RECON

An Employee-Owned Company

February 9, 2026

Mr. John Ly
U-Stor-It
501 West Broadway, Suite 2020
San Diego, CA 92101

Reference: Greenhouse Gas Analysis for the Winchester Road U-Stor-It Project, County of Riverside, California (RECON Number 10398)

Dear Mr. Ly:

The purpose of this report is to assess potential greenhouse gas (GHG) impacts resulting from development of the Winchester Road U-Stor-It Project (project). The analysis of impacts is based on regional guidelines, policies, and standards established by the County of Riverside (County) Climate Action Plan (CAP) and the South Coast Air Quality Management District (SCAQMD) screening level thresholds.

1.0 Project Description

The project site is located at 33890 Winchester Road in the unincorporated community of Winchester in Riverside County, California. The 11.12-acre project site is currently undeveloped. The project is situated immediately southeast of Winchester Road/State Route 79 (SR-79) and south of Elmhurst Lane and Coventry Lane. Land uses surrounding the project site include Commercial Retail (CR) to the west, Open-Space Conservation (OS-C) to the northwest and Rural Residential (RR) to the north, east, and south. Figure 1 shows the regional location. Figure 2 shows an aerial photograph of the project site and vicinity.

The project would construct seven one-story self-storage buildings totaling 113,915 square feet and 130 recreational vehicle storage spaces. The project would also consist of off-site roadway improvements to Coventry Lane and drainage improvements at the Coventry Lane and Keller Road intersection. Further, in accordance with California Department of Transportation standards and requirements, the project would install an off-site barricade with reflective signage to close access to Elmhurst Lane and Coventry Lane from Winchester Road/SR-79. Construction staging would take place on the project site. Figure 3 shows the proposed site plan.

2.0 Environmental Setting

2.1 GHG Inventories

2.1.1 State GHG Inventory

The California Air Resources Board (CARB) performs statewide GHG inventories. The inventory is divided into nine broad sectors of economic activity: agriculture, commercial, electricity generation, forestry, high global warming potential (GWP) emitters, industrial, recycling and waste, residential, and transportation. Emissions are quantified in million metric tons of CO_2 equivalent (MMT CO_2E). Table 1 shows the estimated statewide GHG emissions for the years 1990, 2010, 2016, and 2022. Although annual GHG inventory data is available for years 2000 through 2022, the years 1990, 2010, 2016, and 2022 are highlighted in Table 1 because 1990 is the baseline year for established reduction

targets, 2010 and 2016 correspond to the same years for which inventory data for the County and the region is available, and 2022 is the most recent data available.

Table 1
California GHG Emissions by Sector

Sector	1990[1] Emissions in MMT CO_2E (% total)[2]	2010[3] Emissions in MMT CO_2E (% total)[2]	2016[3] Emissions in MMT CO_2E (% total)[2]	2022[3] Emissions in MMT CO_2E (% total)[2]
Electricity Generation	110.5 (25.7%)	90.5 (20.2%)	70.5 (17.0%)	59.9 (16.1%)
Transportation	150.6 (35.0%)	170.2 (38.0%)	169.7 (40.9%)	143.6 (38.7%)
Industrial	105.3 (24.4%)	101.3 (22.6%)	93.0 (22.4%)	83.8 (22.6%)
Commercial	14.4 (3.4%)	20.1 (4.5%)	21.6 (5.2%)	23.4 (6.3%)
Residential	29.7 (6.9%)	32.1 (7.2%)	27.5 (6.6%)	30.7 (8.3%)
Agriculture & Forestry	18.9 (4.4%)	33.7 (7.5%)	32.2 (7.8%)	29.8 (8.0%)
Not Specified	1.3 (0.3%)	-	-	-
Total[4]	**430.7**	**447.9**	**414.5**	**371.1**

SOURCE: CARB 2007 and 2024.
[1]1990 data was obtained from the CARB 2007 source and are based on IPCC fourth assessment report GWPs.
[2]Percentages may not total 100 due to rounding.
[3]2010, 2016, and 2022 data was retrieved from the CARB 2024 source and are based on IPCC fourth assessment report GWPs.
[4]Totals may vary due to independent rounding.

As shown in Table 1, statewide GHG source emissions totaled approximately 431 MMT CO_2E in 1990, 448 MMT CO_2E in 2010, 415 MMT CO_2E in 2016, and 371 MMT CO_2E in 2022. Many factors affect year-to-year changes in GHG emissions, including economic activity, demographic influences, environmental conditions such as drought, and the impact of regulatory efforts to control GHG emissions. As shown in Table 1, transportation-related emissions consistently contribute to the most GHG emissions.

2.1.2 Regional GHG Inventory

In September 2014, the Western Riverside Council of Governments adopted the *Subregional Climate Action Plan* (Western Riverside Council of Governments 2014). The plan inventoried existing emissions within western Riverside County and outlines measures to reduce future emissions. The communitywide GHG emissions were calculated using the International Council for Local Environmental Initiatives U.S. Community Protocol. The results of the community inventory for 2010 are summarized in Table 2. Similar to the statewide emissions, transportation-related GHG emissions contributed the most countywide, followed by emissions associated with energy use.

Table 2
Western Riverside County GHG Emissions in 2010

Source	2010 Baseline Emissions	
	MT CO_2E	%
Transportation	3,317,387	56.9%
Commercial/Industrial Energy	1,226,479	21.0%
Residential Energy	1,167,843	20.0%
Waste	112,161	1.9%
Wastewater	10,531	0.2%
Total Inventory	**5,834,400**	-

SOURCE: Western Riverside Council of Governments 2014.
NOTE: Total may vary due to independent rounding.

2.1.3 Local GHG Inventory

A 2017 GHG emissions inventory was conducted in conjunction with preparation of the County's CAP. The results are summarized in Table 3.

Table 3
2017 Communitywide GHG Emissions by Source

Source	2017 Baseline Emissions	
	MT CO_2E	%
Transportation (on-road)	1,766,784	36.02
Agriculture	1,670,954	34.06
Energy (Electricity and Natural Gas)	1,188,138	24.22
Solid Waste	204,365	4.17
Water and Wastewater	44,606	0.91
Aviation	26,786	0.55
Off-Road Sources	3,883	0.08
Total	**4,905,516***	**100**

MT CO_2E = metric tons of carbon dioxide equivalent
*CAP reports a total of 4,905,518. This is likely due to rounding.
SOURCE: County of Riverside 2019

2.2 Regulatory Background

In response to rising concern associated with increasing GHG emissions and global climate change impacts, several plans and regulations have been adopted at the international, national, and state levels with the aim of reducing GHG emissions. The following is a discussion of the federal, state, and local plans and regulations most applicable to the project.

2.2.1 Federal

2.2.1.1 U.S. Environmental Protection Agency

In 2009, the U.S. EPA issued its science-based finding that the buildup of heat-trapping GHGs in the atmosphere endangers public health and welfare. The "Endangerment Finding" reflects the overwhelming scientific evidence on the causes and impacts of climate change. It was made after a thorough rulemaking process considering thousands of public comments and was upheld by the federal courts.

The U.S. EPA has many federal level programs and projects to reduce GHG emissions. The U.S. EPA provides technical expertise and encourages voluntary reductions from the private sector. One of the voluntary programs applicable to the project is the Energy Star program. Energy Star products such as appliances, building products, heating and cooling equipment, and other energy-efficient equipment will be utilized by the project.

Energy Star is a joint program of U.S. EPA and the U.S. Department of Energy, which promotes energy-efficient products and practices. Tools and initiatives include the Energy Star Portfolio Manager, which helps track and assess energy and water consumption across an entire portfolio of buildings, and the Energy Star Most Efficient 2020, which provides information on exceptional products which represent the leading edge in energy-efficient products in the year 2020 (U.S. EPA 2020a).

The U.S. EPA also collaborates with the public sector, including states, tribes, localities, and resource managers, to encourage smart growth, sustainability preparation, and renewable energy and climate change preparation. These initiatives include the Clean Energy – Environment State Partnership Program, the Climate Ready Water Utilities Initiative, the Climate Ready Estuaries Program, and the Sustainable Communities Partnership (U.S. EPA 2020b).

2.2.1.2 Corporate Average Fuel Economy Standards

The federal Corporate Average Fuel Economy standards determine the fuel efficiency of certain vehicle classes in the U.S. The National Highway Traffic Safety Administration sets Corporate Average Fuel Economy standards for passenger cars and for light trucks (collectively, light-duty vehicles) and separately sets fuel consumption standards for medium- and heavy-duty trucks and engines. With improved gas mileage, fewer gallons of transportation fuel would be combusted to travel the same distance, thereby reducing nationwide GHG emissions associated with vehicle travel. The most recent standards require an industry-wide fleet average of approximately 49 miles per gallon for passenger cars and light trucks in model year 2026, by increasing fuel efficiency by 8 percent annually for model years 2024 and 2025 and 10 percent annually for model year 2026.

2.2.2 State

The State of California has adopted a number of plans and regulations aimed at identifying statewide and regional GHG emissions caps, GHG emissions reduction targets, and actions and timelines to achieve the target GHG reductions.

2.2.2.1 Executive Orders and Statewide GHG Emission Targets

Executive Order S-3-05

Executive Order (EO) S-3-05 established the following GHG emission reduction targets for the State of California:

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

This EO also directs the secretary of the California Environmental Protection Agency (CalEPA) to oversee the efforts made to reach these targets, and to prepare biannual reports on the progress made toward meeting the targets and on the impacts to California related to global warming, including impacts to water supply, public health, agriculture, the coastline, and forestry. With regard to impacts, the report shall also prepare and document mitigation and adaptation plans to combat the impacts. The first Climate Action Team Assessment Report was produced in March 2006, and has since been updated every two years.

