.18 | 0.18 | — | 733 | 733 | 0.02 | 0.02 | 2.1 | 741 |
| Unrefrigerated Warehouse-Rail | 0.35 | 0.06 | 3.8 | 2.0 | 0.04 | 0.06 | 1.2 | 1.2 | 0.05 | 0.32 | 0.37 | — | 3,993 | 3,993 | 0.29 | 0.62 | 8.9 | 4,194 |
| Parking Lot | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Other Non-Asphalt Surfaces | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Other Asphalt Surfaces | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Total | 0.65 | 0.34 | 4.0 | 4.8 | 0.04 | 0.06 | 1.9 | 2.0 | 0.06 | 0.50 | 0.55 | — | 4,727 | 4,727 | 0.31 | 0.64 | 11 | 4,935 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unrefrigerated Warehouse-No Rail | 0.28 | 0.27 | 0.17 | 2.3 | 0.01 | < 0.005 | 0.71 | 0.72 | < 0.005 | 0.18 | 0.18 | — | 675 | 675 | 0.02 | 0.02 | 0.05 | 682 |
| Unrefrigerated Warehouse-Rail | 0.35 | 0.06 | 4.0 | 2.0 | 0.04 | 0.06 | 1.2 | 1.2 | 0.05 | 0.32 | 0.37 | — | 3,994 | 3,994 | 0.29 | 0.62 | 0.23 | 4,186 |
| Parking Lot | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Other Non-Asphalt Surfaces | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Other Asphalt Surfaces | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Total | 0.64 | 0.32 | 4.1 | 4.3 | 0.04 | 0.06 | 1.9 | 2.0 | 0.06 | 0.50 | 0.55 | — | 4,670 | 4,670 | 0.31 | 0.64 | 0.29 | 4,868 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unrefrigerated Warehouse-No Rail | 0.05 | 0.05 | 0.03 | 0.43 | < 0.005 | < 0.005 | 0.13 | 0.13 | < 0.005 | 0.03 | 0.03 | — | 113 | 113 | < 0.005 | < 0.005 | 0.15 | 115 |
| Unrefrigerated Warehouse-Rail | 0.06 | 0.01 | 0.73 | 0.36 | 0.01 | 0.01 | 0.21 | 0.22 | 0.01 | 0.06 | 0.07 | — | 661 | 661 | 0.05 | 0.10 | 0.64 | 694 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Parking Lot | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Other Non-Asphalt Surfaces | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Other Asphalt Surfaces | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Total | 0.12 | 0.06 | 0.76 | 0.79 | 0.01 | 0.01 | 0.34 | 0.35 | 0.01 | 0.09 | 0.10 | — | 775 | 775 | 0.05 | 0.11 | 0.79 | 808 |

## 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 | — | — | — | — | — | — | — | — | — | — | — | — | 315 | 315 | 0.03 | < 0.005 | — | 317 |
| Unrefrigerated Warehouse-Rail | — | — | — | — | — | — | — | — | — | — | — | — | 210 | 210 | 0.02 | < 0.005 | — | 211 |
| Parking Lot | — | — | — | — | — | — | — | — | — | — | — | — | 36 | 36 | < 0.005 | < 0.005 | — | 36 |
| Other Non-Asphalt Surfaces | — | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Other Asphalt Surfaces | — | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Total | — | — | — | — | — | — | — | — | — | — | — | — | 562 | 562 | 0.05 | 0.01 | — | 565 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unrefrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | — | 315 | 315 | 0.03 | < 0.005 | — | 317 |
| Unrefrigerated Warehouse-Rail | — | — | — | — | — | — | — | — | — | — | — | — | 210 | 210 | 0.02 | < 0.005 | — | 211 |
| Parking Lot | — | — | — | — | — | — | — | — | — | — | — | — | 36 | 36 | < 0.005 | < 0.005 | — | 36 |
| Other Non-Asphalt Surfaces | — | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Other Asphalt Surfaces | — | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | 562 | 562 | 0.05 | 0.01 | — | 565 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unrefrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | — | 52 | 52 | < 0.005 | < 0.005 | — | 53 |
| Unrefrigerated Warehouse-Rail | — | — | — | — | — | — | — | — | — | — | — | — | 35 | 35 | < 0.005 | < 0.005 | — | 35 |
| Parking Lot | — | — | — | — | — | — | — | — | — | — | — | — | 6.0 | 6.0 | < 0.005 | < 0.005 | — | 6.0 |
| Other Non-Asphalt Surfaces | — | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Other Asphalt Surfaces | — | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | 93 | 93 | 0.01 | < 0.005 | — | 94 |

### 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 | 0.37 | 0.31 | < 0.005 | 0.03 | — | 0.03 | 0.03 | — | 0.03 | — | 439 | 439 | 0.04 | < 0.005 | — | 440 |
| Unrefrigerated Warehouse-Rail | 0.03 | 0.01 | 0.25 | 0.21 | < 0.005 | 0.02 | — | 0.02 | 0.02 | — | 0.02 | — | 292 | 292 | 0.03 | < 0.005 | — | 293 |
| Parking Lot | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Other Non-Asphalt Surfaces | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Other Asphalt Surfaces | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Total | 0.07 | 0.03 | 0.61 | 0.51 | < 0.005 | 0.05 | — | 0.05 | 0.05 | — | 0.05 | — | 731 | 731 | 0.06 | < 0.005 | — | 733 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Unrefrigerated Warehouse-No | 0.04 | 0.02 | 0.37 | 0.31 | < 0.005 | 0.03 | — | 0.03 | 0.03 | — | 0.03 | — | 439 | 439 | 0.04 | < 0.005 | — | 440 |
| Unrefrigerated Warehouse-Rail | 0.03 | 0.01 | 0.25 | 0.21 | < 0.005 | 0.02 | — | 0.02 | 0.02 | — | 0.02 | — | 292 | 292 | 0.03 | < 0.005 | — | 293 |
| Parking Lot | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Other Non-Asphalt Surfaces | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Other Asphalt Surfaces | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Total | 0.07 | 0.03 | 0.61 | 0.51 | < 0.005 | 0.05 | — | 0.05 | 0.05 | — | 0.05 | — | 731 | 731 | 0.06 | < 0.005 | — | 733 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unrefrigerated Warehouse-No Rail | 0.01 | < 0.005 | 0.07 | 0.06 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 73 | 73 | 0.01 | < 0.005 | — | 73 |
| Unrefrigerated Warehouse-Rail | < 0.005 | < 0.005 | 0.04 | 0.04 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 48 | 48 | < 0.005 | < 0.005 | — | 49 |
| Parking Lot | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Other Non-Asphalt Surfaces | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Other Asphalt Surfaces | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Total | 0.01 | 0.01 | 0.11 | 0.09 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 121 | 121 | 0.01 | < 0.005 | — | 121 |

## 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 | 2.6 | 2.6 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Architectural Coatings | 0.32 | 0.32 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Landscape Equipment | 0.93 | 0.86 | 0.04 | 5.2 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 21 | 21 | < 0.005 | < 0.005 | — | 22 |
| Total | 3.8 | 3.8 | 0.04 | 5.2 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 21 | 21 | < 0.005 | < 0.005 | — | 22 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Consumer Products | 2.6 | 2.6 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Architectural Coatings | 0.32 | 0.32 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | 2.9 | 2.9 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Consumer Product | 0.47 | 0.47 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Architectural Coatings | 0.06 | 0.06 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Landscape Equipment | 0.12 | 0.11 | 0.01 | 0.65 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 2.4 | 2.4 | < 0.005 | < 0.005 | — | 2.4 |
| Total | 0.64 | 0.64 | 0.01 | 0.65 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 2.4 | 2.4 | < 0.005 | < 0.005 | — | 2.4 |

## 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 | — | — | — | — | — | — | — | — | — | — | — | 32 | 110 | 142 | 3.3 | 0.08 | — | 247 |
| Unrefrigerated Warehouse-Rail | — | — | — | — | — | — | — | — | — | — | — | 21 | 73 | 95 | 2.2 | 0.05 | — | 165 |
| Parking Lot | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Other Non-Asphalt Surfaces | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Other Asphalt Surfaces | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Total | — | — | — | — | — | — | — | — | — | — | — | 53 | 183 | 236 | 5.5 | 0.13 | — | 412 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unrefrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | 32 | 110 | 142 | 3.3 | 0.08 | — | 247 |
| Unrefrigerated Warehouse-Rail | — | — | — | — | — | — | — | — | — | — | — | 21 | 73 | 95 | 2.2 | 0.05 | — | 165 |
| Parking Lot | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Other Non-Asphalt Surfaces | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Other Asphalt Surfaces | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Total | — | — | — | — | — | — | — | — | — | — | — | 53 | 183 | 236 | 5.5 | 0.13 | — | 412 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unrefrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | 5.3 | 18 | 23 | 0.54 | 0.01 | — | 41 |
| Unrefrigerated Warehouse-Rail | — | — | — | — | — | — | — | — | — | — | — | 3.5 | 12 | 16 | 0.36 | 0.01 | — | 27 |
| Parking Lot | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Other Non-Asphalt Surfaces | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Other Asphalt Surfaces | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Total | — | — | — | — | — | — | — | — | — | — | — | 8.8 | 30 | 39 | 0.91 | 0.02 | — | 68 |

## 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 | — | — | — | — | — | — | — | — | — | — | — | 36 | 0.00 | 36 | 3.6 | 0.00 | — | 128 |
| Unrefrigerated Warehouse-Rail | — | — | — | — | — | — | — | — | — | — | — | 24 | 0.00 | 24 | 2.4 | 0.00 | — | 85 |
| Parking Lot | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Other Non-Asphalt Surfaces | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Other Asphalt Surfaces | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Total | — | — | — | — | — | — | — | — | — | — | — | 61 | 0.00 | 61 | 6.1 | 0.00 | — | 213 |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unrefrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | 36 | 0.00 | 36 | 3.6 | 0.00 | — | 128 |
| Unrefrigerated Warehouse-Rail | — | — | — | — | — | — | — | — | — | — | — | 24 | 0.00 | 24 | 2.4 | 0.00 | — | 85 |
| Parking Lot | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Other Non-Asphalt Surfaces | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Other Asphalt Surfaces | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Total | — | — | — | — | — | — | — | — | — | — | — | 61 | 0.00 | 61 | 6.1 | 0.00 | — | 213 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unrefrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | 6.0 | 0.00 | 6.0 | 0.60 | 0.00 | — | 21 |
| Unrefrigerated Warehouse-Rail | — | — | — | — | — | — | — | — | — | — | — | 4.0 | 0.00 | 4.0 | 0.40 | 0.00 | — | 14 |
| Parking Lot | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Other Non-Asphalt Surfaces | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Other Asphalt Surfaces | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Total | — | — | — | — | — | — | — | — | — | — | — | 10 | 0.00 | 10 | 1.0 | 0.00 | — | 35 |

## 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) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Forklifts | 0.28 | 0.00 | 13 | 132 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | — | 2,927 | 2,927 | 0.06 | 0.01 | — | 2,930 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Total | 0.28 | 0.00 | 13 | 132 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | — | 2,927 | 2,927 | 0.06 | 0.01 | — | 2,930 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Forklifts | 0.28 | 0.00 | 13 | 132 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | — | 2,927 | 2,927 | 0.06 | 0.01 | — | 2,930 |
| Total | 0.28 | 0.00 | 13 | 132 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | — | 2,927 | 2,927 | 0.06 | 0.01 | — | 2,930 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Forklifts | 0.05 | 0.00 | 2.4 | 24 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | — | 485 | 485 | 0.01 | < 0.005 | — | 485 |
| Total | 0.05 | 0.00 | 2.4 | 24 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | — | 485 | 485 | 0.01 | < 0.005 | — | 485 |

## 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

## 5.1. Construction Schedule

| Phase Name | Phase Type | Start Date | End Date | Days Per Week | Work Days per Phase | Phase Description |
|---|---|---|---|---|---|---|
| Demolition | Demolition | 7/1/2026 | 7/30/2026 | 5.0 | 22 | — |
| Site Preparation | Site Preparation | 7/31/2026 | 8/13/2026 | 5.0 | 10.0 | — |
| Grading | Grading | 8/14/2026 | 9/15/2026 | 5.0 | 23 | — |

| | | | | | | |
|---|---|---|---|---|---|---|
| Building Construction | Building Construction | 9/16/2026 | 5/18/2027 | 5.0 | 175 | — |
| Paving | Paving | 5/19/2027 | 6/15/2027 | 5.0 | 20 | — |
| Architectural Coating | Architectural Coating | 6/16/2027 | 6/30/2027 | 5.0 | 11 | — |

## 5.2. Off-Road Equipment

### 5.2.1. Unmitigated

| Phase Name | Equipment Type | Fuel Type | Engine Tier | Number per Day | Hours Per Day | Horsepower | Load Factor |
|---|---|---|---|---|---|---|---|
| Demolition | Rubber Tired Dozers | Diesel | Average | 2.0 | 6.0 | 367 | 0.40 |
| Site Preparation | Graders | Diesel | Average | 1.00 | 8.0 | 148 | 0.41 |
| Site Preparation | Scrapers | Diesel | Average | 2.0 | 8.0 | 423 | 0.48 |
| Site Preparation | Tractors/Loaders/Backhoes | Diesel | Average | 1.00 | 6.0 | 84 | 0.37 |
| Grading | Graders | Diesel | Average | 1.00 | 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 | 6.0 | 367 | 0.29 |
| Building Construction | Forklifts | Diesel | Average | 1.00 | 7.0 | 82 | 0.20 |
| Building Construction | Tractors/Loaders/Backhoes | Diesel | Average | 1.00 | 6.0 | 84 | 0.37 |
| Building Construction | Generator Sets | Diesel | Average | 1.00 | 8.0 | 14 | 0.74 |
| Building Construction | Welders | Diesel | Average | 2.0 | 7.0 | 46 | 0.45 |
| Paving | Pavers | Diesel | Average | 1.00 | 7.0 | 81 | 0.42 |
| Paving | Rollers | Diesel | Average | 2.0 | 7.0 | 36 | 0.38 |
| Paving | Paving Equipment | Diesel | Average | 1.00 | 7.0 | 89 | 0.36 |
| Paving | Cement and Mortar Mixers | Diesel | Average | 1.00 | 7.0 | 10.0 | 0.56 |
| Paving | Tractors/Loaders/Backhoes | Diesel | Average | 1.00 | 7.0 | 84 | 0.37 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 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 | 10.0 | 19 | LDA,LDT1,LDT2 |
| Demolition | Vendor | 2.0 | 10 | HHDT,MHDT |
| Demolition | Hauling | 34 | 20 | HHDT |
| Demolition | Onsite truck | — | — | HHDT |
| Site Preparation | Worker | 10.0 | 19 | LDA,LDT1,LDT2 |
| Site Preparation | Vendor | 2.0 | 10 | HHDT,MHDT |
| Site Preparation | Hauling | 2.0 | 20 | HHDT |
| Site Preparation | Onsite truck | — | — | HHDT |
| Grading | Worker | 10.0 | 19 | LDA,LDT1,LDT2 |
| Grading | Vendor | 2.0 | 10 | HHDT,MHDT |
| Grading | Hauling | 4.0 | 20 | HHDT |
| Grading | Onsite truck | — | — | HHDT |
| Building Construction | Worker | 110 | 19 | LDA,LDT1,LDT2 |
| Building Construction | Vendor | 44 | 10 | HHDT,MHDT |
| Building Construction | Hauling | 0.00 | 20 | HHDT |
| Building Construction | Onsite truck | — | — | HHDT |
| Paving | Worker | 16 | 19 | LDA,LDT1,LDT2 |
| Paving | Vendor | 2.0 | 10 | HHDT,MHDT |
| Paving | Hauling | 0.00 | 20 | HHDT |
| Paving | Onsite truck | — | — | HHDT |
| Architectural Coating | Worker | 22 | 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

Non-applicable. No control strategies activated by user.