Executive Order B-30-15

EO B-30-15, issued on April 29, 2015, establishes an interim GHG emission reduction goal for the state of California by 2030 of 40 percent below 1990 levels. This EO also directed all state agencies with jurisdiction over GHG emitting sources to implement measures designed to achieve the new interim 2030 goal, as well as the pre-existing, long-term 2050 goal identified in EO S-3-05. Additionally, this EO directed CARB to update its Climate Change Scoping Plan to address the 2030 goal.

Assembly Bill 1279

Assembly Bill (AB) 1279, approved in September 2022, requires the state to achieve net zero GHG emissions as soon as possible, but no later than 2045, and achieve and maintain net negative GHG emissions thereafter, and to ensure

that by 2045, statewide anthropogenic GHG emissions are reduced to at least 85 percent below 1990 levels. The bill would require the state board to work with relevant state agencies to ensure that updates to the scoping plan identify and recommend measures to achieve these policy goals and to identify and implement a variety of policies and strategies that enable carbon dioxide removal solutions and carbon capture, utilization, and storage technologies.

2.2.2.2 California Global Warming Solutions Act

In response to EO S-3-05, the California Legislature passed AB 32, the California Global Warming Solutions Act of 2006, and thereby enacted Sections 38500–38599 of the California Health and Safety Code. The heart of AB 32 is its requirement that CARB establish an emissions cap and adopt rules and regulations that would reduce GHG emissions to 1990 levels by 2020. AB 32 also required CARB to adopt a plan by January 1, 2009, indicating how emission reductions would be achieved from significant GHG sources via regulations, market mechanisms, and other actions.

In 2008, CARB estimated that annual statewide GHG emissions were 427 MMT CO_2E in 1990 and would reach 596 MMT CO_2E by 2020 under a business as usual (BAU) condition (CARB 2008). To achieve the mandate of AB 32, CARB determined that a 169 MMT CO_2E (or approximate 28.5 percent) reduction in BAU emissions was needed by 2020. In 2010, CARB prepared an updated 2020 forecast to account for the recession and slower forecasted growth. CARB determined that the economic downturn reduced the 2020 BAU by 55 MMT CO_2E; as a result, achieving the 1990 emissions level by 2020 would require a reduction in GHG emissions of 21.7 (not 28.5) percent from the 2020 BAU. California has achieved its 2020 goal.

Approved in September 2016, Senate Bill (SB) 32 updates the California Global Warming Solutions Act of 2006 and enacts EO B-30-15. Under SB 32, the state would reduce its GHG emissions to 40 percent below 1990 levels by 2030. This is equivalent to an emissions level of approximately 260 MMT CO_2e for 2030. In implementing the 40 percent reduction goal, CARB is required to prioritize emissions reductions to consider the social costs of the emissions of GHGs; where "social costs" is defined as "an estimate of the economic damages, including, but not limited to, changes in net agricultural productivity; impacts to public health; climate adaptation impacts, such as property damages from increased flood risk; and changes in energy system costs, per metric ton of greenhouse gas emission per year."

2.2.2.3 Climate Change Scoping Plan

As directed by the California Global Warming Solutions Act of 2006, in 2008, CARB adopted the *Climate Change Scoping Plan: A Framework for Change* (Scoping Plan), which identifies the main strategies California will implement to achieve the GHG reductions necessary to reduce forecasted BAU emissions in 2020 to the state's historic 1990 emissions level (CARB 2008). In November 2017, CARB released the *2017 Climate Change Scoping Plan Update, the Strategy for Achieving California's 2030 Greenhouse Gas Target* (2017 Scoping Plan; CARB 2017). The 2017 Scoping Plan identifies state strategies for achieving the state's 2030 GHG emissions reduction target codified by SB 32. Measures under the 2017 Scoping Plan Scenario build on existing programs such as the Low Carbon Fuel Standard, Advanced Clean Cars Program, Renewables Portfolio Standard (RPS), Sustainable Communities Strategy (SCS), Short-Lived Climate Pollutant Reduction Strategy, and the Cap-and-Trade Program. Additionally, the 2017 Scoping Plan proposes new policies to address GHG emissions from natural and working lands. The *2022 Scoping Plan Update for Achieving Carbon Neutrality* (2022 Scoping Plan; CARB 2022) was adopted in December 2022. The 2022 Scoping Plan assesses the progress towards the 2030 GHG emissions reduction target identified in the 2017 Scoping Plan and lays out a path to achieve targets for carbon neutrality and reduce anthropogenic GHG emissions by 85 percent below 1990 levels no later than 2045, as directed by AB 1279. The 2022 Scoping Plan identifies strategies related to clean technology, energy development, natural and working lands, and others, and is designed to meet the state's long-term climate objectives and support a range of economic, environmental, energy security, environmental justice, and public health priorities.

2.2.2.4 Regional Emissions Targets – Senate Bill 375

SB 375, the 2008 Sustainable Communities and Climate Protection Act, was signed into law in September 2008 and requires CARB to set regional targets for reducing passenger vehicle GHG emissions in accordance with the Scoping Plan. The purpose of SB 375 is to align regional transportation planning efforts, regional GHG reduction targets, and fair-share housing allocations under state housing law. SB 375 requires Metropolitan Planning Organizations (MPOs) to adopt a SCS or Alternative Planning Strategy to address GHG reduction targets from cars and light-duty trucks in the context of that MPO's Regional Transportation Plan. Southern California Association of Governments (SCAG) is the region's MPO. In 2018, CARB set targets for the SCAG region of an 8 percent reduction in GHG emissions per capita from automobiles and light-duty trucks compared to 2005 levels by 2020 and a 19 percent reduction by 2035. These targets are periodically reviewed and updated.

2.2.2.5 Renewables Portfolio Standard

The RPS promotes diversification of the state's electricity supply and decreased reliance on fossil fuel energy sources. Renewable energy includes (but is not limited to) wind, solar, geothermal, small hydroelectric, biomass, anaerobic digestion, and landfill gas. Originally adopted in 2002 with a goal to achieve a 20 percent renewable energy mix by 2020 (referred to as the "Initial RPS"), the goal has been accelerated and increased by EOs S-14-08 and S-21-09 to a goal of 33 percent by 2020. In April 2011, SB 2 (1X) codified California's 33 percent RPS goal. SB 350 (2015) increased California's renewable energy mix goal to 50 percent by 2030. SB 100 (2018) further increased the standard set by SB 350 establishing the RPS goal of 44 percent by the end of 2024, 52 percent by the end of 2027, and 60 percent by 2030.

2.2.2.6 Assembly Bill 341 – Solid Waste Diversion

The Commercial Recycling Requirements mandate that businesses (including public entities) that generate 4 cubic yards or more of commercial solid waste per week and multi-family residential with five units or more arrange for recycling services. Businesses can take one or any combination of the following in order to reuse, recycle, compost, or otherwise divert solid waste from disposal. Additionally, AB 341 mandates that 75 percent of the solid waste generated be reduced, recycled, or composted by 2020.

2.2.2.7 California Code of Regulations, Title 24 – California Building Code

The California Code of Regulations, Title 24, is referred to as the California Building Code, or CBC. It consists of a compilation of several distinct standards and codes related to building construction, including plumbing, electrical, interior acoustics, energy efficiency, handicap accessibility, and so on. Of particular relevance to GHG reductions are the CBC's energy efficiency and green building standards as outlined below.

Title 24, Part 6 – Energy Efficiency Standards

The California Code of Regulations, Title 24, Part 6 is the California Energy Efficiency Standards for Residential and Nonresidential Buildings (also known as the California Energy Code). This code, originally enacted in 1978, establishes energy-efficiency standards for residential and nonresidential buildings in order to reduce California's energy consumption. The Energy Code is updated periodically to incorporate and consider new energy-efficient technologies and methodologies as they become available, and incentives in the form of rebates and tax breaks are provided on a sliding scale for buildings achieving energy efficiency above the minimum standards.

The current 2022 Title 24 Building Energy Efficiency Standards went into effect on January 1, 2023. The 2022 Energy Code increases on-site renewable energy generation from solar, increases electric load flexibility to support grid reliability, reduces emissions from newly constructed buildings, reduces air pollution for improved public health, and encourages adoption of environmentally beneficial efficient electric technologies.

New construction and major renovations must demonstrate their compliance with the current Energy Code through submission and approval of a Title 24 Compliance Report to the local building permit review authority and the California Energy Commission (CEC). The compliance reports must demonstrate a building's energy performance through use of CEC approved energy performance software that shows iterative increases in energy efficiency given the selection of various heating, ventilation, and air conditioning; sealing; glazing; insulation; and other components related to the building envelope.

Title 24, Part 11 – California Green Building Standards

The California Green Building Standards Code, referred to as CALGreen, was added to Title 24 as Part 11 first in 2009 as a voluntary code, which then became mandatory effective January 1, 2011 (as part of the 2010 CBC). The most recent 2022 CALGreen institutes mandatory minimum environmental performance standards for all ground-up new construction of nonresidential and residential structures. Local jurisdictions must enforce the minimum mandatory Green Building Standards and may adopt additional amendments for stricter requirements. The mandatory measures are related to planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and environmental quality. 2022 CALGreen also includes two tiers of residential and nonresidential voluntary measures that encourage local jurisdictions to raise the sustainability goals: Tier 1 adds additional requirements beyond the mandatory measures, and Tier 2 further increases the requirements.

Similar to the reporting procedure for demonstrating Energy Code compliance in new buildings and major renovations, compliance with the CALGreen mandatory requirements must be demonstrated through completion of compliance forms and worksheets.

2.2.3 Local

2.2.3.1 South Coast Air Quality Management District

The SCAQMD is the agency responsible for air quality planning and regulation in the South Coast Air Basin. The SCAQMD addresses the impacts to climate change of projects subject to SCAQMD permit as a lead agency if they are the only agency having discretionary approval for the project and acts as a responsible agency when a land use agency must also approve discretionary permits for the project. The SCAQMD acts as an expert commenting agency for impacts to air quality. This expertise carries over to GHG emissions, so the agency helps local land use agencies through the development of models and emission thresholds that can be used to address GHG emissions.

In 2008, SCAQMD formed a Working Group to identify GHG emissions thresholds for land use projects that could be used by local lead agencies in the South Coast Air Basin. The Working Group developed several different options that are contained in the SCAQMD Draft Guidance Document – *Interim CEQA GHG Significance Thresholds for Stationary Sources, Rules, and Plans*, which could be applied by lead agencies. The working group met again in 2010 to review the guidance. The SCAQMD Board has not approved the thresholds; however, the Guidance Document provides substantial evidence supporting the approaches to significance of GHG emissions that can be considered by the lead agency in adopting its own threshold. The current interim thresholds consist of the following tiered approach (SCAQMD 2008, 2010):

- Tier 1 – The project is exempt from the California Environmental Quality Act (CEQA).
- Tier 2 – The project is consistent with an applicable regional GHG emissions reduction plan. If a project is consistent with a qualifying local GHG reduction plan, it does not have significant GHG emissions.

- Tier 3 – Project GHG emissions represent an incremental increase below or mitigated to less than Significance Screening Levels, where

    - Residential/Commercial Screening Level
        - Option 1: 3,000 MT CO2E screening level for all residential/commercial land uses
        - Option 2: Screening level thresholds for land use type acceptable if used consistently by a lead agency:
            - Residential: 3,500 MT CO_2E
            - Commercial: 1,400 MT CO_2E
            - Mixed-Use: 3,000 MT CO_2E
    - 10,000 MT CO_2E is the Permitted Industrial Screening Level

- Tier 4 – The project achieves performance standards, where performance standards may include:
    - Option 1: Percent emission reduction target. SCAQMD has no recommendation regarding this approach at this time.
    - Option 2: The project would implement substantial early implementation of measures identified in the CARB's Scoping Plan. This option has been folded into Option 3.
    - Option 3: SCAQMD Efficiency Targets.
        - 2020 Targets: 4.8 MT CO_2E per service population for project-level analyses or 6.6 MT CO_2E per service population for plan level analyses where service population includes residential and employment populations provided by a project.
        - 2035 Targets: 3.0 MT CO_2E per service population for project-level analyses or 4.1 MT CO_2E per service population for plan level analyses.

- Tier 5 – Offsets along or in combination with the above target Significance Screening Level. Offsets must be provided for a 30-year project life, unless the project life is limited by permit, lease, or other legally binding condition.

If a project complies with any one of these tiers, its impacts related to GHG emissions would be considered less than significant.

The SCAQMD's interim thresholds used the EO S-3-05 year 2050 goal as the basis for the Tier 3 screening level. Achieving the EO's objective would contribute to worldwide efforts to cap CO_2 concentrations at 450 parts per million, thus stabilizing global climate.

SCAQMD only has authority over GHG emissions from development projects that include air quality permits. At this time, it is unknown if the project would include stationary sources of emissions subject to SCAQMD permits. Notwithstanding, if the project requires a stationary permit, it would be subject to the applicable SCAQMD regulations.

SCAQMD Regulation XXVII, adopted in 2009, includes the following rules:

- Rule 2700 defines terms and post global warming potentials.
- Rule 2701, SoCal Climate Solutions Exchange, establishes a voluntary program to encourage, quantify, and certify voluntary, high quality certified GHG emission reductions in the SCAQMD.
- Rule 2702, GHG Reduction Program created a program to produce GHG emission reductions within the SCAQMD. The SCAQMD will fund projects through contracts in response to requests for proposals or purchase reductions from other parties.

2.2.3.2 Southern California Association of Governments

In April 2024, SCAG adopted Connect SoCal, the 2024-2045 Regional Transportation Plan/SCS South Coast Air Basin. The Connect SoCal plan identifies that land use strategies that focus on new housing and job growth in areas with a variety of destinations and mobility options would support and complement the proposed transportation network. The overarching strategy in Connect SoCal is to provide for a plan that allows the southern California region to grow in more compact communities in transit priority areas and priority growth areas; provide neighborhoods with efficient and plentiful public transit; establish abundant and safe opportunities to walk, bike, and pursue other forms of active transportation; and preserve more of the region's remaining natural lands and farmlands (SCAG 2024). The Connect SoCal plan contains transportation projects to help more efficiently distribute population, housing, and employment growth as well as projected development that promotes active transport and reduces GHG emissions.

2.2.3.3 County of Riverside

The Air Quality Element of the County's General Plan (County of Riverside 2018) contains the following policies related to GHG emissions:

> AQ 18.1 **Baseline emissions inventory and forecast**. Riverside County CAP has included baseline emissions inventory with data from the County's CO2e emissions, for specific sectors and specific years. The carbon inventory greatly aids the process of determining the type, scope and number of GHG reduction policies needed. It also facilitates the tracking of policy implementation and effectiveness. The carbon inventory for the County consists of two distinct components; one inventory is for the County as a whole, as defined by its geographical borders and the other inventory is for the emissions resulting from the County's municipal operations.
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> AQ 18.2 **Adopt GHG emissions reduction targets**. Pursuant to the results of the Carbon Inventory and Greenhouse Gas Analysis for Riverside County, future development proposed as a discretionary project pursuant to the General Plan shall achieve sufficient reductions in greenhouse gas emissions in order to be found consistent with the County's Climate Action Plan.
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> AQ 18.3 **Develop a Climate Action Plan for reducing GHG emissions**. The Riverside County CAP has been developed to formalize the measure necessary to achieve County GHG emissions reduction targets. The CAP includes both the policies necessary to meet stated targets and objectives are met. These targets, objectives and Implementation Measures may be refined, superseded or supplemented as warranted in the future.
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> AQ 18.4 **Implement policies and measures to achieve reduction targets**. The County shall implement the greenhouse gas reduction policies and measures established under the County Climate Action Plan for all new discretionary development proposals.
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> AQ 18.5 **Monitor and verify results.** The County shall monitor and verify the progress and results, and make any necessary revisions to, the CAP by 2020 and a minimum every four years thereafter. The progress and results of, and revisions to, the CAP will be made available to the public for review prior to approval. If monitoring reveals that the targets of the CAP are not being met, the CAP shall be revised to ensure that any changes needed to stay 'on target' with the stated goals are accomplished.
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> AQ 19.1 Continue to coordinate with CARB, SCAQMD, and the State Attorney General's office to ensure that the milestones and reduction strategies presented in the General Plan and the CAP adequately address the county's GHG emissions.

AQ 19.2 Utilize County's CAP as the guiding document for determining County's greenhouse gas reduction thresholds and implementation programs. Implementation of the CAP and its monitoring program shall include the ability to expand upon, or where appropriate, update or replace the Implementation Measures established herein such that the implementation of the CAP accomplishes the greenhouse gas reduction targets.

2.2.3.4 County of Riverside Climate Action Plan (CAP)

The CAP Update (November 2019) establishes GHG emission reduction programs and regulations that correlate with and support evolving State GHG emissions reduction goals and strategies. The CAP Update includes reduction targets for year 2030 and year 2050. These reduction targets require the County to reduce emissions by at least 525,511 MT CO_2E below the adjusted business-as-usual scenario by 2030 and at least 2,982,948 MT CO_2E below the adjusted business-as-usual scenario by 2050.

To evaluate consistency with the CAP Update, the County has implemented CAP Update Screening Tables (Screening Tables) to aid in measuring the reduction of GHG emissions attributable to certain design and construction measures incorporated in development projects. To this end, the Screening Tables establish categories of GHG Implementation Measures. Under each Implementation Measure category, mitigation, or project design feature (collectively "features") are assigned point values that correspond to the minimum GHG emissions reduction that would result from each feature. Projects that yield at least 100 points are considered to be consistent with the GHG emissions reduction quantities anticipated in the County's GHG Technical Report and support the GHG emissions reduction targets established under the CAP Update. The potential for such projects to generate direct or indirect GHG emissions that would result in a significant impact on the environment; or conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs would be considered less than significant.

3.0 Thresholds of Significance

Based on the CEQA Guidelines Appendix G, impacts related to GHG emissions would be significant if the project would:

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

As stated in the State CEQA Guidelines, these questions are "intended to encourage thoughtful assessment of impacts and do not necessarily represent thresholds of significance" (Title 14, Division 6, Chapter 3 Guidelines for Implementation of the CEQA, Appendix G, Environmental Checklist Form). The State CEQA Guidelines encourage lead agencies to adopt regionally specific thresholds of significance. When adopting these thresholds, the amended Guidelines allow lead agencies to consider thresholds of significance adopted or recommended by other public agencies, or recommended by experts, provided that the thresholds are supported by substantial evidence.

The County's 2019 CAP Update was approved on December 17, 2019. The 2019 CAP Update refines the County's efforts to meet GHG reduction strategies, specifically for the years 2035 and 2050. The 2019 CAP Update builds upon the GHG reduction strategies in the 2015 CAP.

Analysis of GHG emissions and potential climate change impacts from new development is required under CEQA. The CAP is a plan for the reduction of GHG emissions in accordance with CEQA Guidelines Section 15183.5. Pursuant to CEQA Guidelines Sections 15064(h)(3) and 15130(b), a project's incremental contribution to GHG emissions may be determined not to be cumulatively considerable if it complies with the requirements of the CAP.