## 5.5. Architectural Coatings

| Phase Name | Residential Interior Area Coated (sq ft) | Residential Exterior Area Coated (sq ft) | Non-Residential Interior Area Coated (sq ft) | Non-Residential Exterior Area Coated (sq ft) | Parking Area Coated (sq ft) |
|---|---|---|---|---|---|
| Architectural Coating | 0.00 | 0.00 | 179,952 | 59,984 | 8,533 |

## 5.6. Dust Mitigation

### 5.6.1. Construction Earthmoving Activities

| Phase Name | Material Imported (cy) | Material Exported (cy) | Acres Graded (acres) | Material Demolished (Ton of Debris) | Acres Paved (acres) |
|---|---|---|---|---|---|
| Demolition | 0.00 | 0.00 | 0.00 | 2,851 | 0.00 |
| Site Preparation | — | — | 25 | 0.00 | 0.00 |
| Grading | 600 | — | 23 | 0.00 | 0.00 |
| Paving | 0.00 | 0.00 | 0.00 | 0.00 | 3.3 |

### 5.6.2. Construction Earthmoving Control Strategies

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

## 5.7. Construction Paving

| Phase Name | Land Use | Area Paved (acres) | % Asphalt |
|---|---|---|---|

| | | | |
|---|---|---|---|
| Paving | Unrefrigerated Warehouse-No Rail | 0.00 | 0% |
| Paving | Unrefrigerated Warehouse-Rail | 0.00 | 0% |
| Paving | Parking Lot | 1.00 | 100% |
| Paving | Other Non-Asphalt Surfaces | 0.64 | 0% |
| Paving | Other Asphalt Surfaces | 1.6 | 100% |

## 5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

| Year | kWh per Year | CO2 | CH4 | N2O |
|---|---|---|---|---|
| 2026 | 0.00 | 532 | 0.03 | < 0.005 |
| 2027 | 0.00 | 532 | 0.03 | < 0.005 |

## 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 | 125 | 125 | 125 | 45,651 | 1,023 | 1,023 | 1,023 | 373,331 |
| Unrefrigerated Warehouse-Rail | 83 | 83 | 83 | 30,434 | 3,335 | 3,335 | 3,335 | 1,217,357 |
| Parking Lot | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Other Non-Asphalt Surfaces | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Other Asphalt Surfaces | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

## 5.10. Operational Area Sources

### 5.10.1. Hearths

| 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 |
| Unrefrigerated Warehouse-Rail | Wood Fireplaces | 0 | 0 |
| Unrefrigerated Warehouse-Rail | Gas Fireplaces | 0 | 0 |
| Unrefrigerated Warehouse-Rail | Propane Fireplaces | 0 | 0 |
| Unrefrigerated Warehouse-Rail | Electric Fireplaces | 0 | 0 |
| Unrefrigerated Warehouse-Rail | No Fireplaces | 0 | 0 |
| Unrefrigerated Warehouse-Rail | Conventional Wood Stoves | 0 | 0 |
| Unrefrigerated Warehouse-Rail | Catalytic Wood Stoves | 0 | 0 |
| Unrefrigerated Warehouse-Rail | Non-Catalytic Wood Stoves | 0 | 0 |
| Unrefrigerated Warehouse-Rail | Pellet Wood Stoves | 0 | 0 |
| Parking Lot | Wood Fireplaces | 0 | 0 |
| Parking Lot | Gas Fireplaces | 0 | 0 |
| Parking Lot | Propane Fireplaces | 0 | 0 |
| Parking Lot | Electric Fireplaces | 0 | 0 |
| Parking Lot | No Fireplaces | 0 | 0 |
| Parking Lot | Conventional Wood Stoves | 0 | 0 |
| Parking Lot | Catalytic Wood Stoves | 0 | 0 |
| Parking Lot | Non-Catalytic Wood Stoves | 0 | 0 |
| Parking Lot | Pellet Wood Stoves | 0 | 0 |

| | | | |
|---|---|---|---|
| Other Non-Asphalt Surfaces | Wood Fireplaces | 0 | 0 |
| Other Non-Asphalt Surfaces | Gas Fireplaces | 0 | 0 |
| Other Non-Asphalt Surfaces | Propane Fireplaces | 0 | 0 |
| Other Non-Asphalt Surfaces | Electric Fireplaces | 0 | 0 |
| Other Non-Asphalt Surfaces | No Fireplaces | 0 | 0 |
| Other Non-Asphalt Surfaces | Conventional Wood Stoves | 0 | 0 |
| Other Non-Asphalt Surfaces | Catalytic Wood Stoves | 0 | 0 |
| Other Non-Asphalt Surfaces | Non-Catalytic Wood Stoves | 0 | 0 |
| Other Non-Asphalt Surfaces | Pellet Wood Stoves | 0 | 0 |
| Other Asphalt Surfaces | Wood Fireplaces | 0 | 0 |
| Other Asphalt Surfaces | Gas Fireplaces | 0 | 0 |
| Other Asphalt Surfaces | Propane Fireplaces | 0 | 0 |
| Other Asphalt Surfaces | Electric Fireplaces | 0 | 0 |
| Other Asphalt Surfaces | No Fireplaces | 0 | 0 |
| Other Asphalt Surfaces | Conventional Wood Stoves | 0 | 0 |
| Other Asphalt Surfaces | Catalytic Wood Stoves | 0 | 0 |
| Other Asphalt Surfaces | Non-Catalytic Wood Stoves | 0 | 0 |
| Other Asphalt Surfaces | 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 | 179,952 | 59,984 | 8,533 |

### 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 | 332,459 | 346 | 0.0330 | 0.0040 | 1,368,408 |
| Unrefrigerated Warehouse-Rail | 221,638 | 346 | 0.0330 | 0.0040 | 912,265 |
| Parking Lot | 38,159 | 346 | 0.0330 | 0.0040 | 0.00 |
| Other Non-Asphalt Surfaces | 0.00 | 346 | 0.0330 | 0.0040 | 0.00 |
| Other Asphalt Surfaces | 0.00 | 346 | 0.0330 | 0.0040 | 0.00 |

## 5.12. Operational Water and Wastewater Consumption

### 5.12.1. Unmitigated

| Land Use | Indoor Water (gal/year) | Outdoor Water (gal/year) |
|---|---|---|
| Unrefrigerated Warehouse-No Rail | 16,645,606 | 496,005 |
| Unrefrigerated Warehouse-Rail | 11,096,994 | 330,670 |
| Parking Lot | 0.00 | 0.00 |
| Other Non-Asphalt Surfaces | 0.00 | 0.00 |
| Other Asphalt Surfaces | 0.00 | 0.00 |

## 5.13. Operational Waste Generation

### 5.13.1. Unmitigated

| Land Use | Waste (ton/year) | Cogeneration (kWh/year) |
|---|---|---|
| Unrefrigerated Warehouse-No Rail | 68 | 0.00 |
| Unrefrigerated Warehouse-Rail | 45 | 0.00 |

| | | |
|---|---|---|
| Parking Lot | 0.00 | 0.00 |
| Other Non-Asphalt Surfaces | 0.00 | 0.00 |
| Other Asphalt Surfaces | 0.00 | 0.00 |

## 5.14. Operational Refrigeration and Air Conditioning Equipment

### 5.14.1. Unmitigated

## 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 |
|---|---|---|---|---|---|---|
| Forklifts | CNG | Average | 15 | 8.0 | 82 | 0.20 |

## 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. Biomass Cover Type

#### 5.18.1.1. Unmitigated

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

### 5.18.2. Sequestration

#### 5.18.2.1. Unmitigated

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

# 6. Climate Risk Detailed Report

## 6.1. Climate Risk Summary

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

| Climate Hazard | Result for Project Location | Unit |
|---|---|---|
| Temperature and Extreme Heat | 27 | annual days of extreme heat |
| Extreme Precipitation | 4.8 | annual days with precipitation above 20 mm |
| Sea Level Rise | — | meters of inundation depth |
| Wildfire | 0.00 | annual hectares burned |

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

## 6.2. Initial Climate Risk Scores

| Climate Hazard | Exposure Score | Sensitivity Score | Adaptive Capacity Score | Vulnerability Score |
|---|---|---|---|---|
| Temperature and Extreme Heat | 3 | 0 | 0 | N/A |
| Extreme Precipitation | N/A | N/A | N/A | N/A |
| Sea Level Rise | 1 | 0 | 0 | N/A |
| Wildfire | 1 | 0 | 0 | N/A |
| Flooding | N/A | N/A | N/A | N/A |
| Drought | N/A | N/A | N/A | N/A |
| Snowpack Reduction | N/A | N/A | N/A | N/A |
| Air Quality Degradation | 0 | 0 | 0 | N/A |

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

## 6.3. Adjusted Climate Risk Scores

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

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

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

### 6.4. Climate Risk Reduction Measures

# 7. Health and Equity Details

## 7.1. CalEnviroScreen 4.0 Scores

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

| Indicator | Result for Project Census Tract |
|---|---|
| Exposure Indicators | — |
| AQ-Ozone | 99 |
| AQ-PM | 88 |
| AQ-DPM | 81 |
| Drinking Water | 93 |
| Lead Risk Housing | 42 |
| Pesticides | 0.00 |
| Toxic Releases | 67 |
| Traffic | 81 |
| Effect Indicators | — |
| CleanUp Sites | 0.00 |
| Groundwater | 36 |
| Haz Waste Facilities/Generators | 78 |
| Impaired Water Bodies | 0.00 |
| Solid Waste | 43 |
| Sensitive Population | — |
| Asthma | 78 |
| Cardio-vascular | 88 |
| Low Birth Weights | 45 |
| Socioeconomic Factor Indicators | — |

| | |
|---|---|
| Education | 88 |
| Housing | 43 |
| Linguistic | 86 |
| Poverty | 82 |
| Unemployment | 87 |

## 7.2. Healthy Places Index Scores

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

| Indicator | Result for Project Census Tract |
|---|---|
| Economic | — |
| Above Poverty | 34.58231746 |
| Employed | 12.21609136 |
| Median HI | 20.73655845 |
| Education | — |
| Bachelor's or higher | 9.547029385 |
| High school enrollment | 100 |
| Preschool enrollment | 35.92968048 |
| Transportation | — |
| Auto Access | 33.77389965 |
| Active commuting | 47.67098678 |
| Social | — |
| 2-parent households | 23.13614782 |
| Voting | 20.14628513 |
| Neighborhood | — |
| Alcohol availability | 93.62248171 |
| Park access | 36.81509047 |
| Retail density | 57.141024 |
| Supermarket access | 49.27499038 |

| | |
|---|---|
| Tree canopy | 11.88245862 |
| Housing | — |
| Homeownership | 48.80020531 |
| Housing habitability | 42.96163223 |
| Low-inc homeowner severe housing cost burden | 35.91684845 |
| Low-inc renter severe housing cost burden | 85.49980752 |
| Uncrowded housing | 8.982420121 |
| Health Outcomes | — |
| Insured adults | 26.49813936 |
| Arthritis | 43.8 |
| Asthma ER Admissions | 27.5 |
| High Blood Pressure | 56.0 |
| Cancer (excluding skin) | 66.1 |
| Asthma | 23.6 |
| Coronary Heart Disease | 47.4 |
| Chronic Obstructive Pulmonary Disease | 31.1 |
| Diagnosed Diabetes | 29.7 |
| Life Expectancy at Birth | 60.6 |
| Cognitively Disabled | 87.2 |
| Physically  Disabled | 49.3 |
| Heart Attack ER Admissions | 13.5 |
| Mental Health Not Good | 24.7 |
| Chronic Kidney Disease | 35.4 |
| Obesity | 21.1 |
| Pedestrian Injuries | 66.9 |
| Physical Health Not Good | 25.9 |
| Stroke | 39.4 |
| Health Risk Behaviors | — |

| | |
|---|---|
| Binge Drinking | 47.1 |
| Current Smoker | 30.4 |
| No Leisure Time for Physical Activity | 28.6 |
| Climate Change Exposures | — |
| Wildfire Risk | 0.0 |
| SLR Inundation Area | 0.0 |
| Children | 16.3 |
| Elderly | 84.9 |
| English Speaking | 37.6 |
| Foreign-born | 66.3 |
| Outdoor Workers | 84.7 |
| Climate Change Adaptive Capacity | — |
| Impervious Surface Cover | 54.1 |
| Traffic Density | 71.8 |
| Traffic Access | 23.0 |
| Other Indices | — |
| Hardship | 87.1 |
| Other Decision Support | — |
| 2016 Voting | 41.7 |

## 7.3. Overall Health & Equity Scores

| Metric | Result for Project Census Tract |
|---|---|
| CalEnviroScreen 4.0 Score for Project Location (a) | 91 |
| Healthy Places Index Score for Project Location (b) | 20 |
| Project Located in a Designated Disadvantaged Community (Senate Bill 535) | Yes |
| Project Located in a Low-Income Community (Assembly Bill 1550) | Yes |
| Project Located in a Community Air Protection Program Community (Assembly Bill 617) | No |

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

## 7.4. Health & Equity Measures

No Health & Equity Measures selected.