The CAP Update identifies a two-step approach in evaluating GHG emissions. First, a screening threshold of 3,000 MT CO_2E per year is used to determine if additional analysis is required. Projects that exceed 3,000 MT CO_2E per year will be required to utilize the Screening Tables (discussed in Section 2.2.3.3) or prepare a project-specific technical analysis to quantify and mitigate project emissions. Projects that garner at least 100 points from the Screening Tables (equivalent to an approximate 49 percent reduction in GHG emissions) are determined to be consistent with the reduction quantities anticipated in the CAP Update. As such, projects that achieve a total of 100 points or more are considered to have a less than significant individual and cumulative impact on GHG emissions.

CEQA Guidelines Section 15064.4(a) states that a lead agency shall make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate the amount of GHG emissions resulting from a project. Therefore, GHG emissions as estimated by CalEEMod are provided for informational purposes and are compared to the SCAQMD screening level thresholds.

4.0 GHG Calculations

The project's GHG emissions were calculated using the CalEEMod Version 2022.1 (California Air Pollution Control Officers Association [CAPCOA] 2022). The CalEEMod program is a tool used to estimate air emissions resulting from land development projects based on California-specific emission factors. CalEEMod can be used to calculate emissions from mobile (on-road vehicles), energy (electricity and natural gas), area (landscape maintenance equipment), water and wastewater, solid waste, and refrigerant sources. GHG emissions are estimated in terms of total MT CO_2E.

The analysis methodology and input data are described in the following sections. Where project-specific data was not available, model inputs were based on information provided in the CalEEMod User's Guide (CAPCOA 2022). Operational emissions were calculated for the projected soonest project operational year of 2027.

4.1 Construction Emissions

Construction activities emit GHGs primarily through combustion of fuels (mostly diesel) in the engines of off-road construction equipment and through combustion of diesel and gasoline in on-road construction vehicles and the commute vehicles of the construction workers. Smaller amounts of GHGs are also emitted through the energy use embodied in water use for fugitive dust control.

Every phase of the construction process, including demolition, grading, paving, and building, emits GHGs in volumes directly related to the quantity and type of construction equipment used when building the project. GHG emissions associated with each phase of project construction are calculated by multiplying the total fuel consumed by the construction equipment and worker trips by applicable emission factors.

Heavy-duty construction equipment is usually diesel-powered. Standard construction equipment includes dozers, rollers, scrapers, dewatering pumps, backhoes, loaders, paving equipment, delivery/haul trucks, jacking equipment, welding machines, pile drivers, and so on. Specific construction phasing and equipment parameters are not available at this time. However, CalEEMod can estimate the required construction equipment when project-specific information is unavailable. The estimates are based on surveys, performed by the SCAQMD and the Sacramento Metropolitan Air Quality Management District, of typical construction projects that provide a basis for scaling equipment needs and schedule with a project's size. GHG emission estimates in CalEEMod are based on the duration of construction phases; construction equipment type, quantity, and usage; grading area; season; and ambient temperature, among other parameters. The construction schedule is based on the default construction phases, which include site preparation, grading, building construction, paving, and architectural coatings. Project grading would consist of

approximately 17,250 cubic yards of cut, 18,587 cubic yards of fill, resulting in a net import of 1,338 cubic yards. In addition, off-site grading would consist of approximately 3,425 cubic yards of cut and 1,425 cubic yards of fill, resulting in a new export of 2,000 cubic yards. In total, the project would consist of a net export of 662 cubic yards. As a conservative assessment, 2,000 cubic yards of import and 2,000 cubic yards of export were modeled.

Table 4 summarizes the default construction phases, duration, and equipment for total project construction.

Table 4
Construction Phases and Equipment

Equipment	Quantity (Number/Day)	Daily Operation Time (Hours)
Site Preparation (10 days)		
Rubber Tired Dozers	3	8
Tractors/Loaders/Backhoes	4	8
Grading (30 days)		
Excavators	2	8
Graders	1	8
Rubber Tired Dozers	1	8
Scrapers	2	8
Tractors/Loaders/Backhoes	2	8
Building Construction (300 days)		
Cranes	1	7
Forklifts	3	8
Generator Sets	1	8
Tractors/Loaders/Backhoes	3	7
Welders	1	8
Paving (20 days)		
Pavers	2	8
Paving Equipment	2	8
Rollers	2	8
Architectural Coatings (20 days)		
Air Compressor	1	6
NOTE: Each phase would also include vehicles associated with work commutes, dump trucks for hauling, and trucks for deliveries.		

Based on guidance from the SCAQMD, total construction GHG emissions resulting from a project should be amortized over 30 years and added to operational GHG emissions to account for their contribution to GHG emissions over the lifetime of a project (SCAQMD 2009).

4.2 Operational Emissions

4.2.1 Mobile Sources

GHG emissions from vehicles come from the combustion of fossil fuels in vehicle engines. The vehicle emissions are calculated based on the vehicle type and the trip rate for each land use. CalEEMod calculates mobile source emissions using emission factors derived from CARB's motor vehicle emission inventory program, EMFAC2021.

Mobile source operational emissions are based on the trip rate, trip length, and vehicle mix. The trip generation potential of the project was estimated using the Institute of Transportation Engineers Land Use 151: Mini Warehouse trip rate of 1.45 trips per 1,000 square feet of self-storage and 0.1796 trip per RV parking spaces. The proposed self-storage project is forecast to generate 183 daily trips, with 12 trips (7 inbound, 5 outbound) produced in the AM peak hour and 18 trips (9 inbound, 9 outbound) produced in the PM peak hour on a "typical" weekday (Linscott, Law & Greenspan, Engineers 2024a). Default trip length and vehicle emission factors for the year 2027 were used.

4.2.2 Energy Sources

GHGs are emitted as a result of activities in buildings for which electricity and natural gas are used as energy sources. GHGs are emitted during the generation of electricity from fossil fuels off-site in power plants. These emissions are considered indirect but are calculated in association with a building's overall operation. Electric power generation accounts for the second largest sector contributing to both inventoried and projected statewide GHG emissions. Combustion of fossil fuel emits criteria pollutants and GHGs directly into the atmosphere. When this occurs in a building, it is considered a direct emissions source associated with the building. CalEEMod estimates emissions from the direct combustion of natural gas for space and water heating.

CalEEMod estimates GHG emissions from energy use by multiplying average rates of residential and nonresidential energy consumption by the quantities of residential units and nonresidential square footage entered in the land use module to obtain total projected energy use. This value is then multiplied by electricity and natural gas GHG emission factors applicable to the project location and utility provider.

Within Title 24 of the California Code of Regulations (Building Standards Code) is Part 6, the Building Energy Efficiency Standards (Energy Code). The California Energy Commission adopted the 2022 Energy Code in August 2021, and it took effect January 1, 2023. The Energy Code contains energy conservation standards applicable to particular end-use categories for all new or altered residential and nonresidential buildings throughout California. Energy consumption values are based on the California Energy Commission's 2018–2030 Uncalibrated Commercial Sector Forecast and the 2019 Residential Appliance Saturation Survey. GHG emissions were calculated using the default CalEEMod Version 2022.1 emission factors. Note that the project would include a solar photovoltaic system as required by the County's CAP that would reduce the project's GHG emissions associated with electricity. As a conservative calculation, reductions due to solar were not taken into account.

The project would be served by Southern California Edison (SCE). Therefore, SCE's specific energy-intensity factors (i.e., the amount of CO_2, CH_4, and N_2O per kilowatt-hour) are used in the calculations of GHG emissions. Current and forecasted year 2025 SCE energy-intensity factors are included in CalEEMod version 2022.1. Emissions were modeled using the current energy-intensity factors. Statewide RPS goals are summarized in Section 2.2.2.5. As SCE continues to procure renewable energy sources in line with state goals, the energy-intensity factors will decrease.

4.2.3 Area Sources

Area sources include criteria pollutant and GHG emissions that would occur from the use of landscaping equipment. The use of landscape equipment emits criteria pollutant and GHGs associated with the equipment's fuel combustion. Default statewide emission rates from landscaping equipment were developed using the CARB Small Off-Road Engines Model v1.1. Area sources also include consumer products and architectural coatings. However, only criteria pollutant emissions are associated with these sources and not GHG emissions. Area source emissions were calculated using default CalEEMod emission factors.

4.2.4 Water and Wastewater Sources

The amount of water used and wastewater generated by a project has indirect GHG emissions associated with it. These emissions are a result of the energy used to supply, distribute, and treat the water and wastewater. In addition to the indirect GHG emissions associated with energy use, wastewater treatment can directly emit both CH_4 and N_2O.

CalEEMod Version 2022.1 calculates outdoor water use based on the Department of Water Resources Model Water Efficient Landscape Ordinance and calculates nonresidential indoor water used based on the Pacific Institute's *Waste Not, Want Not: The Potential for Urban Water Conservation in California* 2003 (as cited in CAPCOA 2022). Wastewater treatment is based on the region-specific distribution of wastewater treatment methods (CAPCOA 2022). Water and wastewater emissions were calculated using default CalEEMod data.

4.2.5 Solid Waste Sources

The disposal of solid waste produces GHG emissions from anaerobic decomposition in landfills, incineration, and transportation of waste. To calculate the GHG emissions generated by disposing of solid waste for the project, the total volume of solid waste was calculated using waste disposal rates identified by the California Department of Resources Recycling and Recovery. The methods for quantifying GHG emissions from solid waste are based on the Intergovernmental Panel on Climate Change method, using the degradable organic content of waste. GHG emissions associated with the project's waste disposal were calculated using these parameters.