## 7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

## 7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

# 8. User Changes to Default Data

## 8.1. Justifications

| Screen | Justification |
|---|---|
| Land Use | Project: 119.968 ksf of warehouses on 6.02 acres. The "Unrefrigerated Warehouse-No Rail" and "Refrigerated Warehouse-No Rail" uses are included to separately split out passenger vehicles and trucks, respectively. |
| Construction: Construction Phases | Construction schedule based on applicant input |
| Construction: Off-Road Equipment | Default equipment mix adjusted based on applicant input. |
| Construction: Trips and VMT | On-road vehicle trips adjusted based on applicant input. |
| Construction: Architectural Coatings | Only low-VOC (50 g/L or less) coatings will be used on the interior and exterior of the buildings per applicant. |
| Operations: Vehicle Data | Revised trip rates to match the traffic memo for the project. Increased truck trips (represented by Unrefrigerated Warehouse-Rail vehicles) to 40 miles per SCAQMD |
| Operations: Fleet Mix | Adjusted fleetmix to match traffic report with Unrefrigerated Warehouse-Rail used to model trucks and Unrefrigerated Warehouse-No Rail used to model worker passenger vehicles |
| Operations: Off-Road Equipment | 15 CNG forklifts operating 8 hours per day for 365 days per year |

# Willow and Valley Warehouse Project - Existing Uses Detailed Report

## Table of Contents

# 1. Basic Project Information

## 1.1. Basic Project Information

| Data Field | Value |
|---|---|
| Project Name | Willow and Valley Warehouse Project - Existing Uses |
| Operational Year | 2022 |
| Lead Agency | — |
| Land Use Scale | Project/site |
| Analysis Level for Defaults | County |
| Windspeed (m/s) | 2.2 |
| Precipitation (days) | 14 |
| Location | S Willow Ave & W Valley Blvd, Rialto, CA 92376, USA |
| County | San Bernardino-South Coast |
| City | Rialto |
| Air District | South Coast AQMD |
| Air Basin | South Coast |
| TAZ | 5334 |
| EDFZ | 10 |
| Electric Utility | Southern California Edison |
| Gas Utility | Southern California Gas |
| App Version | 2022.1.1.32 |

## 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 | 20 | 1000sqft | 0.45 | 19,800 | 0.00 | — | — | — |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Unrefrigerated Warehouse-Rail | 13 | 1000sqft | 0.30 | 13,200 | 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. | 1.3 | 1.2 | 1.9 | 3.4 | 0.01 | 0.03 | 0.51 | 0.55 | 0.03 | 0.13 | 0.17 | 31 | 1,794 | 1,825 | 3.3 | 0.23 | 3.8 | 1,979 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 1.1 | 0.92 | 2.0 | 1.7 | 0.01 | 0.03 | 0.51 | 0.55 | 0.03 | 0.13 | 0.17 | 31 | 1,770 | 1,801 | 3.3 | 0.23 | 0.10 | 1,952 |
| Average Daily (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 1.2 | 1.1 | 2.0 | 2.7 | 0.01 | 0.03 | 0.51 | 0.54 | 0.03 | 0.13 | 0.17 | 31 | 1,777 | 1,808 | 3.3 | 0.23 | 1.7 | 1,960 |
| Annual (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 0.22 | 0.20 | 0.36 | 0.50 | < 0.005 | 0.01 | 0.09 | 0.10 | 0.01 | 0.02 | 0.03 | 5.2 | 294 | 299 | 0.55 | 0.04 | 0.28 | 325 |

## 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 | 0.25 | 0.13 | 1.7 | 1.8 | 0.01 | 0.02 | 0.51 | 0.53 | 0.02 | 0.13 | 0.15 | — | 1,392 | 1,392 | 0.11 | 0.19 | 3.8 | 1,454 |
| Area | 1.0 | 1.0 | 0.01 | 1.4 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 5.9 | 5.9 | < 0.005 | < 0.005 | — | 5.9 |
| Energy | 0.02 | 0.01 | 0.17 | 0.14 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 347 | 347 | 0.03 | < 0.005 | — | 348 |
| Water | — | — | — | — | — | — | — | — | — | — | — | 15 | 50 | 64 | 1.5 | 0.04 | — | 113 |
| Waste | — | — | — | — | — | — | — | — | — | — | — | 17 | 0.00 | 17 | 1.7 | 0.00 | — | 58 |
| Total | 1.3 | 1.2 | 1.9 | 3.4 | 0.01 | 0.03 | 0.51 | 0.55 | 0.03 | 0.13 | 0.17 | 31 | 1,794 | 1,825 | 3.3 | 0.23 | 3.8 | 1,979 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Mobile | 0.24 | 0.12 | 1.8 | 1.6 | 0.01 | 0.02 | 0.51 | 0.53 | 0.02 | 0.13 | 0.15 | — | 1,374 | 1,374 | 0.12 | 0.19 | 0.10 | 1,432 |
| Area | 0.79 | 0.79 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Energy | 0.02 | 0.01 | 0.17 | 0.14 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 347 | 347 | 0.03 | < 0.005 | — | 348 |
| Water | — | — | — | — | — | — | — | — | — | — | — | 15 | 50 | 64 | 1.5 | 0.04 | — | 113 |
| Waste | — | — | — | — | — | — | — | — | — | — | — | 17 | 0.00 | 17 | 1.7 | 0.00 | — | 58 |
| Total | 1.1 | 0.92 | 2.0 | 1.7 | 0.01 | 0.03 | 0.51 | 0.55 | 0.03 | 0.13 | 0.17 | 31 | 1,770 | 1,801 | 3.3 | 0.23 | 0.10 | 1,952 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Mobile | 0.24 | 0.12 | 1.8 | 1.6 | 0.01 | 0.02 | 0.51 | 0.53 | 0.02 | 0.13 | 0.15 | — | 1,376 | 1,376 | 0.12 | 0.19 | 1.7 | 1,437 |
| Area | 0.96 | 0.95 | 0.01 | 0.98 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 4.0 | 4.0 | < 0.005 | < 0.005 | — | 4.1 |
| Energy | 0.02 | 0.01 | 0.17 | 0.14 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 347 | 347 | 0.03 | < 0.005 | — | 348 |
| Water | — | — | — | — | — | — | — | — | — | — | — | 15 | 50 | 64 | 1.5 | 0.04 | — | 113 |
| Waste | — | — | — | — | — | — | — | — | — | — | — | 17 | 0.00 | 17 | 1.7 | 0.00 | — | 58 |
| Total | 1.2 | 1.1 | 2.0 | 2.7 | 0.01 | 0.03 | 0.51 | 0.54 | 0.03 | 0.13 | 0.17 | 31 | 1,777 | 1,808 | 3.3 | 0.23 | 1.7 | 1,960 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Mobile | 0.04 | 0.02 | 0.33 | 0.30 | < 0.005 | < 0.005 | 0.09 | 0.10 | < 0.005 | 0.02 | 0.03 | — | 228 | 228 | 0.02 | 0.03 | 0.28 | 238 |
| Area | 0.18 | 0.17 | < 0.005 | 0.18 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 0.67 | 0.67 | < 0.005 | < 0.005 | — | 0.67 |
| Energy | < 0.005 | < 0.005 | 0.03 | 0.03 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 57 | 57 | 0.01 | < 0.005 | — | 58 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Water | — | — | — | — | — | — | — | — | — | — | — | 2.4 | 8.2 | 11 | 0.25 | 0.01 | — | 19 |
| Waste | — | — | — | — | — | — | — | — | — | — | — | 2.8 | 0.00 | 2.8 | 0.28 | 0.00 | — | 9.7 |
| Total | 0.22 | 0.20 | 0.36 | 0.50 | < 0.005 | 0.01 | 0.09 | 0.10 | 0.01 | 0.02 | 0.03 | 5.2 | 294 | 299 | 0.55 | 0.04 | 0.28 | 325 |

# 4. Operations Emissions Details

## 4.1. Mobile Emissions by Land Use

### 4.1.1. Unmitigated

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

| Land Use | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unrefrigerated Warehouse-No Rail | 0.11 | 0.10 | 0.07 | 1.1 | < 0.005 | < 0.005 | 0.19 | 0.19 | < 0.005 | 0.05 | 0.05 | — | 223 | 223 | 0.01 | 0.01 | 1.0 | 226 |
| Unrefrigerated Warehouse-Rail | 0.14 | 0.03 | 1.6 | 0.71 | 0.01 | 0.02 | 0.32 | 0.34 | 0.02 | 0.09 | 0.10 | — | 1,169 | 1,169 | 0.11 | 0.18 | 2.8 | 1,228 |
| Total | 0.25 | 0.13 | 1.7 | 1.8 | 0.01 | 0.02 | 0.51 | 0.53 | 0.02 | 0.13 | 0.15 | — | 1,392 | 1,392 | 0.11 | 0.19 | 3.8 | 1,454 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unrefrigerated Warehouse-No Rail | 0.10 | 0.10 | 0.07 | 0.88 | < 0.005 | < 0.005 | 0.19 | 0.19 | < 0.005 | 0.05 | 0.05 | — | 205 | 205 | 0.01 | 0.01 | 0.03 | 207 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Unrefrigerated Wareho | 0.14 | 0.03 | 1.7 | 0.71 | 0.01 | 0.02 | 0.32 | 0.34 | 0.02 | 0.09 | 0.10 | — | 1,168 | 1,168 | 0.11 | 0.18 | 0.07 | 1,225 |
| Total | 0.24 | 0.12 | 1.8 | 1.6 | 0.01 | 0.02 | 0.51 | 0.53 | 0.02 | 0.13 | 0.15 | — | 1,374 | 1,374 | 0.12 | 0.19 | 0.10 | 1,432 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unrefrigerated Warehouse-No Rail | 0.02 | 0.02 | 0.01 | 0.17 | < 0.005 | < 0.005 | 0.03 | 0.04 | < 0.005 | 0.01 | 0.01 | — | 34 | 34 | < 0.005 | < 0.005 | 0.07 | 35 |
| Unrefrigerated Warehouse-Rail | 0.03 | 0.01 | 0.32 | 0.13 | < 0.005 | < 0.005 | 0.06 | 0.06 | < 0.005 | 0.02 | 0.02 | — | 193 | 193 | 0.02 | 0.03 | 0.20 | 203 |
| Total | 0.04 | 0.02 | 0.33 | 0.30 | < 0.005 | < 0.005 | 0.09 | 0.10 | < 0.005 | 0.02 | 0.03 | — | 228 | 228 | 0.02 | 0.03 | 0.28 | 238 |

## 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 | — | — | — | — | — | — | — | — | — | — | — | — | 87 | 87 | 0.01 | < 0.005 | — | 88 |
| Unrefrigerated Warehouse-Rail | — | — | — | — | — | — | — | — | — | — | — | — | 58 | 58 | 0.01 | < 0.005 | — | 59 |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | 146 | 146 | 0.01 | < 0.005 | — | 146 |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unrefrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | — | 87 | 87 | 0.01 | < 0.005 | — | 88 |
| Unrefrigerated Warehouse-Rail | — | — | — | — | — | — | — | — | — | — | — | — | 58 | 58 | 0.01 | < 0.005 | — | 59 |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | 146 | 146 | 0.01 | < 0.005 | — | 146 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unrefrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | — | 14 | 14 | < 0.005 | < 0.005 | — | 15 |
| Unrefrigerated Warehouse-Rail | — | — | — | — | — | — | — | — | — | — | — | — | 9.6 | 9.6 | < 0.005 | < 0.005 | — | 9.7 |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | 24 | 24 | < 0.005 | < 0.005 | — | 24 |

### 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 | 0.01 | 0.01 | 0.10 | 0.08 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 121 | 121 | 0.01 | < 0.005 | — | 121 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Unrefrig Warehouse-Rail | 0.01 | < 0.005 | 0.07 | 0.06 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 80 | 80 | 0.01 | < 0.005 | — | 81 |
| Total | 0.02 | 0.01 | 0.17 | 0.14 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 201 | 201 | 0.02 | < 0.005 | — | 202 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unrefrigerated Warehouse-No Rail | 0.01 | 0.01 | 0.10 | 0.08 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 121 | 121 | 0.01 | < 0.005 | — | 121 |
| Unrefrigerated Warehouse-Rail | 0.01 | < 0.005 | 0.07 | 0.06 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 80 | 80 | 0.01 | < 0.005 | — | 81 |
| Total | 0.02 | 0.01 | 0.17 | 0.14 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 201 | 201 | 0.02 | < 0.005 | — | 202 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unrefrigerated Warehouse-No Rail | < 0.005 | < 0.005 | 0.02 | 0.02 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 20 | 20 | < 0.005 | < 0.005 | — | 20 |
| Unrefrigerated Warehouse-Rail | < 0.005 | < 0.005 | 0.01 | 0.01 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 13 | 13 | < 0.005 | < 0.005 | — | 13 |
| Total | < 0.005 | < 0.005 | 0.03 | 0.03 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 33 | 33 | < 0.005 | < 0.005 | — | 33 |

## 4.3. Area Emissions by Source

### 4.3.1. Unmitigated

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

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

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Consumer Products | 0.71 | 0.71 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Architectural Coatings | 0.08 | 0.08 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Landscape Equipment | 0.25 | 0.24 | 0.01 | 1.4 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 5.9 | 5.9 | < 0.005 | < 0.005 | — | 5.9 |
| Total | 1.0 | 1.0 | 0.01 | 1.4 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 5.9 | 5.9 | < 0.005 | < 0.005 | — | 5.9 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Consumer Products | 0.71 | 0.71 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Architectural Coatings | 0.08 | 0.08 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | 0.79 | 0.79 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Consumer Products | 0.13 | 0.13 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Architectural Coatings | 0.02 | 0.02 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Landscape | 0.03 | 0.03 | < 0.005 | 0.18 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 0.67 | 0.67 | < 0.005 | < 0.005 | — | 0.67 |
| Total | 0.18 | 0.17 | < 0.005 | 0.18 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 0.67 | 0.67 | < 0.005 | < 0.005 | — | 0.67 |

## 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 | — | — | — | — | — | — | — | — | — | — | — | 8.8 | 30 | 39 | 0.90 | 0.02 | — | 68 |
| Unrefrigerated Warehouse-Rail | — | — | — | — | — | — | — | — | — | — | — | 5.8 | 20 | 26 | 0.60 | 0.01 | — | 45 |
| Total | — | — | — | — | — | — | — | — | — | — | — | 15 | 50 | 64 | 1.5 | 0.04 | — | 113 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unrefrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | 8.8 | 30 | 39 | 0.90 | 0.02 | — | 68 |
| Unrefrigerated Warehouse-Rail | — | — | — | — | — | — | — | — | — | — | — | 5.8 | 20 | 26 | 0.60 | 0.01 | — | 45 |
| Total | — | — | — | — | — | — | — | — | — | — | — | 15 | 50 | 64 | 1.5 | 0.04 | — | 113 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unrefrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | 1.5 | 4.9 | 6.4 | 0.15 | < 0.005 | — | 11 |
| Unrefrigerated Warehouse-Rail | — | — | — | — | — | — | — | — | — | — | — | 0.97 | 3.3 | 4.3 | 0.10 | < 0.005 | — | 7.5 |
| Total | — | — | — | — | — | — | — | — | — | — | — | 2.4 | 8.2 | 11 | 0.25 | 0.01 | — | 19 |

## 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 | — | — | — | — | — | — | — | — | — | — | — | 10 | 0.00 | 10 | 1.0 | 0.00 | — | 35 |
| Unrefrigerated Warehouse-Rail | — | — | — | — | — | — | — | — | — | — | — | 6.7 | 0.00 | 6.7 | 0.67 | 0.00 | — | 23 |
| Total | — | — | — | — | — | — | — | — | — | — | — | 17 | 0.00 | 17 | 1.7 | 0.00 | — | 58 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Unrefrigerated Warehouse-Rail | — | — | — | — | — | — | — | — | — | — | — | 10 | 0.00 | 10 | 1.0 | 0.00 | — | 35 |
| Unrefrigerated Warehouse-Rail | — | — | — | — | — | — | — | — | — | — | — | 6.7 | 0.00 | 6.7 | 0.67 | 0.00 | — | 23 |
| Total | — | — | — | — | — | — | — | — | — | — | — | 17 | 0.00 | 17 | 1.7 | 0.00 | — | 58 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unrefrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | 1.7 | 0.00 | 1.7 | 0.17 | 0.00 | — | 5.8 |
| Unrefrigerated Warehouse-Rail | — | — | — | — | — | — | — | — | — | — | — | 1.1 | 0.00 | 1.1 | 0.11 | 0.00 | — | 3.9 |
| Total | — | — | — | — | — | — | — | — | — | — | — | 2.8 | 0.00 | 2.8 | 0.28 | 0.00 | — | 9.7 |