4.2.6 Refrigerant Sources

Small amounts of GHG emissions result from refrigerants used in air conditioning and refrigeration equipment. CalEEMod quantifies refrigerant emissions from leaks during regular operation and routine servicing over the equipment lifetime and then derives average annual emissions from the lifetime estimate. Emissions due to refrigerants were calculated using CalEEMod default values, which are based on industry data from the U.S. EPA. There would be no cold storage associated with the project; therefore, there would be no emissions due to refrigerants.

4.3 Total GHG Emissions

Based on the methodology summarized in Sections 4.1 and 4.2, the primary sources of direct and indirect GHG emissions have been calculated. Table 5 summarizes the total construction emissions. Table 6 summarizes the total GHG emissions associated with the project. The complete model outputs for the project are included in Attachment 1.

Table 5
Construction GHG Emissions

Year	Construction GHG Emissions (MT CO_2E)
2025	497
2026	147
Total Construction Emissions	644
Amortized over 30 Years	**21**

Table 6 Project GHG Emissions	
Source	Project GHG Emissions (MT CO_2E)
Mobile	269
Energy	211
Area	2
Water/Wastewater	66
Solid Waste	33
Construction (Amortized over 30 years)	21
Total	**603**
SCAQMD Screening Threshold	*3,000*

5.0 Impact Analysis

1. *Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?*

The purpose of the CAP is to provide guidance on how to analyze GHG emissions and determine significance during the CEQA review of proposed development projects within the County. To address the state's requirement to reduce GHG emissions, the County prepared its CAP with the goal of reducing GHG emissions within the County by 49 percent below "existing" 2008 levels by the year 2030 and 83 percent below the 2008 baseline levels by 2050. The County's GHG reduction targets are consistent with the AB 32, SB 32, and EO S-3-05, and ensure that the County is providing GHG reductions locally that will complement the State and international efforts of stabilizing climate change.

As discussed, the CAP identifies a two-step approach in evaluating GHG emissions, first using a screening threshold of 3,000 MT CO_2E per year. As shown in Table 6, the project would result in 603 MT CO_2E per year, which would be less than the screening threshold of 3,000 MT CO_2E. The project would therefore result in emissions that are small enough that they would not conflict with the implementation of the CAP, and utilization of the Screening Tables is not required. Because the project would emit less than 3,000 MT CO_2 per year, the project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, and impacts would be less than significant.

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

As previously stated, pursuant to 15604.4 of the CEQA Guidelines, a lead agency may rely on qualitative analysis or performance-based standards to determine the significance of impacts from GHG emissions. As such, the project's consistency with AB 32, SB 32, and the County's CAP are discussed below. It should be noted that the project's consistency with the SB 32 (2017 Scoping Plan) also satisfies consistency with AB 32 since the 2017 Scoping Plan is based on the overall targets established by AB 32. Consistency with the 2008 Scoping Plan is not necessary, since the target year for the 2008 Scoping Plan was 2020, and the project's buildout year is 2027. As such, the 2008 Scoping Plan does not apply and consistency with the 2017 Scoping Plan and the 2022 Scoping Plan is relevant. Project consistency with SB 32 and County's CAP is evaluated in the following discussion.

State Plans

SB 32/2017 Scoping Plan Consistency

The 2017 Scoping Plan Update reflects the 2030 target of a 40 percent reduction below 1990 levels, set by Executive Order B-30-15 and codified by SB 32. Table 7 summarizes the project's consistency with the 2017 Scoping Plan. As summarized, the project will not conflict with any of the provisions of the Scoping Plan and in fact supports seven of the action categories. Additionally, the project would be consistent with the County's CAP, which includes reduction targets that are consistent with the state's SB 32 reduction goals. Thus, the project would also be consistent with the state's reduction goals.

AB 1279/2022 Scoping Plan Consistency

AB 1279, the California Climate Crisis Act, codified the carbon neutrality target as 85 percent below 1990 levels by 2045. The 2022 Scoping Plan was adopted in December 2022. The 2022 Scoping Plan lays out a path to achieve targets for carbon neutrality and reduce anthropogenic GHG emissions by 85 percent below 1990 levels no later than 2045, as directed by AB 1279. Appendix D of the 2022 Scoping Plan includes local actions that jurisdictions may take to reduce GHG emissions in line with AB 1279 goals. It includes project attributes for residential and mixed-use projects to qualitatively determine consistency with the 2022 Scoping Plan; however, it does not include measures specific to other land use projects, such as the project.

However, the project would support the 2022 Scoping Plan key prioritization strategies and provide its "fair share" contribution towards the statewide goal of carbon neutrality by 2045. The project would use energy from SCE, which is on track to achieve future RPS goals. The project would not result in wasteful, inefficient, or unnecessary consumption of energy resources. Additionally, the project would comply with the 2022 Title 24 Building Energy Efficiency Standards and the 2022 CALGreen requirements. The project is consistent with the region's SCS, Connect SoCal, and would result in less than significant vehicle miles traveled impacts (Linscott, Law & Greenspan, Engineers 2024b). Given the reasonably anticipated decline in project emissions that would occur post-construction, the project is in line with the GHG reductions needed to achieve the 2045 GHG emission reduction targets identified by AB 1279.

Regional Plans

In addition to being consistent with the CAP, the project was evaluated for consistency with the SCS strategies contained in Connect SoCal. As discussed in Table 8 below, the project would be consistent with applicable Connect SoCal strategies. Therefore, the project would not conflict with an applicable regional plan, policy, or regulation adopted for the purpose of reducing GHG emissions, and impacts would be less than significant.

Local Plans

As previously stated, the project would result in 603 MT CO_2E per year, which would be less than the screening threshold of 3,000 MT CO_2E. Thus, project-related emissions would not have a significant direct or indirect impact on GHG and climate change and would not require additional analysis. Therefore, the project would not conflict with an applicable state plan, policy, or regulation adopted for the purpose of reducing GHG emissions, and impacts would be less than significant.

Table 7 2017 Scoping Plan Consistency Summary		
Action	Responsible Parties	Consistency
Implement SB 350 by 2030		
Increase the Renewables Portfolio Standard to 50% of retail sales by 2030 and ensure grid reliability.	CPUC, CEC, CARB	**Consistent.** The project would use energy from SCE. SCE has committed to diversifying 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.		**Consistent.** The project would be designed and constructed to implement energy efficiency measures for new industrial developments and would include several measures designed to reduce energy consumption. The project would not interfere with or obstruct policies or strategies to establish annual targets for statewide energy efficiency savings and demand reduction.
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.		**Consistent.** The project would be designed and constructed to implement energy efficiency measures, where applicable by including several measures designed to reduce energy consumption. The project would include energy efficient field lighting and fixtures that meet the current Title 24 Standards throughout the project site and would be a modern development; boilers, heaters, and air conditioning systems would thus be energy efficient.
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	**Consistent.** This is a CARB Mobile Source Strategy. The project would not obstruct or interfere with CARB zero emission and plug-in hybrid light-duty electric vehicle (EV) 2025 targets.
At least 4.2 million zero emission and plug-in hybrid light-duty EVs by 2030.		**Consistent.** 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.
Further increase GHG stringency on all light-duty vehicles beyond existing Advanced Clean cars regulations.		**Consistent.** 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.
Medium- and Heavy-Duty GHG Phase 2.		**Consistent.** 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.

Table 7 2017 Scoping Plan Consistency Summary		
Action	Responsible Parties	Consistency
Innovative Clean Transit: Transition to a suite of to-be-determined innovative clean transit options. Assumed 20% of new urban buses purchased beginning in 2018 will be zero emission buses with the penetration of zero-emission technology ramped up to 100% of new sales in 2030. Also, new natural gas buses, starting in 2018, and diesel buses, starting in 2020, meet the optional heavy-duty low-NOX standard.		**Consistent.** This is a CARB Mobile Source Strategy. The project would not obstruct or interfere with CARB efforts improve transit-source emissions.
Last Mile Delivery: New regulation that would result in the use of low NOX 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.		**Consistent.** This is a CARB Mobile Source Strategy. The project would not obstruct or interfere with CARB efforts to improve last mile delivery emissions.
Further reduce VMT through continued implementation of SB 375 and regional Sustainable Communities Strategies; forthcoming statewide implementation of SB 743; and potential additional VMT reduction strategies not specified in the Mobile Source Strategy but included in the document "Potential VMT Reduction Strategies for Discussion."		**Consistent.** This project would not obstruct or interfere with implementation of SB 375 and would therefore not conflict with this measure.
Increase stringency of SB 375 Sustainable Communities Strategy (2035 targets).	CARB	**Consistent.** This is a CARB Mobile Source Strategy. The project would not obstruct or interfere with CARB efforts to Increase stringency of SB 375 Sustainable Communities Strategy (2035 targets).
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 (GOBiz), California Infrastructure and Economic Development Bank (IBank), Department of Finance (DOF), California Transportation Commission (CTC), Caltrans	**Consistent.** 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.

Table 7 2017 Scoping Plan Consistency Summary		
Action	Responsible Parties	Consistency
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	**Consistent.** 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, California Natural Resources Agency (CNRA), CARB, Caltrans, CEC, GO-Biz	**Consistent.** This measure would apply to all trucks accessing the project site, this may include 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.
Deploy over 100,000 freight vehicles and equipment capable of zero emission operation and maximize both zero and near-zero emission freight vehicles and equipment powered by renewable energy by 2030.		**Consistent.** The project would not obstruct or interfere with agency efforts to deploy over 100,000 freight vehicles and equipment capable of zero emission operation and maximize both zero and near-zero emission freight vehicles and equipment powered by renewable energy by 2030.
Adopt a Low Carbon Fuel Standard with a Carbon Intensity reduction of 18%.	CARB	**Consistent.** When adopted, this measure would apply to all fuel purchased and used by the project in the state. The project would not obstruct or interfere with agency efforts to adopt a Low Carbon Fuel Standard with a Carbon Intensity reduction of 18 percent.
Implement the Short-Lived Climate Pollutant Strategy (SLCP Strategy) by 2030		
40% reduction in methane and hydrofluorocarbon emissions below 2013 levels.	CARB, CalRecycle, California Department of Food and Agriculture (CDFA), California State Water Resource Control Board (SWRCB), Local Air Districts	**Consistent.** The project would be required to comply with any applicable measures that may be adopted for the purpose of reducing SLPS emissions. The project would not obstruct or interfere agency efforts to reduce SLPS emissions since it would be required to comply with any applicable regulatory measures.
50% reduction in black carbon emissions below 2013 levels.		**Consistent.** The project would implement waste reduction and recycling measures consistent with State and County requirements. The project would not obstruct or interfere agency efforts to support organic waste landfill reduction goals in the SLCP Strategy and SB 1383.
By 2019, develop regulations and programs to support organic waste landfill reduction goals in the SLCP Strategy and SB 1383.	CARB, CalRecycle, CDFA, SWRCB, Local Air Districts	**Consistent.** The project would be required to comply with any applicable Cap-and-Trade Program provisions. The project would not obstruct or interfere agency efforts to implement the post-2020 Cap-and-Trade Program.
Implement the post-2020 Cap-and-Trade Program with declining annual caps.	CARB	**Consistent.** The project would be required to comply with any applicable Cap-and-Trade Program provisions. The project would not obstruct or interfere agency efforts to implement the post-2020 Cap-and-Trade Program.

Table 7 2017 Scoping Plan Consistency Summary		
Action	Responsible Parties	Consistency
By 2018, Develop Integrated Natural and Working Lands Implementation Plan to Secure California's Land Base as a Net Carbon Sink		
Protect land from conversion through conservation easements and other incentives.	CNRA, Departments within CDFA, CalEPA, CARB	**Consistent.** The project would not obstruct or interfere with agency efforts to protect land from conversion through conservation easements and other incentives. The project site is not targeted for conservation in any local or state conservation plan.
Increase the long-term resilience of carbon storage in the land base and enhance sequestration capacity.		**Consistent.** The project site is vacant disturbed property and does not comprise an area that would effectively provide for carbon sequestration. The project would not obstruct or interfere agency efforts to increase the long-term resilience of carbon storage in the land base and enhance sequestration capacity.
Utilize wood and agricultural products to increase the amount of carbon stored in the natural and built environments.		**Consistent.** Where appropriate, the project design does not preclude the incorporation of wood or wood products. The project would not obstruct or interfere agency efforts to encourage use of wood and agricultural products to increase the amount of carbon stored in the natural and built environments.
Establish scenario projections to serve as the foundation for the Implementation Plan.		**Consistent.** The project would not obstruct or interfere agency efforts to establish scenario projections to serve as the foundation for the Implementation Plan.
Establish a carbon accounting framework for natural and working lands as described in SB 859 by 2018.	CARB	**Consistent.** The project would not obstruct or interfere agency efforts to establish a carbon accounting framework for natural and working lands as described in SB 859 by 2018.
Implement Forest Carbon Plan	CNRA, California Department of Forestry and Fire Protection (CAL FIRE), CalEPA and Departments Within	**Consistent.** The project would not obstruct or interfere agency efforts to implement the Forest Carbon Plan.
Identify and expand funding and financing mechanisms to support GHG reductions across all sectors.	State Agencies and Local Agencies	**Consistent.** The project would not obstruct or interfere agency efforts to identify and expand funding and financing mechanisms to support GHG reductions across all sectors.

Table 8 Project Consistency with Connect SoCal Strategies		
Goal	Policies/Strategies	Project Consistency
Mobility: Build and maintain an integrated multimodal transportation network		
• Support investments that are well-maintained and operated, coordinated, resilient and result in improved safety, improved air quality and minimized greenhouse gas emissions. • Ensure that reliable, accessible, affordable and appealing travel options are readily available, while striving to enhance equity in the offerings in high-need communities. • Support planning for people of all ages, abilities and backgrounds.	• System Preservation and Resilience – Maintain the operational efficiency of the transportation system. • Complete Streets- Support the safety, comfort, and mobility for all road users. • Transit and Multimodal Integration – Support more seamless connections across modes, especially via first/last mile connection, those occurring between transit/rail and biking, walking, or rolling, and ensuring platforms exist to facilitate trip planning and payments. • Transportation Systems Management (TSM) – Maximize the functional capacity and efficiency of the existing transportation system. • Transportation Demand Management (TDM) – Reduce the demand for roadway travel, particularly during peak times or on congested routes.	**Consistent.** Strategies related to improving the transportation network, proving complete streets, transit and multimodal integration, and TSM are not directly applicable to the project. The project would not conflict with SCAG's efforts to achieve these goals. The project site is currently undeveloped. The project would construct a self-storage business on underutilized land to increase amenities to the community. The project would also provide sufficient parking that is consistent with the County's requirements for nonresidential development. In addition, the development is located adjacent to SR-79, which increases connectivity to retail centers.
Communities: Develop, connect and sustain livable and thriving communities		
• Create human-centered communities in urban, suburban and rural settings to increase mobility options and reduce travel distances. • Produce and preserve diverse housing types in an effort to improve affordability, accessibility and opportunities for all household.	• Priority Development Areas (PDAs) – Locate new households and jobs where people have opportunities for alternative modes of transportation or to take short trips. • Housing the Region – Provide sufficient housing opportunities throughout the region. • 15-Minute Communities – Provide to all basic, day-to-day needs, services and amenities within a 15-minute walk, bike or roll from one's home. • Equitable Engagement and Decision-Making – Strive for more equitable engagement and decision-making.	**Consistent.** Strategies related to housing are not applicable to the project. The project would provide storage options for residential uses in the project area.

Table 8 Project Consistency with Connect SoCal Strategies		
Goal	Policies/Strategies	Project Consistency
Environment: Create a healthy region for the people of today and tomorrow		
• Develop communities that are resilient and can mitigate, adapt to and respond to chronic and acute stresses and disruptions, such as climate change. • Integrate the region's development pattern and transportation network to improve air quality, reduce greenhouse gas emissions and enable more sustainable use of energy and water. • Conserve the region's resources.	• Sustainable Development – Support quality of life and economic growth for the region's present and future populations by ensuring that essential resources, such as water, energy and food supply, are responsibly managed. • Air Quality – Achieve emission reductions by providing a comprehensive and coordinated regional solution with integrated land use and transportation planning. • Clean Transportation – Transition to cleaner vehicles, both transit fleets, trucks and passenger vehicles, to support cleaner air quality. • Natural and Agricultural Land Preservation – Preserve natural and agricultural lands. • Climate Resilience – Provide regional coordination and solutions finding related to climate change's adverse impacts on the natural, social, economic and built environment, including transportation systems.	**Consistent.** The project would not result in significant air quality or GHG impacts and would not result in an inefficient use of energy. The project would be served by SCE, which has achieved 36 percent renewables and is on track to achieve future RPS goals. The project's energy-related GHG emissions would decrease as SCE increases its renewables procurement beyond 2020 towards the 2030 goal of 60 percent.
Economy: Support a sustainable, efficient and productive regional economic environment that provides opportunities for all people in the region		
• Improve access to jobs and educational resources. • Advance a resilient and efficient goods movement system that supports the economic vitality of the region, attainment of clean air and quality of life for our communities.	• Goods Movement – Support the efficient movement of goods which depends directly on the physical transportation infrastructure. • Broadband – Support digital infrastructure which includes middle-mile physical infrastructure to connect to global networks and last-mile connections by local carriers. • Universal Basic Mobility – Provide qualified residents with subsidies for transit and other mobility services. • Workforce Development – Educate and train individuals to meet the needs of current and future businesses and industry in order to maintain a sustainable and competitive economic environment. • Tourism – Support the travel of not just those visiting from outside the region but also from within the region to reach the region's many destinations and attractions.	**Consistent.** Strategies related to the SCAG's efforts to support the economy are not directly applicable to the project.

6.0 Conclusions

GHG emissions would be generated during construction and operation of the project. Construction activities emit GHGs primarily through the combustion of fuels in on- and off-road equipment and vehicles. Operational emissions include mobile, energy (electricity and natural gas), area (landscape maintenance equipment), water and wastewater, solid waste, and refrigerant sources. The County's CAP is a qualified GHG reduction. As discussed, the CAP identifies a two-step approach in evaluating GHG emissions, first using a screening threshold of 3,000 MT CO_2E per year. As shown in Table 6, the project would result in 603 MT CO_2E per year, which would be less than the screening threshold of 3,000 MT CO_2E. The project would therefore result in emissions that are small enough that they would not conflict with the implementation of the CAP, and utilization of the Screening Tables is not required. Because the project would emit less than 3,000 MT CO_2E per year, the project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, and impacts would be less than significant.

Additionally, the project would be consistent with applicable Scoping Plan and Connect SoCal measures and is in line with the GHG reductions needed to achieve the 2050 GHG emission reduction targets identified by EO S-3-05. Furthermore, the project would be consistent with the County's CAP. Therefore, the project would not conflict with the County's CAP or an applicable plan, policy, or regulation adopted for the purpose of reducing the emission of GHGs, and impacts would be less than significant.

If you have any questions about the results of this analysis, please contact me at jfleming@reconenvironmental.com or (619) 308-9333 extension 177.