## 4.6. Refrigerant Emissions by Land Use

### 4.6.1. Unmitigated

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

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

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

## 4.7. Offroad Emissions By Equipment Type

### 4.7.1. Unmitigated

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

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

## 4.8. Stationary Emissions By Equipment Type

### 4.8.1. Unmitigated

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

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

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

## 4.9. User Defined Emissions By Equipment Type

### 4.9.1. Unmitigated

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

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

## 4.10. Soil Carbon Accumulation By Vegetation Type

### 4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

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

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

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

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

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

### 4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

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

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

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

# 5. Activity Data

## 5.9. Operational Mobile Sources

### 5.9.1. Unmitigated

| Land Use Type | Trips/Weekday | Trips/Saturday | Trips/Sunday | Trips/Year | VMT/Weekday | VMT/Saturday | VMT/Sunday | VMT/Year |
|---|---|---|---|---|---|---|---|---|
| Unrefrigerated Warehouse-No Rail | 34 | 34 | 34 | 12,358 | 277 | 277 | 277 | 101,064 |
| Unrefrigerated Warehouse-Rail | 23 | 23 | 23 | 8,239 | 903 | 903 | 903 | 329,551 |

## 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 |
| Unrefrigerated Warehouse-Rail | Wood Fireplaces | 0 | 0 |
| Unrefrigerated Warehouse-Rail | Gas Fireplaces | 0 | 0 |
| Unrefrigerated Warehouse-Rail | Propane Fireplaces | 0 | 0 |
| Unrefrigerated Warehouse-Rail | Electric Fireplaces | 0 | 0 |
| Unrefrigerated Warehouse-Rail | No Fireplaces | 0 | 0 |

| | | | |
|---|---|---|---|
| Unrefrigerated Warehouse-Rail | Conventional Wood Stoves | 0 | 0 |
| Unrefrigerated Warehouse-Rail | Catalytic Wood Stoves | 0 | 0 |
| Unrefrigerated Warehouse-Rail | Non-Catalytic Wood Stoves | 0 | 0 |
| Unrefrigerated Warehouse-Rail | 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 | 49,500 | 16,500 | — |

### 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 | 91,450 | 349 | 0.0330 | 0.0040 | 376,411 |
| Unrefrigerated Warehouse-Rail | 60,967 | 349 | 0.0330 | 0.0040 | 250,941 |

## 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 | 4,578,750 | 0.00 |
| Unrefrigerated Warehouse-Rail | 3,052,500 | 0.00 |

## 5.13. Operational Waste Generation

### 5.13.1. Unmitigated

| Land Use | Waste (ton/year) | Cogeneration (kWh/year) |
|---|---|---|
| Unrefrigerated Warehouse-No Rail | 19 | 0.00 |
| Unrefrigerated Warehouse-Rail | 12 | 0.00 |

## 5.14. Operational Refrigeration and Air Conditioning Equipment

### 5.14.1. Unmitigated

## 5.15. Operational Off-Road Equipment

### 5.15.1. Unmitigated

## 5.16. Stationary Sources

### 5.16.1. Emergency Generators and Fire Pumps

### 5.16.2. Process Boilers

## 5.17. User Defined

## 5.18. Vegetation

### 5.18.1. Land Use Change

#### 5.18.1.1. Unmitigated

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

### 5.18.1. Biomass Cover Type

#### 5.18.1.1. Unmitigated

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

### 5.18.2. Sequestration

#### 5.18.2.1. Unmitigated

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

# 6. Climate Risk Detailed Report

## 6.1. Climate Risk Summary

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

| Climate Hazard | Result for Project Location | Unit |
|---|---|---|
| Temperature and Extreme Heat | 27 | annual days of extreme heat |
| Extreme Precipitation | 4.8 | annual days with precipitation above 20 mm |
| Sea Level Rise | — | meters of inundation depth |
| Wildfire | 0.00 | annual hectares burned |

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

Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

## 6.2. Initial Climate Risk Scores

| Climate Hazard | Exposure Score | Sensitivity Score | Adaptive Capacity Score | Vulnerability Score |
|---|---|---|---|---|
| Temperature and Extreme Heat | 3 | 0 | 0 | N/A |
| Extreme Precipitation | N/A | N/A | N/A | N/A |
| Sea Level Rise | 1 | 0 | 0 | N/A |
| Wildfire | 1 | 0 | 0 | N/A |
| Flooding | N/A | N/A | N/A | N/A |
| Drought | N/A | N/A | N/A | N/A |
| Snowpack Reduction | N/A | N/A | N/A | N/A |
| Air Quality Degradation | 0 | 0 | 0 | N/A |

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

## 6.3. Adjusted Climate Risk Scores

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

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

### 6.4. Climate Risk Reduction Measures

# 7. Health and Equity Details

## 7.1. CalEnviroScreen 4.0 Scores

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

| Indicator | Result for Project Census Tract |
|---|---|
| Exposure Indicators | — |
| AQ-Ozone | 99 |
| AQ-PM | 88 |
| AQ-DPM | 81 |
| Drinking Water | 93 |
| Lead Risk Housing | 42 |
| Pesticides | 0.00 |
| Toxic Releases | 67 |
| Traffic | 81 |
| Effect Indicators | — |
| CleanUp Sites | 0.00 |
| Groundwater | 36 |
| Haz Waste Facilities/Generators | 78 |
| Impaired Water Bodies | 0.00 |
| Solid Waste | 43 |
| Sensitive Population | — |
| Asthma | 78 |

| | |
|---|---|
| Cardio-vascular | 88 |
| Low Birth Weights | 45 |
| Socioeconomic Factor Indicators | — |
| Education | 88 |
| Housing | 43 |
| Linguistic | 86 |
| Poverty | 82 |
| Unemployment | 87 |

## 7.2. Healthy Places Index Scores

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

| Indicator | Result for Project Census Tract |
|---|---|
| Economic | — |
| Above Poverty | 34.58231746 |
| Employed | 12.21609136 |
| Median HI | 20.73655845 |
| Education | — |
| Bachelor's or higher | 9.547029385 |
| High school enrollment | 100 |
| Preschool enrollment | 35.92968048 |
| Transportation | — |
| Auto Access | 33.77389965 |
| Active commuting | 47.67098678 |
| Social | — |
| 2-parent households | 23.13614782 |
| Voting | 20.14628513 |
| Neighborhood | — |
| Alcohol availability | 93.62248171 |

| | |
|---|---|
| Park access | 36.81509047 |
| Retail density | 57.141024 |
| Supermarket access | 49.27499038 |
| Tree canopy | 11.88245862 |
| Housing | — |
| Homeownership | 48.80020531 |
| Housing habitability | 42.96163223 |
| Low-inc homeowner severe housing cost burden | 35.91684845 |
| Low-inc renter severe housing cost burden | 85.49980752 |
| Uncrowded housing | 8.982420121 |
| Health Outcomes | — |
| Insured adults | 26.49813936 |
| Arthritis | 43.8 |
| Asthma ER Admissions | 27.5 |
| High Blood Pressure | 56.0 |
| Cancer (excluding skin) | 66.1 |
| Asthma | 23.6 |
| Coronary Heart Disease | 47.4 |
| Chronic Obstructive Pulmonary Disease | 31.1 |
| Diagnosed Diabetes | 29.7 |
| Life Expectancy at Birth | 60.6 |
| Cognitively Disabled | 87.2 |
| Physically  Disabled | 49.3 |
| Heart Attack ER Admissions | 13.5 |
| Mental Health Not Good | 24.7 |
| Chronic Kidney Disease | 35.4 |
| Obesity | 21.1 |
| Pedestrian Injuries | 66.9 |

| | |
|---|---|
| Physical Health Not Good | 25.9 |
| Stroke | 39.4 |
| Health Risk Behaviors | — |
| Binge Drinking | 47.1 |
| Current Smoker | 30.4 |
| No Leisure Time for Physical Activity | 28.6 |
| Climate Change Exposures | — |
| Wildfire Risk | 0.0 |
| SLR Inundation Area | 0.0 |
| Children | 16.3 |
| Elderly | 84.9 |
| English Speaking | 37.6 |
| Foreign-born | 66.3 |
| Outdoor Workers | 84.7 |
| Climate Change Adaptive Capacity | — |
| Impervious Surface Cover | 54.1 |
| Traffic Density | 71.8 |
| Traffic Access | 23.0 |
| Other Indices | — |
| Hardship | 87.1 |
| Other Decision Support | — |
| 2016 Voting | 41.7 |

## 7.3. Overall Health & Equity Scores

| Metric | Result for Project Census Tract |
|---|---|
| CalEnviroScreen 4.0 Score for Project Location (a) | 91 |
| Healthy Places Index Score for Project Location (b) | 20 |
| Project Located in a Designated Disadvantaged Community (Senate Bill 535) | Yes |

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

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

## 7.4. Health & Equity Measures

No Health & Equity Measures selected.

## 7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

## 7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

# 8. User Changes to Default Data

## 8.1. Justifications

| Screen | Justification |
|---|---|
| Operations: Vehicle Data | Revised trip rates to match the traffic memo for the project. Increased truck trips (represented by Unrefrigerated Warehouse-Rail vehicles) to 40 miles per SCAQMD |
| Operations: Fleet Mix | Adjusted fleetmix to match traffic report with Unrefrigerated Warehouse-Rail used to model trucks and Unrefrigerated Warehouse-No Rail used to model worker passenger vehicles |

# Willow and Valley Warehouse Project - Proposed Project LST  Detailed Report

## Table of Contents

# 1. Basic Project Information

## 1.1. Basic Project Information

| Data Field | Value |
|---|---|
| Project Name | Willow and Valley Warehouse Project - Proposed Project LST |
| Construction Start Date | 7/1/2026 |
| Operational Year | 2027 |
| Lead Agency | — |
| Land Use Scale | Project/site |
| Analysis Level for Defaults | County |
| Windspeed (m/s) | 2.2 |
| Precipitation (days) | 14 |
| Location | S Willow Ave & W Valley Blvd, Rialto, CA 92376, USA |
| County | San Bernardino-South Coast |
| City | Rialto |
| Air District | South Coast AQMD |
| Air Basin | South Coast |
| TAZ | 5334 |
| EDFZ | 10 |
| Electric Utility | Southern California Edison |
| Gas Utility | Southern California Gas |
| App Version | 2022.1.1.33 |

## 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 | 72 | 1000sqft | 1.6 | 71,981 | 30,886 | — | — | — |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Unrefrigerated Warehouse-Rail | 48 | 1000sqft | 1.1 | 47,987 | 20,591 | — | — | — |
| Parking Lot | 111 | Space | 1.00 | 0.00 | 0.00 | — | — | — |
| Other Non-Asphalt Surfaces | 28 | 1000sqft | 0.64 | 0.00 | 0.00 | — | — | — |
| Other Asphalt Surfaces | 58 | 1000sqft | 1.6 | 0.00 | 0.00 | — | — | — |

### 1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

## 2. Emissions Summary

### 2.1. Construction Emissions Compared Against Thresholds

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

| Un/Mit. | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 54 | 54 | 16 | 16 | 0.04 | 0.66 | 2.8 | 3.3 | 0.61 | 1.3 | 1.9 | — | 4,586 | 4,586 | 0.19 | 0.04 | 0.16 | 4,602 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 1.4 | 1.2 | 7.6 | 9.4 | 0.02 | 0.25 | 0.03 | 0.28 | 0.23 | 0.01 | 0.24 | — | 1,678 | 1,678 | 0.11 | 0.04 | < 0.005 | 1,691 |
| Average Daily (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 2.1 | 2.0 | 3.6 | 4.0 | 0.01 | 0.14 | 0.38 | 0.52 | 0.13 | 0.11 | 0.24 | — | 763 | 763 | 0.04 | 0.01 | 0.02 | 768 |
| Annual (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 0.38 | 0.36 | 0.66 | 0.73 | < 0.005 | 0.03 | 0.07 | 0.09 | 0.02 | 0.02 | 0.04 | — | 126 | 126 | 0.01 | < 0.005 | < 0.005 | 127 |

## 2.2. Construction Emissions by Year, Unmitigated

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

| Year | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily - Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2026 | 2.2 | 1.9 | 16 | 16 | 0.04 | 0.66 | 2.8 | 3.3 | 0.61 | 1.3 | 1.9 | — | 4,586 | 4,586 | 0.19 | 0.04 | 0.16 | 4,602 |
| 2027 | 54 | 54 | 7.3 | 9.2 | 0.02 | 0.23 | 0.03 | 0.26 | 0.21 | 0.01 | 0.22 | — | 1,677 | 1,677 | 0.11 | 0.03 | 0.14 | 1,689 |
| Daily - Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2026 | 1.4 | 1.2 | 7.6 | 9.4 | 0.02 | 0.25 | 0.03 | 0.28 | 0.23 | 0.01 | 0.24 | — | 1,678 | 1,678 | 0.11 | 0.04 | < 0.005 | 1,691 |
| 2027 | 1.3 | 1.1 | 7.3 | 9.3 | 0.02 | 0.23 | 0.03 | 0.26 | 0.21 | 0.01 | 0.22 | — | 1,676 | 1,676 | 0.11 | 0.03 | < 0.005 | 1,689 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2026 | 0.56 | 0.48 | 3.6 | 4.0 | 0.01 | 0.14 | 0.38 | 0.52 | 0.13 | 0.11 | 0.24 | — | 763 | 763 | 0.04 | 0.01 | 0.02 | 768 |
| 2027 | 2.1 | 2.0 | 2.3 | 3.0 | 0.01 | 0.07 | 0.01 | 0.08 | 0.07 | < 0.005 | 0.07 | — | 517 | 517 | 0.03 | 0.01 | 0.02 | 521 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2026 | 0.10 | 0.09 | 0.66 | 0.73 | < 0.005 | 0.03 | 0.07 | 0.09 | 0.02 | 0.02 | 0.04 | — | 126 | 126 | 0.01 | < 0.005 | < 0.005 | 127 |
| 2027 | 0.38 | 0.36 | 0.41 | 0.54 | < 0.005 | 0.01 | < 0.005 | 0.01 | 0.01 | < 0.005 | 0.01 | — | 86 | 86 | 0.01 | < 0.005 | < 0.005 | 86 |

## 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. | 4.7 | 4.2 | 15 | 140 | 0.01 | 0.06 | 0.05 | 0.11 | 0.06 | 0.01 | 0.07 | 114 | 4,608 | 4,722 | 12 | 0.18 | 0.20 | 5,070 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Unmit. | 3.7 | 3.4 | 15 | 135 | 0.01 | 0.05 | 0.05 | 0.10 | 0.05 | 0.01 | 0.06 | 114 | 4,586 | 4,699 | 12 | 0.18 | 0.01 | 5,048 |
| Average Daily (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 4.4 | 4.0 | 15 | 138 | 0.01 | 0.05 | 0.05 | 0.10 | 0.05 | 0.01 | 0.07 | 114 | 4,600 | 4,714 | 12 | 0.18 | 0.09 | 5,062 |
| Annual (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 0.80 | 0.72 | 2.7 | 25 | < 0.005 | 0.01 | 0.01 | 0.02 | 0.01 | < 0.005 | 0.01 | 19 | 762 | 780 | 2.0 | 0.03 | 0.01 | 838 |

## 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 | 0.52 | 0.47 | 0.75 | 1.7 | < 0.005 | < 0.005 | 0.05 | 0.05 | < 0.005 | 0.01 | 0.01 | — | 184 | 184 | 0.07 | 0.03 | 0.20 | 196 |
| Area | 3.8 | 3.8 | 0.04 | 5.2 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 21 | 21 | < 0.005 | < 0.005 | — | 22 |
| Energy | 0.07 | 0.03 | 0.61 | 0.51 | < 0.005 | 0.05 | — | 0.05 | 0.05 | — | 0.05 | — | 1,293 | 1,293 | 0.12 | 0.01 | — | 1,298 |
| Water | — | — | — | — | — | — | — | — | — | — | — | 53 | 183 | 236 | 5.5 | 0.13 | — | 412 |
| Waste | — | — | — | — | — | — | — | — | — | — | — | 61 | 0.00 | 61 | 6.1 | 0.00 | — | 213 |
| Off-Road | 0.28 | 0.00 | 13 | 132 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | — | 2,927 | 2,927 | 0.06 | 0.01 | — | 2,930 |
| Total | 4.7 | 4.2 | 15 | 140 | 0.01 | 0.06 | 0.05 | 0.11 | 0.06 | 0.01 | 0.07 | 114 | 4,608 | 4,722 | 12 | 0.18 | 0.20 | 5,070 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Mobile | 0.50 | 0.44 | 0.79 | 1.9 | < 0.005 | < 0.005 | 0.05 | 0.05 | < 0.005 | 0.01 | 0.01 | — | 182 | 182 | 0.07 | 0.03 | 0.01 | 194 |
| Area | 2.9 | 2.9 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Energy | 0.07 | 0.03 | 0.61 | 0.51 | < 0.005 | 0.05 | — | 0.05 | 0.05 | — | 0.05 | — | 1,293 | 1,293 | 0.12 | 0.01 | — | 1,298 |
| Water | — | — | — | — | — | — | — | — | — | — | — | 53 | 183 | 236 | 5.5 | 0.13 | — | 412 |
| Waste | — | — | — | — | — | — | — | — | — | — | — | 61 | 0.00 | 61 | 6.1 | 0.00 | — | 213 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Off-Roa | 0.28 | 0.00 | 13 | 132 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | — | 2,927 | 2,927 | 0.06 | 0.01 | — | 2,930 |
| Total | 3.7 | 3.4 | 15 | 135 | 0.01 | 0.05 | 0.05 | 0.10 | 0.05 | 0.01 | 0.06 | 114 | 4,586 | 4,699 | 12 | 0.18 | 0.01 | 5,048 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Mobile | 0.50 | 0.44 | 0.77 | 1.9 | < 0.005 | < 0.005 | 0.05 | 0.05 | < 0.005 | 0.01 | 0.01 | — | 182 | 182 | 0.07 | 0.03 | 0.09 | 194 |
| Area | 3.5 | 3.5 | 0.03 | 3.6 | < 0.005 | 0.01 | — | 0.01 | < 0.005 | — | < 0.005 | — | 15 | 15 | < 0.005 | < 0.005 | — | 15 |
| Energy | 0.07 | 0.03 | 0.61 | 0.51 | < 0.005 | 0.05 | — | 0.05 | 0.05 | — | 0.05 | — | 1,293 | 1,293 | 0.12 | 0.01 | — | 1,298 |
| Water | — | — | — | — | — | — | — | — | — | — | — | 53 | 183 | 236 | 5.5 | 0.13 | — | 412 |
| Waste | — | — | — | — | — | — | — | — | — | — | — | 61 | 0.00 | 61 | 6.1 | 0.00 | — | 213 |
| Off-Roa d | 0.28 | 0.00 | 13 | 132 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | — | 2,927 | 2,927 | 0.06 | 0.01 | — | 2,930 |
| Total | 4.4 | 4.0 | 15 | 138 | 0.01 | 0.05 | 0.05 | 0.10 | 0.05 | 0.01 | 0.07 | 114 | 4,600 | 4,714 | 12 | 0.18 | 0.09 | 5,062 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Mobile | 0.09 | 0.08 | 0.14 | 0.34 | < 0.005 | < 0.005 | 0.01 | 0.01 | < 0.005 | < 0.005 | < 0.005 | — | 30 | 30 | 0.01 | 0.01 | 0.01 | 32 |
| Area | 0.64 | 0.64 | 0.01 | 0.65 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 2.4 | 2.4 | < 0.005 | < 0.005 | — | 2.4 |
| Energy | 0.01 | 0.01 | 0.11 | 0.09 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 214 | 214 | 0.02 | < 0.005 | — | 215 |
| Water | — | — | — | — | — | — | — | — | — | — | — | 8.8 | 30 | 39 | 0.91 | 0.02 | — | 68 |
| Waste | — | — | — | — | — | — | — | — | — | — | — | 10 | 0.00 | 10 | 1.0 | 0.00 | — | 35 |
| Off-Roa d | 0.05 | 0.00 | 2.4 | 24 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | — | 485 | 485 | 0.01 | < 0.005 | — | 485 |
| Total | 0.80 | 0.72 | 2.7 | 25 | < 0.005 | 0.01 | 0.01 | 0.02 | 0.01 | < 0.005 | 0.01 | 19 | 762 | 780 | 2.0 | 0.03 | 0.01 | 838 |

# 3. Construction Emissions Details

## 3.1. Demolition (2026) - Unmitigated

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

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

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 1.6 | 1.4 | 13 | 11 | 0.02 | 0.55 | — | 0.55 | 0.51 | — | 0.51 | — | 2,068 | 2,068 | 0.08 | 0.02 | — | 2,075 |
| Demolition | — | — | — | — | — | — | 2.8 | 2.8 | — | 0.42 | 0.42 | — | — | — | — | — | — | — |
| 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 | 0.10 | 0.08 | 0.75 | 0.64 | < 0.005 | 0.03 | — | 0.03 | 0.03 | — | 0.03 | — | 125 | 125 | 0.01 | < 0.005 | — | 125 |
| Demolition | — | — | — | — | — | — | 0.17 | 0.17 | — | 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 | 0.02 | 0.14 | 0.12 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 21 | 21 | < 0.005 | < 0.005 | — | 21 |
| 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 | 0.04 | 0.04 | 0.01 | 0.08 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 3.6 | 3.6 | < 0.005 | < 0.005 | 0.01 | 3.8 |
| Vendor | < 0.005 | < 0.005 | 0.02 | 0.01 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 3.6 | 3.6 | < 0.005 | < 0.005 | < 0.005 | 3.8 |
| Hauling | 0.06 | 0.02 | 0.49 | 0.41 | < 0.005 | < 0.005 | 0.01 | 0.01 | < 0.005 | < 0.005 | < 0.005 | — | 87 | 87 | 0.04 | 0.01 | 0.06 | 92 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | 0.01 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 0.21 | 0.21 | < 0.005 | < 0.005 | < 0.005 | 0.23 |
| Vendor | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 0.22 | 0.22 | < 0.005 | < 0.005 | < 0.005 | 0.23 |
| Hauling | < 0.005 | < 0.005 | 0.03 | 0.03 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 5.3 | 5.3 | < 0.005 | < 0.005 | < 0.005 | 5.6 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | < 0.005 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 0.03 | 0.03 | < 0.005 | < 0.005 | < 0.005 | 0.04 |
| Vendor | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 0.04 | 0.04 | < 0.005 | < 0.005 | < 0.005 | 0.04 |
| Hauling | < 0.005 | < 0.005 | 0.01 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 0.87 | 0.87 | < 0.005 | < 0.005 | < 0.005 | 0.92 |

## 3.3. Site Preparation (2026) - Unmitigated

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

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 2.2 | 1.8 | 16 | 16 | 0.04 | 0.66 | — | 0.66 | 0.61 | — | 0.61 | — | 4,574 | 4,574 | 0.19 | 0.04 | — | 4,589 |
| Dust From Material Movement | — | — | — | — | — | — | 1.0 | 1.0 | — | 0.11 | 0.11 | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | 0.06 | 0.05 | 0.44 | 0.44 | < 0.005 | 0.02 | — | 0.02 | 0.02 | — | 0.02 | — | 125 | 125 | 0.01 | < 0.005 | — | 126 |
| Dust From Material Movement | — | — | — | — | — | — | 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 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.01 | 0.01 | 0.08 | 0.08 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 21 | 21 | < 0.005 | < 0.005 | — | 21 |
| Dust From Material Movement | — | — | — | — | — | — | 0.01 | 0.01 | — | < 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 | 0.04 | 0.04 | 0.01 | 0.08 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 3.6 | 3.6 | < 0.005 | < 0.005 | 0.01 | 3.8 |
| Vendor | < 0.005 | < 0.005 | 0.02 | 0.01 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 3.6 | 3.6 | < 0.005 | < 0.005 | < 0.005 | 3.8 |
| Hauling | < 0.005 | < 0.005 | 0.03 | 0.02 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 5.1 | 5.1 | < 0.005 | < 0.005 | < 0.005 | 5.4 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | < 0.005 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 0.09 | 0.09 | < 0.005 | < 0.005 | < 0.005 | 0.10 |
| Vendor | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 0.10 | 0.10 | < 0.005 | < 0.005 | < 0.005 | 0.10 |
| Hauling | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 0.14 | 0.14 | < 0.005 | < 0.005 | < 0.005 | 0.15 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | < 0.005 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 0.02 | 0.02 | < 0.005 | < 0.005 | < 0.005 | 0.02 |
| Vendor | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 0.02 | 0.02 | < 0.005 | < 0.005 | < 0.005 | 0.02 |
| Hauling | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 0.02 | 0.02 | < 0.005 | < 0.005 | < 0.005 | 0.02 |

## 3.5. Grading (2026) - Unmitigated

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

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 1.7 | 1.4 | 13 | 14 | 0.02 | 0.58 | — | 0.58 | 0.53 | — | 0.53 | — | 2,455 | 2,455 | 0.10 | 0.02 | — | 2,463 |
| Dust From Material Movement | — | — | — | — | — | — | 2.8 | 2.8 | — | 1.3 | 1.3 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.11 | 0.09 | 0.81 | 0.88 | < 0.005 | 0.04 | — | 0.04 | 0.03 | — | 0.03 | — | 155 | 155 | 0.01 | < 0.005 | — | 155 |
| Dust From Material Movement | — | — | — | — | — | — | 0.17 | 0.17 | — | 0.08 | 0.08 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.02 | 0.02 | 0.15 | 0.16 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 26 | 26 | < 0.005 | < 0.005 | — | 26 |
| Dust From Material Movement | — | — | — | — | — | — | 0.03 | 0.03 | — | 0.02 | 0.02 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.04 | 0.04 | 0.01 | 0.08 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 3.6 | 3.6 | < 0.005 | < 0.005 | 0.01 | 3.8 |
| Vendor | < 0.005 | < 0.005 | 0.02 | 0.01 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 3.6 | 3.6 | < 0.005 | < 0.005 | < 0.005 | 3.8 |
| Hauling | 0.01 | < 0.005 | 0.06 | 0.05 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 10 | 10 | < 0.005 | < 0.005 | 0.01 | 11 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | 0.01 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 0.22 | 0.22 | < 0.005 | < 0.005 | < 0.005 | 0.24 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vendor | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 0.23 | 0.23 | < 0.005 | < 0.005 | < 0.005 | 0.24 |
| Hauling | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 0.65 | 0.65 | < 0.005 | < 0.005 | < 0.005 | 0.69 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | < 0.005 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 0.04 | 0.04 | < 0.005 | < 0.005 | < 0.005 | 0.04 |
| Vendor | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 0.04 | 0.04 | < 0.005 | < 0.005 | < 0.005 | 0.04 |
| Hauling | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 0.11 | 0.11 | < 0.005 | < 0.005 | < 0.005 | 0.11 |

## 3.7. Building Construction (2026) - Unmitigated

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

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.97 | 0.81 | 7.0 | 8.0 | 0.02 | 0.25 | — | 0.25 | 0.23 | — | 0.23 | — | 1,561 | 1,561 | 0.06 | 0.01 | — | 1,566 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.97 | 0.81 | 7.0 | 8.0 | 0.02 | 0.25 | — | 0.25 | 0.23 | — | 0.23 | — | 1,561 | 1,561 | 0.06 | 0.01 | — | 1,566 |
| 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 | 0.20 | 0.17 | 1.5 | 1.7 | < 0.005 | 0.05 | — | 0.05 | 0.05 | — | 0.05 | — | 327 | 327 | 0.01 | < 0.005 | — | 328 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.04 | 0.03 | 0.27 | 0.31 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 54 | 54 | < 0.005 | < 0.005 | — | 54 |
| 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 | 0.39 | 0.39 | 0.08 | 0.93 | 0.00 | 0.00 | 0.02 | 0.02 | 0.00 | < 0.005 | < 0.005 | — | 39 | 39 | 0.02 | 0.01 | 0.07 | 42 |
| Vendor | 0.05 | 0.02 | 0.44 | 0.33 | < 0.005 | < 0.005 | 0.01 | 0.01 | < 0.005 | < 0.005 | < 0.005 | — | 79 | 79 | 0.03 | 0.01 | 0.09 | 83 |
| 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 | 0.37 | 0.36 | 0.09 | 1.1 | 0.00 | 0.00 | 0.02 | 0.02 | 0.00 | < 0.005 | < 0.005 | — | 38 | 38 | 0.02 | 0.01 | < 0.005 | 41 |
| Vendor | 0.04 | 0.02 | 0.46 | 0.34 | < 0.005 | < 0.005 | 0.01 | 0.01 | < 0.005 | < 0.005 | < 0.005 | — | 80 | 80 | 0.03 | 0.01 | < 0.005 | 84 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.08 | 0.07 | 0.02 | 0.22 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 8.0 | 8.0 | < 0.005 | < 0.005 | 0.01 | 8.7 |
| Vendor | 0.01 | < 0.005 | 0.09 | 0.07 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 17 | 17 | 0.01 | < 0.005 | 0.01 | 17 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.01 | 0.01 | < 0.005 | 0.04 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 1.3 | 1.3 | < 0.005 | < 0.005 | < 0.005 | 1.4 |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vendor | < 0.005 | < 0.005 | 0.02 | 0.01 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 2.7 | 2.7 | < 0.005 | < 0.005 | < 0.005 | 2.9 |
| 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. 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 | 0.94 | 0.78 | 6.7 | 8.0 | 0.02 | 0.23 | — | 0.23 | 0.21 | — | 0.21 | — | 1,561 | 1,561 | 0.06 | 0.01 | — | 1,566 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.94 | 0.78 | 6.7 | 8.0 | 0.02 | 0.23 | — | 0.23 | 0.21 | — | 0.21 | — | 1,561 | 1,561 | 0.06 | 0.01 | — | 1,566 |
| 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 | 0.25 | 0.21 | 1.8 | 2.2 | < 0.005 | 0.06 | — | 0.06 | 0.06 | — | 0.06 | — | 421 | 421 | 0.02 | < 0.005 | — | 423 |
| 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 Equipment | 0.05 | 0.04 | 0.33 | 0.39 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 70 | 70 | < 0.005 | < 0.005 | — | 70 |
| 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 | 0.37 | 0.36 | 0.07 | 0.87 | 0.00 | 0.00 | 0.02 | 0.02 | 0.00 | < 0.005 | < 0.005 | — | 38 | 38 | 0.02 | 0.01 | 0.06 | 41 |
| Vendor | 0.04 | 0.02 | 0.43 | 0.32 | < 0.005 | < 0.005 | 0.01 | 0.01 | < 0.005 | < 0.005 | < 0.005 | — | 78 | 78 | 0.03 | 0.01 | 0.08 | 82 |
| 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 | 0.35 | 0.34 | 0.08 | 1.00 | 0.00 | 0.00 | 0.02 | 0.02 | 0.00 | < 0.005 | < 0.005 | — | 37 | 37 | 0.02 | 0.01 | < 0.005 | 40 |
| Vendor | 0.04 | 0.02 | 0.45 | 0.34 | < 0.005 | < 0.005 | 0.01 | 0.01 | < 0.005 | < 0.005 | < 0.005 | — | 78 | 78 | 0.03 | 0.01 | < 0.005 | 83 |
| 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 | 0.09 | 0.09 | 0.02 | 0.27 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | < 0.005 | < 0.005 | — | 10 | 10 | 0.01 | < 0.005 | 0.01 | 11 |
| Vendor | 0.01 | < 0.005 | 0.12 | 0.09 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 21 | 21 | 0.01 | < 0.005 | 0.01 | 22 |
| 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 | < 0.005 | 0.05 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 1.7 | 1.7 | < 0.005 | < 0.005 | < 0.005 | 1.8 |
| Vendor | < 0.005 | < 0.005 | 0.02 | 0.02 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 3.5 | 3.5 | < 0.005 | < 0.005 | < 0.005 | 3.7 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

## 3.11. Paving (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 | 0.68 | 0.57 | 5.0 | 7.2 | 0.01 | 0.20 | — | 0.20 | 0.19 | — | 0.19 | — | 1,088 | 1,088 | 0.04 | 0.01 | — | 1,092 |
| Paving | 0.34 | 0.34 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.04 | 0.03 | 0.28 | 0.39 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 60 | 60 | < 0.005 | < 0.005 | — | 60 |
| Paving | 0.02 | 0.02 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.01 | 0.01 | 0.05 | 0.07 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 9.9 | 9.9 | < 0.005 | < 0.005 | — | 9.9 |
| Paving | < 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 | 0.05 | 0.01 | 0.13 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 5.6 | 5.6 | < 0.005 | < 0.005 | 0.01 | 6.0 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vendor | < 0.005 | < 0.005 | 0.02 | 0.01 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 3.5 | 3.5 | < 0.005 | < 0.005 | < 0.005 | 3.7 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | 0.01 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 0.30 | 0.30 | < 0.005 | < 0.005 | < 0.005 | 0.32 |
| Vendor | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 0.19 | 0.19 | < 0.005 | < 0.005 | < 0.005 | 0.20 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | < 0.005 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 0.05 | 0.05 | < 0.005 | < 0.005 | < 0.005 | 0.05 |
| Vendor | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 0.03 | 0.03 | < 0.005 | < 0.005 | < 0.005 | 0.03 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

## 3.13. Architectural Coating (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 | 0.14 | 0.11 | 0.83 | 1.1 | < 0.005 | 0.02 | — | 0.02 | 0.02 | — | 0.02 | — | 134 | 134 | 0.01 | < 0.005 | — | 134 |
| Architectural Coatings | 54 | 54 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 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 | < 0.005 | < 0.005 | 0.03 | 0.03 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 4.0 | 4.0 | < 0.005 | < 0.005 | — | 4.0 |
| Architectural Coatings | 1.6 | 1.6 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | < 0.005 | < 0.005 | < 0.005 | 0.01 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 0.67 | 0.67 | < 0.005 | < 0.005 | — | 0.67 |
| Architectural Coatings | 0.30 | 0.30 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 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 | 0.07 | 0.07 | 0.01 | 0.17 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 7.7 | 7.7 | < 0.005 | < 0.005 | 0.01 | 8.2 |
| 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 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | 0.01 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 0.22 | 0.22 | < 0.005 | < 0.005 | < 0.005 | 0.24 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | < 0.005 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 0.04 | 0.04 | < 0.005 | < 0.005 | < 0.005 | 0.04 |
| 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 | 0.45 | 0.44 | 0.11 | 1.2 | < 0.005 | < 0.005 | 0.04 | 0.04 | < 0.005 | 0.01 | 0.01 | — | 70 | 70 | 0.03 | 0.01 | 0.11 | 75 |
| Unrefrigerated Warehouse-Rail | 0.07 | 0.03 | 0.64 | 0.52 | < 0.005 | < 0.005 | 0.01 | 0.01 | < 0.005 | < 0.005 | < 0.005 | — | 114 | 114 | 0.04 | 0.02 | 0.09 | 121 |
| Parking Lot | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Other Non-Asphalt Surfaces | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Other Asphalt Surfaces | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Total | 0.52 | 0.47 | 0.75 | 1.7 | < 0.005 | < 0.005 | 0.05 | 0.05 | < 0.005 | 0.01 | 0.01 | — | 184 | 184 | 0.07 | 0.03 | 0.20 | 196 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unrefrigerated Warehouse-No Rail | 0.43 | 0.41 | 0.12 | 1.3 | < 0.005 | < 0.005 | 0.04 | 0.04 | < 0.005 | 0.01 | 0.01 | — | 67 | 67 | 0.03 | 0.01 | < 0.005 | 72 |
| Unrefrigerated Warehouse-Rail | 0.07 | 0.02 | 0.67 | 0.53 | < 0.005 | < 0.005 | 0.01 | 0.01 | < 0.005 | < 0.005 | < 0.005 | — | 115 | 115 | 0.04 | 0.02 | < 0.005 | 122 |
| Parking Lot | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Other Non-Asphalt Surfaces | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Other Asphalt Surfaces | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Total | 0.50 | 0.44 | 0.79 | 1.9 | < 0.005 | < 0.005 | 0.05 | 0.05 | < 0.005 | 0.01 | 0.01 | — | 182 | 182 | 0.07 | 0.03 | 0.01 | 194 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unrefrigerated Warehouse-No Rail | 0.08 | 0.07 | 0.02 | 0.24 | < 0.005 | < 0.005 | 0.01 | 0.01 | < 0.005 | < 0.005 | < 0.005 | — | 11 | 11 | < 0.005 | < 0.005 | 0.01 | 12 |
| Unrefrigerated Warehouse-Rail | 0.01 | < 0.005 | 0.12 | 0.10 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 19 | 19 | 0.01 | < 0.005 | 0.01 | 20 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Parking Lot | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Other Non-Asphalt Surfaces | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Other Asphalt Surfaces | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Total | 0.09 | 0.08 | 0.14 | 0.34 | < 0.005 | < 0.005 | 0.01 | 0.01 | < 0.005 | < 0.005 | < 0.005 | — | 30 | 30 | 0.01 | 0.01 | 0.01 | 32 |

## 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 | — | — | — | — | — | — | — | — | — | — | — | — | 315 | 315 | 0.03 | < 0.005 | — | 317 |
| Unrefrigerated Warehouse-Rail | — | — | — | — | — | — | — | — | — | — | — | — | 210 | 210 | 0.02 | < 0.005 | — | 211 |
| Parking Lot | — | — | — | — | — | — | — | — | — | — | — | — | 36 | 36 | < 0.005 | < 0.005 | — | 36 |
| Other Non-Asphalt Surfaces | — | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Other Asphalt Surfaces | — | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Total | — | — | — | — | — | — | — | — | — | — | — | — | 562 | 562 | 0.05 | 0.01 | — | 565 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unrefrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | — | 315 | 315 | 0.03 | < 0.005 | — | 317 |
| Unrefrigerated Warehouse-Rail | — | — | — | — | — | — | — | — | — | — | — | — | 210 | 210 | 0.02 | < 0.005 | — | 211 |
| Parking Lot | — | — | — | — | — | — | — | — | — | — | — | — | 36 | 36 | < 0.005 | < 0.005 | — | 36 |
| Other Non-Asphalt Surfaces | — | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Other Asphalt Surfaces | — | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | 562 | 562 | 0.05 | 0.01 | — | 565 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unrefrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | — | 52 | 52 | < 0.005 | < 0.005 | — | 53 |
| Unrefrigerated Warehouse-Rail | — | — | — | — | — | — | — | — | — | — | — | — | 35 | 35 | < 0.005 | < 0.005 | — | 35 |
| Parking Lot | — | — | — | — | — | — | — | — | — | — | — | — | 6.0 | 6.0 | < 0.005 | < 0.005 | — | 6.0 |
| Other Non-Asphalt Surfaces | — | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Other Asphalt Surfaces | — | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | 93 | 93 | 0.01 | < 0.005 | — | 94 |

### 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 | 0.37 | 0.31 | < 0.005 | 0.03 | — | 0.03 | 0.03 | — | 0.03 | — | 439 | 439 | 0.04 | < 0.005 | — | 440 |
| Unrefrigerated Warehouse-Rail | 0.03 | 0.01 | 0.25 | 0.21 | < 0.005 | 0.02 | — | 0.02 | 0.02 | — | 0.02 | — | 292 | 292 | 0.03 | < 0.005 | — | 293 |
| Parking Lot | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Other Non-Asphalt Surfaces | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Other Asphalt Surfaces | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Total | 0.07 | 0.03 | 0.61 | 0.51 | < 0.005 | 0.05 | — | 0.05 | 0.05 | — | 0.05 | — | 731 | 731 | 0.06 | < 0.005 | — | 733 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Unrefrigerated Warehouse-No | 0.04 | 0.02 | 0.37 | 0.31 | < 0.005 | 0.03 | — | 0.03 | 0.03 | — | 0.03 | — | 439 | 439 | 0.04 | < 0.005 | — | 440 |
| Unrefrigerated Warehouse-Rail | 0.03 | 0.01 | 0.25 | 0.21 | < 0.005 | 0.02 | — | 0.02 | 0.02 | — | 0.02 | — | 292 | 292 | 0.03 | < 0.005 | — | 293 |
| Parking Lot | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Other Non-Asphalt Surfaces | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Other Asphalt Surfaces | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Total | 0.07 | 0.03 | 0.61 | 0.51 | < 0.005 | 0.05 | — | 0.05 | 0.05 | — | 0.05 | — | 731 | 731 | 0.06 | < 0.005 | — | 733 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unrefrigerated Warehouse-No Rail | 0.01 | < 0.005 | 0.07 | 0.06 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 73 | 73 | 0.01 | < 0.005 | — | 73 |
| Unrefrigerated Warehouse-Rail | < 0.005 | < 0.005 | 0.04 | 0.04 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 48 | 48 | < 0.005 | < 0.005 | — | 49 |
| Parking Lot | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Other Non-Asphalt Surfaces | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Other Asphalt Surfaces | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Total | 0.01 | 0.01 | 0.11 | 0.09 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 121 | 121 | 0.01 | < 0.005 | — | 121 |

## 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 | 2.6 | 2.6 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Architectural Coatings | 0.32 | 0.32 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Landscape Equipment | 0.93 | 0.86 | 0.04 | 5.2 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 21 | 21 | < 0.005 | < 0.005 | — | 22 |
| Total | 3.8 | 3.8 | 0.04 | 5.2 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 21 | 21 | < 0.005 | < 0.005 | — | 22 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Consumer Products | 2.6 | 2.6 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Architectural Coatings | 0.32 | 0.32 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | 2.9 | 2.9 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Consumer Product | 0.47 | 0.47 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Architectural Coatings | 0.06 | 0.06 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Landscape Equipment | 0.12 | 0.11 | 0.01 | 0.65 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 2.4 | 2.4 | < 0.005 | < 0.005 | — | 2.4 |
| Total | 0.64 | 0.64 | 0.01 | 0.65 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 2.4 | 2.4 | < 0.005 | < 0.005 | — | 2.4 |

## 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 | — | — | — | — | — | — | — | — | — | — | — | 32 | 110 | 142 | 3.3 | 0.08 | — | 247 |
| Unrefrigerated Warehouse-Rail | — | — | — | — | — | — | — | — | — | — | — | 21 | 73 | 95 | 2.2 | 0.05 | — | 165 |
| Parking Lot | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Other Non-Asphalt Surfaces | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Other Asphalt Surfaces | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Total | — | — | — | — | — | — | — | — | — | — | — | 53 | 183 | 236 | 5.5 | 0.13 | — | 412 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unrefrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | 32 | 110 | 142 | 3.3 | 0.08 | — | 247 |
| Unrefrigerated Warehouse-Rail | — | — | — | — | — | — | — | — | — | — | — | 21 | 73 | 95 | 2.2 | 0.05 | — | 165 |
| Parking Lot | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Other Non-Asphalt Surfaces | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Other Asphalt Surfaces | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Total | — | — | — | — | — | — | — | — | — | — | — | 53 | 183 | 236 | 5.5 | 0.13 | — | 412 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unrefrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | 5.3 | 18 | 23 | 0.54 | 0.01 | — | 41 |
| Unrefrigerated Warehouse-Rail | — | — | — | — | — | — | — | — | — | — | — | 3.5 | 12 | 16 | 0.36 | 0.01 | — | 27 |
| Parking Lot | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Other Non-Asphalt Surfaces | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Other Asphalt Surfaces | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Total | — | — | — | — | — | — | — | — | — | — | — | 8.8 | 30 | 39 | 0.91 | 0.02 | — | 68 |

## 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 | — | — | — | — | — | — | — | — | — | — | — | 36 | 0.00 | 36 | 3.6 | 0.00 | — | 128 |
| Unrefrigerated Warehouse-Rail | — | — | — | — | — | — | — | — | — | — | — | 24 | 0.00 | 24 | 2.4 | 0.00 | — | 85 |
| Parking Lot | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Other Non-Asphalt Surfaces | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Other Asphalt Surfaces | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Total | — | — | — | — | — | — | — | — | — | — | — | 61 | 0.00 | 61 | 6.1 | 0.00 | — | 213 |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unrefrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | 36 | 0.00 | 36 | 3.6 | 0.00 | — | 128 |
| Unrefrigerated Warehouse-Rail | — | — | — | — | — | — | — | — | — | — | — | 24 | 0.00 | 24 | 2.4 | 0.00 | — | 85 |
| Parking Lot | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Other Non-Asphalt Surfaces | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Other Asphalt Surfaces | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Total | — | — | — | — | — | — | — | — | — | — | — | 61 | 0.00 | 61 | 6.1 | 0.00 | — | 213 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unrefrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | 6.0 | 0.00 | 6.0 | 0.60 | 0.00 | — | 21 |
| Unrefrigerated Warehouse-Rail | — | — | — | — | — | — | — | — | — | — | — | 4.0 | 0.00 | 4.0 | 0.40 | 0.00 | — | 14 |
| Parking Lot | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Other Non-Asphalt Surfaces | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Other Asphalt Surfaces | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Total | — | — | — | — | — | — | — | — | — | — | — | 10 | 0.00 | 10 | 1.0 | 0.00 | — | 35 |

## 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) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Forklifts | 0.28 | 0.00 | 13 | 132 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | — | 2,927 | 2,927 | 0.06 | 0.01 | — | 2,930 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Total | 0.28 | 0.00 | 13 | 132 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | — | 2,927 | 2,927 | 0.06 | 0.01 | — | 2,930 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Forklifts | 0.28 | 0.00 | 13 | 132 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | — | 2,927 | 2,927 | 0.06 | 0.01 | — | 2,930 |
| Total | 0.28 | 0.00 | 13 | 132 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | — | 2,927 | 2,927 | 0.06 | 0.01 | — | 2,930 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Forklifts | 0.05 | 0.00 | 2.4 | 24 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | — | 485 | 485 | 0.01 | < 0.005 | — | 485 |
| Total | 0.05 | 0.00 | 2.4 | 24 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | — | 485 | 485 | 0.01 | < 0.005 | — | 485 |

## 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

## 5.1. Construction Schedule

| Phase Name | Phase Type | Start Date | End Date | Days Per Week | Work Days per Phase | Phase Description |
|---|---|---|---|---|---|---|
| Demolition | Demolition | 7/1/2026 | 7/30/2026 | 5.0 | 22 | — |
| Site Preparation | Site Preparation | 7/31/2026 | 8/13/2026 | 5.0 | 10.0 | — |
| Grading | Grading | 8/14/2026 | 9/15/2026 | 5.0 | 23 | — |

| | | | | | | |
|---|---|---|---|---|---|---|
| Building Construction | Building Construction | 9/16/2026 | 5/18/2027 | 5.0 | 175 | — |
| Paving | Paving | 5/19/2027 | 6/15/2027 | 5.0 | 20 | — |
| Architectural Coating | Architectural Coating | 6/16/2027 | 6/30/2027 | 5.0 | 11 | — |

## 5.2. Off-Road Equipment

### 5.2.1. Unmitigated

| Phase Name | Equipment Type | Fuel Type | Engine Tier | Number per Day | Hours Per Day | Horsepower | Load Factor |
|---|---|---|---|---|---|---|---|
| Demolition | Rubber Tired Dozers | Diesel | Average | 2.0 | 6.0 | 367 | 0.40 |
| Site Preparation | Graders | Diesel | Average | 1.00 | 8.0 | 148 | 0.41 |
| Site Preparation | Scrapers | Diesel | Average | 2.0 | 8.0 | 423 | 0.48 |
| Site Preparation | Tractors/Loaders/Backhoes | Diesel | Average | 1.00 | 6.0 | 84 | 0.37 |
| Grading | Graders | Diesel | Average | 1.00 | 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 | 6.0 | 367 | 0.29 |
| Building Construction | Forklifts | Diesel | Average | 1.00 | 7.0 | 82 | 0.20 |
| Building Construction | Tractors/Loaders/Backhoes | Diesel | Average | 1.00 | 6.0 | 84 | 0.37 |
| Building Construction | Generator Sets | Diesel | Average | 1.00 | 8.0 | 14 | 0.74 |
| Building Construction | Welders | Diesel | Average | 2.0 | 7.0 | 46 | 0.45 |
| Paving | Pavers | Diesel | Average | 1.00 | 7.0 | 81 | 0.42 |
| Paving | Rollers | Diesel | Average | 2.0 | 7.0 | 36 | 0.38 |
| Paving | Paving Equipment | Diesel | Average | 1.00 | 7.0 | 89 | 0.36 |
| Paving | Cement and Mortar Mixers | Diesel | Average | 1.00 | 7.0 | 10.0 | 0.56 |
| Paving | Tractors/Loaders/Backhoes | Diesel | Average | 1.00 | 7.0 | 84 | 0.37 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 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 | 10.0 | 0.25 | LDA,LDT1,LDT2 |
| Demolition | Vendor | 2.0 | 0.25 | HHDT,MHDT |
| Demolition | Hauling | 34 | 0.25 | HHDT |
| Demolition | Onsite truck | — | — | HHDT |
| Site Preparation | Worker | 10.0 | 0.25 | LDA,LDT1,LDT2 |
| Site Preparation | Vendor | 2.0 | 0.25 | HHDT,MHDT |
| Site Preparation | Hauling | 2.0 | 0.25 | HHDT |
| Site Preparation | Onsite truck | — | — | HHDT |
| Grading | Worker | 10.0 | 0.25 | LDA,LDT1,LDT2 |
| Grading | Vendor | 2.0 | 0.25 | HHDT,MHDT |
| Grading | Hauling | 4.0 | 0.25 | HHDT |
| Grading | Onsite truck | — | — | HHDT |
| Building Construction | Worker | 110 | 0.25 | LDA,LDT1,LDT2 |
| Building Construction | Vendor | 44 | 0.25 | HHDT,MHDT |
| Building Construction | Hauling | 0.00 | 0.25 | HHDT |
| Building Construction | Onsite truck | — | — | HHDT |
| Paving | Worker | 16 | 0.25 | LDA,LDT1,LDT2 |
| Paving | Vendor | 2.0 | 0.25 | HHDT,MHDT |
| Paving | Hauling | 0.00 | 0.25 | HHDT |
| Paving | Onsite truck | — | — | HHDT |
| Architectural Coating | Worker | 22 | 0.25 | LDA,LDT1,LDT2 |
| Architectural Coating | Vendor | — | 0.25 | HHDT,MHDT |

| | | | | |
|---|---|---|---|---|
| Architectural Coating | Hauling | 0.00 | 0.25 | HHDT |
| Architectural Coating | Onsite truck | — | — | HHDT |

## 5.4. Vehicles

### 5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

## 5.5. Architectural Coatings

| Phase Name | Residential Interior Area Coated (sq ft) | Residential Exterior Area Coated (sq ft) | Non-Residential Interior Area Coated (sq ft) | Non-Residential Exterior Area Coated (sq ft) | Parking Area Coated (sq ft) |
|---|---|---|---|---|---|
| Architectural Coating | 0.00 | 0.00 | 179,952 | 59,984 | 8,533 |

## 5.6. Dust Mitigation

### 5.6.1. Construction Earthmoving Activities

| Phase Name | Material Imported (cy) | Material Exported (cy) | Acres Graded (acres) | Material Demolished (Ton of Debris) | Acres Paved (acres) |
|---|---|---|---|---|---|
| Demolition | 0.00 | 0.00 | 0.00 | 2,851 | 0.00 |
| Site Preparation | — | — | 25 | 0.00 | 0.00 |
| Grading | 600 | — | 23 | 0.00 | 0.00 |
| Paving | 0.00 | 0.00 | 0.00 | 0.00 | 3.3 |

### 5.6.2. Construction Earthmoving Control Strategies

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

## 5.7. Construction Paving

| Phase Name | Land Use | Area Paved (acres) | % Asphalt |
|---|---|---|---|

| | | | |
|---|---|---|---|
| Paving | Unrefrigerated Warehouse-No Rail | 0.00 | 0% |
| Paving | Unrefrigerated Warehouse-Rail | 0.00 | 0% |
| Paving | Parking Lot | 1.00 | 100% |
| Paving | Other Non-Asphalt Surfaces | 0.64 | 0% |
| Paving | Other Asphalt Surfaces | 1.6 | 100% |

## 5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

| Year | kWh per Year | CO2 | CH4 | N2O |
|---|---|---|---|---|
| 2026 | 0.00 | 532 | 0.03 | < 0.005 |
| 2027 | 0.00 | 532 | 0.03 | < 0.005 |

## 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 | 208 | 208 | 208 | 76,085 | 52 | 52 | 52 | 19,021 |
| Unrefrigerated Warehouse-Rail | 139 | 139 | 139 | 50,723 | 35 | 35 | 35 | 12,681 |
| Parking Lot | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Other Non-Asphalt Surfaces | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Other Asphalt Surfaces | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

## 5.10. Operational Area Sources

### 5.10.1. Hearths

| 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 |
| Unrefrigerated Warehouse-Rail | Wood Fireplaces | 0 | 0 |
| Unrefrigerated Warehouse-Rail | Gas Fireplaces | 0 | 0 |
| Unrefrigerated Warehouse-Rail | Propane Fireplaces | 0 | 0 |
| Unrefrigerated Warehouse-Rail | Electric Fireplaces | 0 | 0 |
| Unrefrigerated Warehouse-Rail | No Fireplaces | 0 | 0 |
| Unrefrigerated Warehouse-Rail | Conventional Wood Stoves | 0 | 0 |
| Unrefrigerated Warehouse-Rail | Catalytic Wood Stoves | 0 | 0 |
| Unrefrigerated Warehouse-Rail | Non-Catalytic Wood Stoves | 0 | 0 |
| Unrefrigerated Warehouse-Rail | Pellet Wood Stoves | 0 | 0 |
| Parking Lot | Wood Fireplaces | 0 | 0 |
| Parking Lot | Gas Fireplaces | 0 | 0 |
| Parking Lot | Propane Fireplaces | 0 | 0 |
| Parking Lot | Electric Fireplaces | 0 | 0 |
| Parking Lot | No Fireplaces | 0 | 0 |
| Parking Lot | Conventional Wood Stoves | 0 | 0 |
| Parking Lot | Catalytic Wood Stoves | 0 | 0 |
| Parking Lot | Non-Catalytic Wood Stoves | 0 | 0 |
| Parking Lot | Pellet Wood Stoves | 0 | 0 |

| | | | |
|---|---|---|---|
| Other Non-Asphalt Surfaces | Wood Fireplaces | 0 | 0 |
| Other Non-Asphalt Surfaces | Gas Fireplaces | 0 | 0 |
| Other Non-Asphalt Surfaces | Propane Fireplaces | 0 | 0 |
| Other Non-Asphalt Surfaces | Electric Fireplaces | 0 | 0 |
| Other Non-Asphalt Surfaces | No Fireplaces | 0 | 0 |
| Other Non-Asphalt Surfaces | Conventional Wood Stoves | 0 | 0 |
| Other Non-Asphalt Surfaces | Catalytic Wood Stoves | 0 | 0 |
| Other Non-Asphalt Surfaces | Non-Catalytic Wood Stoves | 0 | 0 |
| Other Non-Asphalt Surfaces | Pellet Wood Stoves | 0 | 0 |
| Other Asphalt Surfaces | Wood Fireplaces | 0 | 0 |
| Other Asphalt Surfaces | Gas Fireplaces | 0 | 0 |
| Other Asphalt Surfaces | Propane Fireplaces | 0 | 0 |
| Other Asphalt Surfaces | Electric Fireplaces | 0 | 0 |
| Other Asphalt Surfaces | No Fireplaces | 0 | 0 |
| Other Asphalt Surfaces | Conventional Wood Stoves | 0 | 0 |
| Other Asphalt Surfaces | Catalytic Wood Stoves | 0 | 0 |
| Other Asphalt Surfaces | Non-Catalytic Wood Stoves | 0 | 0 |
| Other Asphalt Surfaces | 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 | 179,952 | 59,984 | 8,533 |

### 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 | 332,459 | 346 | 0.0330 | 0.0040 | 1,368,408 |
| Unrefrigerated Warehouse-Rail | 221,638 | 346 | 0.0330 | 0.0040 | 912,265 |
| Parking Lot | 38,159 | 346 | 0.0330 | 0.0040 | 0.00 |
| Other Non-Asphalt Surfaces | 0.00 | 346 | 0.0330 | 0.0040 | 0.00 |
| Other Asphalt Surfaces | 0.00 | 346 | 0.0330 | 0.0040 | 0.00 |

## 5.12. Operational Water and Wastewater Consumption

### 5.12.1. Unmitigated

| Land Use | Indoor Water (gal/year) | Outdoor Water (gal/year) |
|---|---|---|
| Unrefrigerated Warehouse-No Rail | 16,645,606 | 496,005 |
| Unrefrigerated Warehouse-Rail | 11,096,994 | 330,670 |
| Parking Lot | 0.00 | 0.00 |
| Other Non-Asphalt Surfaces | 0.00 | 0.00 |
| Other Asphalt Surfaces | 0.00 | 0.00 |

## 5.13. Operational Waste Generation

### 5.13.1. Unmitigated

| Land Use | Waste (ton/year) | Cogeneration (kWh/year) |
|---|---|---|
| Unrefrigerated Warehouse-No Rail | 68 | 0.00 |
| Unrefrigerated Warehouse-Rail | 45 | 0.00 |

| | | |
|---|---|---|
| Parking Lot | 0.00 | 0.00 |
| Other Non-Asphalt Surfaces | 0.00 | 0.00 |
| Other Asphalt Surfaces | 0.00 | 0.00 |

## 5.14. Operational Refrigeration and Air Conditioning Equipment

### 5.14.1. Unmitigated

## 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 |
|---|---|---|---|---|---|---|
| Forklifts | CNG | Average | 15 | 8.0 | 82 | 0.20 |

## 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. Biomass Cover Type

#### 5.18.1.1. Unmitigated

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

### 5.18.2. Sequestration

#### 5.18.2.1. Unmitigated

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

# 6. Climate Risk Detailed Report

## 6.1. Climate Risk Summary

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

| Climate Hazard | Result for Project Location | Unit |
|---|---|---|
| Temperature and Extreme Heat | 27 | annual days of extreme heat |
| Extreme Precipitation | 4.8 | annual days with precipitation above 20 mm |
| Sea Level Rise | — | meters of inundation depth |
| Wildfire | 0.00 | annual hectares burned |

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

## 6.2. Initial Climate Risk Scores

| Climate Hazard | Exposure Score | Sensitivity Score | Adaptive Capacity Score | Vulnerability Score |
|---|---|---|---|---|
| Temperature and Extreme Heat | 3 | 0 | 0 | N/A |
| Extreme Precipitation | N/A | N/A | N/A | N/A |
| Sea Level Rise | 1 | 0 | 0 | N/A |
| Wildfire | 1 | 0 | 0 | N/A |
| Flooding | N/A | N/A | N/A | N/A |
| Drought | N/A | N/A | N/A | N/A |
| Snowpack Reduction | N/A | N/A | N/A | N/A |
| Air Quality Degradation | 0 | 0 | 0 | N/A |

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

## 6.3. Adjusted Climate Risk Scores

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

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

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

### 6.4. Climate Risk Reduction Measures

# 7. Health and Equity Details

## 7.1. CalEnviroScreen 4.0 Scores

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

| Indicator | Result for Project Census Tract |
|---|---|
| Exposure Indicators | — |
| AQ-Ozone | 99 |
| AQ-PM | 88 |
| AQ-DPM | 81 |
| Drinking Water | 93 |
| Lead Risk Housing | 42 |
| Pesticides | 0.00 |
| Toxic Releases | 67 |
| Traffic | 81 |
| Effect Indicators | — |
| CleanUp Sites | 0.00 |
| Groundwater | 36 |
| Haz Waste Facilities/Generators | 78 |
| Impaired Water Bodies | 0.00 |
| Solid Waste | 43 |
| Sensitive Population | — |
| Asthma | 78 |
| Cardio-vascular | 88 |
| Low Birth Weights | 45 |
| Socioeconomic Factor Indicators | — |

| | |
|---|---|
| Education | 88 |
| Housing | 43 |
| Linguistic | 86 |
| Poverty | 82 |
| Unemployment | 87 |

## 7.2. Healthy Places Index Scores

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

| Indicator | Result for Project Census Tract |
|---|---|
| Economic | — |
| Above Poverty | 34.58231746 |
| Employed | 12.21609136 |
| Median HI | 20.73655845 |
| Education | — |
| Bachelor's or higher | 9.547029385 |
| High school enrollment | 100 |
| Preschool enrollment | 35.92968048 |
| Transportation | — |
| Auto Access | 33.77389965 |
| Active commuting | 47.67098678 |
| Social | — |
| 2-parent households | 23.13614782 |
| Voting | 20.14628513 |
| Neighborhood | — |
| Alcohol availability | 93.62248171 |
| Park access | 36.81509047 |
| Retail density | 57.141024 |
| Supermarket access | 49.27499038 |

| | |
|---|---|
| Tree canopy | 11.88245862 |
| Housing | — |
| Homeownership | 48.80020531 |
| Housing habitability | 42.96163223 |
| Low-inc homeowner severe housing cost burden | 35.91684845 |
| Low-inc renter severe housing cost burden | 85.49980752 |
| Uncrowded housing | 8.982420121 |
| Health Outcomes | — |
| Insured adults | 26.49813936 |
| Arthritis | 43.8 |
| Asthma ER Admissions | 27.5 |
| High Blood Pressure | 56.0 |
| Cancer (excluding skin) | 66.1 |
| Asthma | 23.6 |
| Coronary Heart Disease | 47.4 |
| Chronic Obstructive Pulmonary Disease | 31.1 |
| Diagnosed Diabetes | 29.7 |
| Life Expectancy at Birth | 60.6 |
| Cognitively Disabled | 87.2 |
| Physically  Disabled | 49.3 |
| Heart Attack ER Admissions | 13.5 |
| Mental Health Not Good | 24.7 |
| Chronic Kidney Disease | 35.4 |
| Obesity | 21.1 |
| Pedestrian Injuries | 66.9 |
| Physical Health Not Good | 25.9 |
| Stroke | 39.4 |
| Health Risk Behaviors | — |

| | |
|---|---|
| Binge Drinking | 47.1 |
| Current Smoker | 30.4 |
| No Leisure Time for Physical Activity | 28.6 |
| Climate Change Exposures | — |
| Wildfire Risk | 0.0 |
| SLR Inundation Area | 0.0 |
| Children | 16.3 |
| Elderly | 84.9 |
| English Speaking | 37.6 |
| Foreign-born | 66.3 |
| Outdoor Workers | 84.7 |
| Climate Change Adaptive Capacity | — |
| Impervious Surface Cover | 54.1 |
| Traffic Density | 71.8 |
| Traffic Access | 23.0 |
| Other Indices | — |
| Hardship | 87.1 |
| Other Decision Support | — |
| 2016 Voting | 41.7 |

## 7.3. Overall Health & Equity Scores

| Metric | Result for Project Census Tract |
|---|---|
| CalEnviroScreen 4.0 Score for Project Location (a) | 91 |
| Healthy Places Index Score for Project Location (b) | 20 |
| Project Located in a Designated Disadvantaged Community (Senate Bill 535) | Yes |
| Project Located in a Low-Income Community (Assembly Bill 1550) | Yes |
| Project Located in a Community Air Protection Program Community (Assembly Bill 617) | No |

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

## 7.4. Health & Equity Measures

No Health & Equity Measures selected.

## 7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

## 7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

# 8. User Changes to Default Data

## 8.1. Justifications

| Screen | Justification |
|---|---|
| Land Use | Project: 119.968 ksf of warehouses on 6.02 acres. The "Unrefrigerated Warehouse-No Rail" and "Refrigerated Warehouse-No Rail" uses are included to separately split out passenger vehicles and trucks, respectively. |
| Construction: Construction Phases | Construction schedule based on applicant input |
| Construction: Off-Road Equipment | Default equipment mix adjusted based on applicant input. |
| Construction: Trips and VMT | On-road vehicle trips adjusted based on applicant input. 0.25-mile trip lengths input to model localized emissions. |
| Construction: Architectural Coatings | Only low-VOC (50 g/L or less) coatings will be used on the interior and exterior of the buildings per applicant. |
| Operations: Vehicle Data | Revised trip rates to match the traffic memo for the project. Increased truck trips (represented by Unrefrigerated Warehouse-Rail vehicles) to 40 miles per SCAQMD. 0.25-mile trip lengths input to model localized emissions. |
| Operations: Fleet Mix | Adjusted fleetmix to match traffic report with Unrefrigerated Warehouse-Rail used to model trucks and Unrefrigerated Warehouse-No Rail used to model worker passenger vehicles |
| Operations: Off-Road Equipment | 15 CNG forklifts operating 8 hours per day for 365 days per year |

## Willow and Valley Warehouses Project

**CalEEMod FleetMix - Project Scenario**

| | | | | | | |
|---|---|---|---|---|---|---|
| Unrefrigerated Warehouse-No Rail | 71.981 | TSF | Total passenger | 125 | 0.6 | % of total |
| Unrefrigerated Warehouse-Rail | 47.987 | TSF | Total trucks | 83 | 0.4 | % of total |
| | ***119.968*** | ***TSF*** | | 208 | | |

| Use | Trips | Type | Trip Rate |
|---|---|---|---|
| Unrefrigerated Warehouse-No Rail | 125 | Passenger | 1.737566851 |
| Unrefrigerated Warehouse-Rail | 83 | Trucks | 1.737566851 |

| Truck Type | Percent of Total | Percent of Trucks | Number of Trucks | | |
|---|---|---|---|---|---|
| 2-Axle Trucks | 0.8% | 2.00% | 2 | LHDT1, LHDT2 | 0.8338097 |
| 3-Axle Trucks | 11.2% | 28.00% | 23 | MHDT | 11.673336 |
| 4+-Axle Trucks | 28.0% | 70.00% | 58 | HHDT | 29.183339 |
| | 40% | 100% | 83 | | 41.690484 |

Default

| FleetMixLandUseSubType | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Unrefrigerated Warehouse-No Rail | 49.54271 | 3.741189 | 21.57099098 | 15.229766 | 2.803144976 | 0.7695748 | 1.818885 | 1.860939 | 0.05945 | 0.03072 | 2.06385 | 0.10846 | 0.40032 |
| Unrefrigerated Warehouse-Rail | 49.54271 | 3.741189 | 21.57099098 | 15.229766 | 2.803144976 | 0.7695748 | 1.818885 | 1.860939 | 0.05945 | 0.03072 | 2.06385 | 0.10846 | 0.40032 |

| Total Default % Passenger Vehicles | %LDA | %LDT1 | %LDT2 | %MDV | Checksum | Total of 2-Axle Trucks | %LHD1 | %LHD2 | Checksum | |
|---|---|---|---|---|---|---|---|---|---|---|
| 90.0846567 | 54.9957% | 4.1530% | 23.9452% | 16.9061% | 100.00% | 3.57272 | 78.46% | 21.54% | 100.00% | |
| | | | | | | | 0.63% | 0.17% | <-------- | These are proportion of truck only fleetmix, input below |

**CalEEMod Adjusted Fleetmix**

| FleetMixLandUseSubType | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Unrefrigerated Warehouse-No Rail | 54.9957% | 4.1530% | 23.9452% | 16.9061% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Refrigerated Warehouse-No Rail | 0 | 0 | 0 | 0 | 0.6277% | 0.1723% | 11.2000% | 28.0000% | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | 40.00% | <---------- | Checksum | | | |

It is estimated that passenger cars would account for 60% of the total trips generated by a facility while the truck trips would account for approximately 40% of the total trips generated by the facility.
The total percentage of truck trips were further divided among 2-axle, 3-axle, and 4+-axle trucks per the SCAQMD study.

## Willow and Valley Warehouses Project

**CalEEMod FleetMix - Existing Scenario**

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Unrefrigerated Warehouse-No Rail | 19.800 | TSF | | Total passenger | 34 | 0.6061442 | % of total |
| Unrefrigerated Warehouse-Rail | 13.200 | TSF | | Total trucks | 22 | 0.3938558 | % of total |
| | ***33.000*** | ***TSF*** | | | 56 | | |

| Use | Trips | Type | Trip Rate |
|---|---|---|---|
| Unrefrigerated Warehouse-No Rail | 34 | Passenger | 1.71 |
| Unrefrigerated Warehouse-Rail | 22 | Trucks | 1.71 |

| Truck Type | Percent of Total | Percent of Trucks | Number of Trucks | | |
|---|---|---|---|---|---|
| 2-Axle Trucks | 0.8% | 2.00% | 0 | LHDT1, LHDT2 | 0.22572 |
| 3-Axle Trucks | 11.2% | 28.00% | 6 | MHDT | 3.16008 |
| 4+-Axle Trucks | 28.0% | 70.00% | 16 | HHDT | 7.9002 |
| | 40% | 100% | 23 | | 11.286 |

Default

| FleetMixLandUseSubType | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Unrefrigerated Warehouse-No Rail | 50.70412 | 4.456533 | 19.20398325 | 15.658043 | 2.997894585 | 0.79566706 | 1.668756 | 1.624024 | 0.06686 | 0.03213 | 2.14663 | 0.10979 | 0.53557 |
| Unrefrigerated Warehouse-Rail | 50.70412 | 4.456533 | 19.20398325 | 15.658043 | 2.997894585 | 0.79566706 | 1.668756 | 1.624024 | 0.06686 | 0.03213 | 2.14663 | 0.10979 | 0.53557 |

| Total Default % Passenger Vehicles | %LDA | %LDT1 | %LDT2 | %MDV | Checksum | Total of 2-Axle Trucks | %LHD1 | %LHD2 | Checksum | |
|---|---|---|---|---|---|---|---|---|---|---|
| 90.02267495 | 56.3237% | 4.9505% | 21.3324% | 17.3934% | 100.00% | 3.793562 | 79.03% | 20.97% | 100.00% | |
| | | | | | | | 0.63% | 0.17% | <--------- | These are proportion of truck only fleetmix, input below |

**CalEEMod Adjusted Fleetmix**

| FleetMixLandUseSubType | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Unrefrigerated Warehouse-No Rail | 56.3237% | 4.9505% | 21.3324% | 17.3934% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Refrigerated Warehouse-No Rail | 0 | 0 | 0 | 0 | 0.6322% | 0.1678% | 11.2000% | 28.0000% | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | 40.00% | <---------- | Checksum | | | |

It is estimated that passenger cars would account for 60% of the total trips generated by a facility while the truck trips would account for approximately 40% of the total trips generated by the facility.
The total percentage of truck trips were further divided among 2-axle, 3-axle, and 4+-axle trucks per the SCAQMD study.

## Willow and Valley Warehouses Project

**Energy Demand Summary**

### Construction

| | | 15 | Gallons | |
|---|---|---|---|---|
| **Source** | **Percent** | **Total MTCO2** | **Diesel** | **Gasoline** |
| **2026** | | | | |
| Off-road | 48.9% | 121 | 11,855.43 | |
| Electricity | 0.0% | 0 | | |
| Worker | 21.1% | 52 | | 5,948.70 |
| Vendor | 19.3% | 48 | 4,679.14 | |
| Hauling | 10.7% | 26 | 2,594.13 | |
| On-Site Trucks | 0.0% | 0 | 0.00 | |
| *Total* | *100.0%* | *248* | *19,128.70* | *5,948.70* |
| **2027** | | | | |
| Off-road | 39.3% | 80 | 7,872.02 | |
| Electricity | 0.0% | 0 | | |
| Worker | 31.8% | 65 | | 7,407.16 |
| Vendor | 28.9% | 59 | 5,788.84 | |
| Hauling | 0.0% | 0 | 0.00 | |
| On-Site Trucks | 0.0% | 0 | 0.00 | |
| *Total* | *100.0%* | *205* | *13,660.86* | *7,407.16* |
| **Total Construction Period** | | | | |
| Off-road | 44.6% | 201 | 19,727.45 | 0.00 |
| Electricity | 0.0% | 0 | 0.00 | 0.00 |
| Worker | 25.9% | 117 | 0.00 | 13,355.86 |
| Vendor | 23.6% | 107 | 10,467.97 | 0.00 |
| Hauling | 5.9% | 26 | 2,594.13 | 0.00 |
| On-Site Trucks | 0.0% | 0 | 0.00 | 0.00 |
| ***Total*** | ***100.0%*** | ***452*** | ***32,789.55*** | ***13,355.86*** |

Total Petroleum 46,145.41 gallons

### Project Operation

| | 15 | Gallons | | kBTU |
|---|---|---|---|---|
| **Source** | **Total MTCO2** | **Diesel** | **Gasoline** | **CNG** |
| Mobile Exhaust | 774.54 | 64,785.33 | 12,879.08 | |
| Landscape Equipment | 2.43 | | 277.11 | |
| Electricity | 92.99 | | | |
| Natural Gas Energy | 121.03 | | | |
| Water and Wastewater | 39.15 | | | |
| Solid Waste | 10.06 | | | |
| Off-Road Equipment | 484.62 | | | 9,133,400.12 |
| **Total** | **1,524.82** | **64,785.33** | **13,156.19** | **9,133,400.12** |

| **Type** | **Total** | **Units** |
|---|---|---|
| Petroleum | 77,941.52 | gallons/year |
| Electricity | 592,255.13 | kWh/year |
| Natural Gas | 11,414,073.29 | kBTU/year |

### Existing Operation

| | 15.00 | Gallons | |
|---|---|---|---|
| **Source** | **Total MTCO2** | **Diesel** | **Gasoline** |
| Mobile Exhaust | 227.88 | 18,942.69 | 3,926.21 |
| Landscape Equipment | 0.67 | | 76.23 |
| Electricity | 24.14 | | |
| Natural Gas Energy | 33.25 | | |
| Water and Wastewater | 10.64 | | |
| Solid Waste | 2.77 | | |
| **Total** | **299.34** | **18,942.69** | **4,002.44** |

| **Type** | **Total** | **Units** |
|---|---|---|
| Petroleum | 22,945.13 | gallons/year |
| Electricity | 152,417.20 | kWh/year |
| Natural Gas | 627,352.42 | kBTU/year |

### Net Increase

| **Type** | **Total** | **Units** |
|---|---|---|
| Petroleum | 54,996.40 | gallons/year |
| Electricity | 439,837.93 | kWh/year |
| Natural Gas | 10,786,720.87 | kBTU/year |

| **Constants** | | |
|---|---|---|
| **Fuel** | | |
| Gasoline | 8.78 | kg CO2/gallon |
| Diesel | 10.21 | kg CO2/gallon |
| CNG | 0.05444 | kg CO2/scf |
| 1000 | Kg in MT | |
| 1.026 | kBtu/scf | |

Source: The Climate Registry 2025