Sincerely,

Jessica Fleming
Senior Air Quality Specialist

JLF:jg:sjg

cc: Mr. Peter Nora, U-Stor-It

7.0 Certification

The following is a list of preparers, persons, and organizations involved with the air quality analysis.

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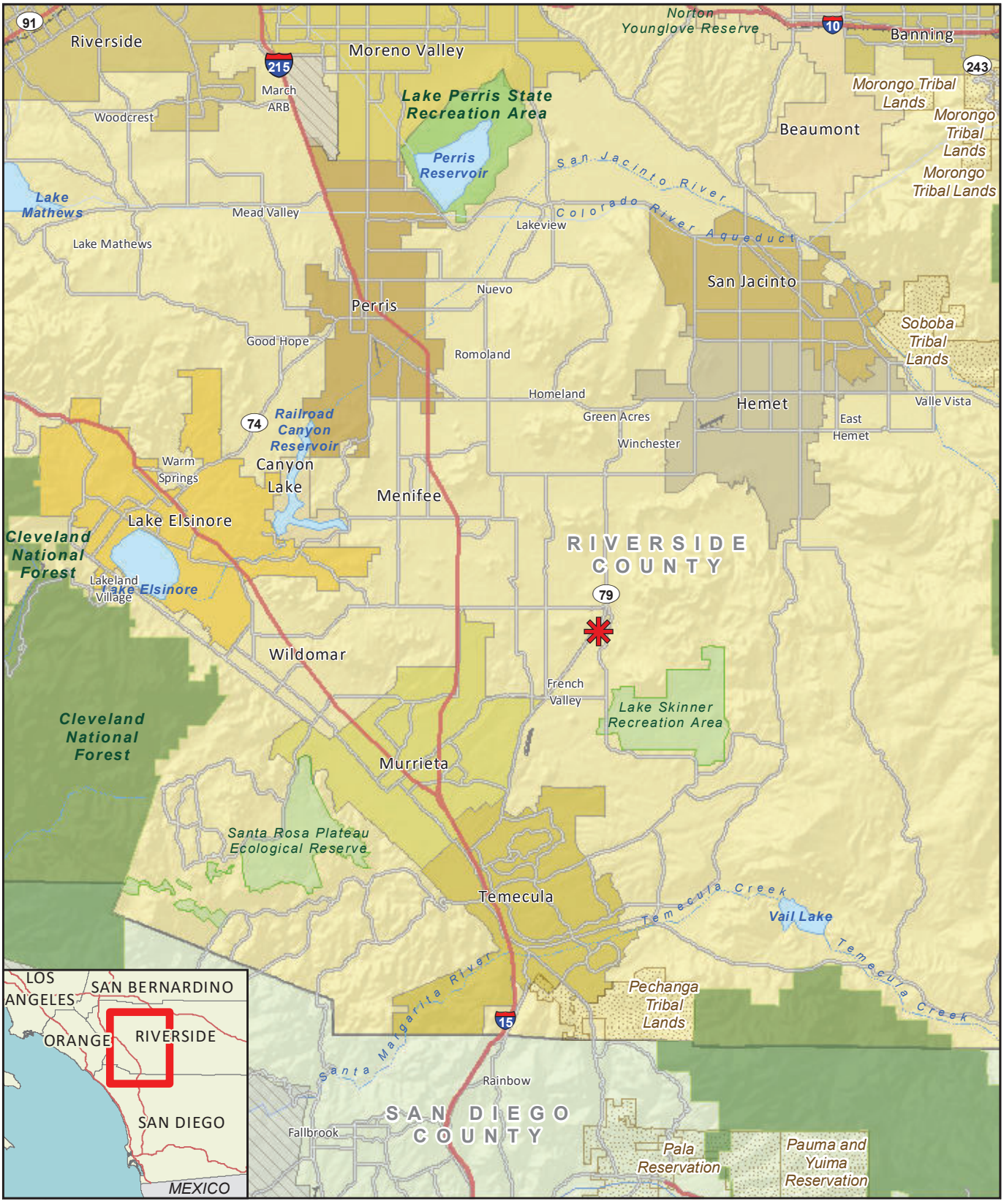

Project Location

RECON

M:\JOBS6\10398\common_gis\MXD\fig1.mxd 08/03/2023 bma

FIGURE 1
Regional Location

Image Source: NearMap (flown January 2025)

RECON

FIGURE 2

Project Location on Aerial Photograph

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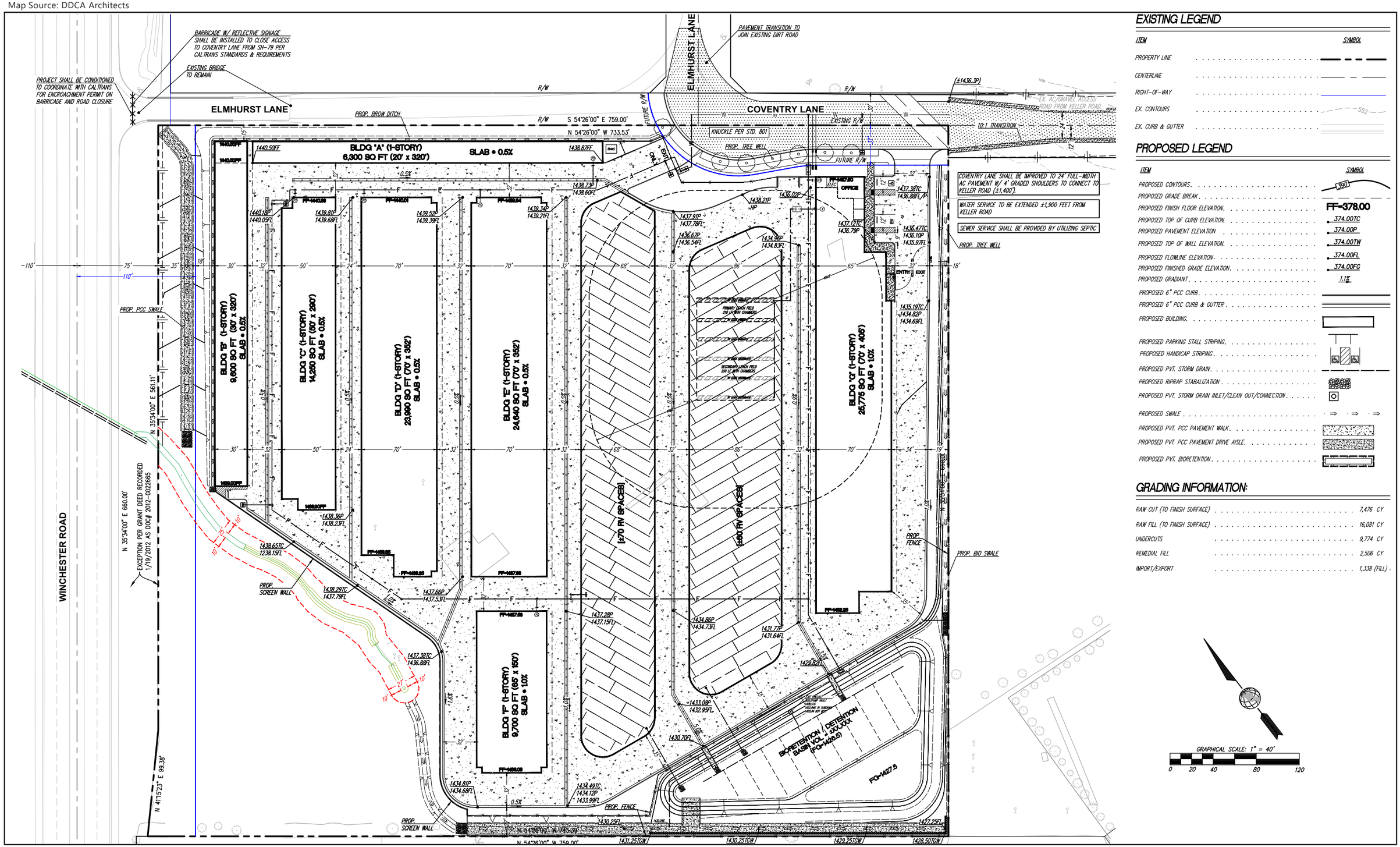
Map Source: DDCA Architects



EXISTING LEGEND

ITEM	SYMBOL
PROPERTY LINE	
CENTERLINE	
RIGHT-OF-WAY	
EX. CONTOURS	552
EX. CURB & GUTTER	

PROPOSED LEGEND

ITEM	SYMBOL
PROPOSED CONTOURS	590
PROPOSED GRADE BREAK	
PROPOSED FINISH FLOOR ELEVATION	FF=378.00
PROPOSED TOP OF CURB ELEVATION	374.00TC
PROPOSED PAVEMENT ELEVATION	374.00P
PROPOSED TOP OF WALL ELEVATION	374.00TW
PROPOSED FLOWLINE ELEVATION	374.00FL
PROPOSED FINISHED GRADE ELEVATION	374.00FG
PROPOSED GRADIANT	1.1%
PROPOSED 6" PCC CURB	
PROPOSED 6" PCC CURB & GUTTER	
PROPOSED BUILDING	
PROPOSED PARKING STALL STRIPING	
PROPOSED HANDICAP STRIPING	
PROPOSED PVT. STORM DRAIN	
PROPOSED RIPRAP STABALIZATION	
PROPOSED PVT. STORM DRAIN INLET/CLEAN OUT/CONNECTION	
PROPOSED SWALE	
PROPOSED PVT. PCC PAVEMENT WALK	
PROPOSED PVT. PCC PAVEMENT DRIVE AISLE	
PROPOSED PVT. BIORETENTION	

GRADING INFORMATION:

RAW CUT (TO FINISH SURFACE)	7,476 CY
RAW FILL (TO FINISH SURFACE)	16,081 CY
UNDERCUTS	9,774 CY
REMEDIAL FILL	2,506 CY
IMPORT/EXPORT	1,338 (FILL)

GRAPHICAL SCALE: 1" = 40'
0 20 40 80 120

RECON

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FIGURE 3
Site Plan

ATTACHMENT 1

CalEEMod Output

Winchester U-Stor-It Detailed Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Winchester U-Stor-It
Construction Start Date	1/1/2026
Operational Year	2027
Lead Agency	County of Riverside
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.50
Precipitation (days)	14.0
Location	33.6303264817446, -117.08919666177553
County	Riverside-South Coast
City	Unincorporated
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	5685
EDFZ	11
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas
App Version	2022.1.1.29

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Unrefrigerated Warehouse-No Rail	114	1000sqft	9.02	113,915	113,764	0.00	—	—

Parking Lot	130	Space	2.10	0.00	0.00	0.00	—	—
Other Asphalt Surfaces	1.74	Acre	1.74	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.	55.3	55.3	10.6	16.6	0.03	0.39	0.79	1.17	0.36	0.19	0.55	—	3,619	3,619	0.14	0.13	3.77	3,665
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	3.82	3.21	29.2	29.8	0.07	1.24	7.89	9.14	1.14	3.99	5.14	—	7,981	7,981	0.29	0.24	0.10	8,062
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	3.43	3.37	9.63	12.8	0.02	0.36	1.03	1.39	0.33	0.35	0.69	—	2,969	2,969	0.10	0.10	1.11	3,002
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.63	0.61	1.76	2.34	< 0.005	0.07	0.19	0.25	0.06	0.06	0.13	—	491	491	0.02	0.02	0.18	497
Exceeds (Daily Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	75.0	100	550	150	—	—	150	—	—	55.0	—	—	—	—	—	—	—
Unmit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—

Exceeds (Average Daily)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	75.0	100	550	150	—	—	150	—	—	55.0	—	—	—	—	—	—	—
Unmit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—

2.2. Construction Emissions by Year, Unmitigated

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

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	1.53	1.29	10.6	16.6	0.03	0.39	0.79	1.17	0.36	0.19	0.55	—	3,619	3,619	0.14	0.13	3.77	3,665
2027	55.3	55.3	10.1	16.3	0.03	0.34	0.79	1.13	0.32	0.19	0.51	—	3,596	3,596	0.12	0.12	3.42	3,640
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	3.82	3.21	29.2	29.8	0.07	1.24	7.89	9.14	1.14	3.99	5.14	—	7,981	7,981	0.29	0.24	0.10	8,062
2027	1.46	1.22	10.2	15.5	0.03	0.34	0.79	1.13	0.32	0.19	0.51	—	3,545	3,545	0.12	0.12	0.09	3,585
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	1.33	1.12	9.63	12.8	0.02	0.36	1.03	1.39	0.33	0.35	0.69	—	2,969	2,969	0.10	0.10	1.11	3,002
2027	3.43	3.37	2.65	4.08	0.01	0.09	0.19	0.28	0.09	0.05	0.13	—	879	879	0.03	0.03	0.34	888
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.24	0.20	1.76	2.34	< 0.005	0.07	0.19	0.25	0.06	0.06	0.13	—	491	491	0.02	0.02	0.18	497
2027	0.63	0.61	0.48	0.74	< 0.005	0.02	0.03	0.05	0.02	0.01	0.02	—	145	145	< 0.005	< 0.005	0.06	147

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.	4.50	4.34	1.30	11.8	0.02	0.06	1.46	1.53	0.06	0.37	0.43	108	3,153	3,261	11.1	0.21	5.32	3,606
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	3.58	3.48	1.31	5.84	0.02	0.06	1.46	1.52	0.06	0.37	0.43	108	3,031	3,139	11.1	0.21	0.14	3,480
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	4.17	4.03	1.35	9.43	0.02	0.06	1.45	1.51	0.06	0.37	0.43	108	3,059	3,167	11.1	0.21	2.30	3,511
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.76	0.74	0.25	1.72	< 0.005	0.01	0.26	0.28	0.01	0.07	0.08	17.9	507	524	1.85	0.03	0.38	581
Exceeds (Daily Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	55.0	55.0	550	150	—	—	150	—	—	55.0	—	—	—	—	—	—	3,000
Unmit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	Yes
Exceeds (Average Daily)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	55.0	55.0	550	150	—	—	150	—	—	55.0	—	—	—	—	—	—	3,000
Unmit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	Yes

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	0.80	0.74	0.68	6.37	0.02	0.01	1.46	1.47	0.01	0.37	0.38	—	1,683	1,683	0.06	0.07	5.32	1,712
Area	3.63	3.57	0.04	4.95	< 0.005	0.01	—	0.01	0.01	—	0.01	—	20.4	20.4	< 0.005	< 0.005	—	20.4
Energy	0.06	0.03	0.58	0.49	< 0.005	0.04	—	0.04	0.04	—	0.04	—	1,270	1,270	0.12	0.01	—	1,276
Water	—	—	—	—	—	—	—	—	—	—	—	50.5	179	230	5.19	0.13	—	397
Waste	—	—	—	—	—	—	—	—	—	—	—	57.7	0.00	57.7	5.77	0.00	—	202
Total	4.50	4.34	1.30	11.8	0.02	0.06	1.46	1.53	0.06	0.37	0.43	108	3,153	3,261	11.1	0.21	5.32	3,606
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.76	0.69	0.72	5.35	0.02	0.01	1.46	1.47	0.01	0.37	0.38	—	1,581	1,581	0.07	0.08	0.14	1,605
Area	2.75	2.75	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.06	0.03	0.58	0.49	< 0.005	0.04	—	0.04	0.04	—	0.04	—	1,270	1,270	0.12	0.01	—	1,276
Water	—	—	—	—	—	—	—	—	—	—	—	50.5	179	230	5.19	0.13	—	397
Waste	—	—	—	—	—	—	—	—	—	—	—	57.7	0.00	57.7	5.77	0.00	—	202
Total	3.58	3.48	1.31	5.84	0.02	0.06	1.46	1.52	0.06	0.37	0.43	108	3,031	3,139	11.1	0.21	0.14	3,480
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.75	0.69	0.74	5.54	0.02	0.01	1.45	1.46	0.01	0.37	0.38	—	1,596	1,596	0.07	0.08	2.30	1,623
Area	3.36	3.31	0.03	3.39	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	—	14.0	14.0	< 0.005	< 0.005	—	14.0
Energy	0.06	0.03	0.58	0.49	< 0.005	0.04	—	0.04	0.04	—	0.04	—	1,270	1,270	0.12	0.01	—	1,276
Water	—	—	—	—	—	—	—	—	—	—	—	50.5	179	230	5.19	0.13	—	397
Waste	—	—	—	—	—	—	—	—	—	—	—	57.7	0.00	57.7	5.77	0.00	—	202
Total	4.17	4.03	1.35	9.43	0.02	0.06	1.45	1.51	0.06	0.37	0.43	108	3,059	3,167	11.1	0.21	2.30	3,511
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.14	0.13	0.13	1.01	< 0.005	< 0.005	0.26	0.27	< 0.005	0.07	0.07	—	264	264	0.01	0.01	0.38	269
Area	0.61	0.60	0.01	0.62	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.31	2.31	< 0.005	< 0.005	—	2.32
Energy	0.01	0.01	0.11	0.09	< 0.005	0.01	—	0.01	0.01	—	0.01	—	210	210	0.02	< 0.005	—	211
Water	—	—	—	—	—	—	—	—	—	—	—	8.36	29.7	38.0	0.86	0.02	—	65.7
Waste	—	—	—	—	—	—	—	—	—	—	—	9.55	0.00	9.55	0.95	0.00	—	33.4

Total	0.76	0.74	0.25	1.72	< 0.005	0.01	0.26	0.28	0.01	0.07	0.08	17.9	507	524	1.85	0.03	0.38	581

3. Construction Emissions Details

3.1. 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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.74	3.14	29.2	28.8	0.05	1.24	—	1.24	1.14	—	1.14	—	5,298	5,298	0.21	0.04	—	5,316
Dust From Material Movement	—	—	—	—	—	—	7.67	7.67	—	3.94	3.94	—	—	—	—	—	—	—
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	0.10	0.09	0.80	0.79	< 0.005	0.03	—	0.03	0.03	—	0.03	—	145	145	0.01	< 0.005	—	146
Dust From Material Movement	—	—	—	—	—	—	0.21	0.21	—	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.15	0.14	< 0.005	0.01	—	0.01	0.01	—	0.01	—	24.0	24.0	< 0.005	< 0.005	—	24.1
Dust From Material Movement	—	—	—	—	—	—	0.04	0.04	—	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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.08	0.95	0.00	0.00	0.23	0.23	0.00	0.05	0.05	—	222	222	< 0.005	0.01	0.02	225
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	6.16	6.16	< 0.005	< 0.005	0.01	6.24
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	—	1.02	1.02	< 0.005	< 0.005	< 0.005	1.03
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.3. 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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.62	3.04	27.2	27.6	0.06	1.12	—	1.12	1.03	—	1.03	—	6,599	6,599	0.27	0.05	—	6,621
Dust From Material Movement	—	—	—	—	—	—	3.59	3.59	—	1.43	1.43	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.30	0.25	2.24	2.27	0.01	0.09	—	0.09	0.08	—	0.08	—	542	542	0.02	< 0.005	—	544
Dust From Material Movement	—	—	—	—	—	—	0.30	0.30	—	0.12	0.12	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.05	0.05	0.41	0.41	< 0.005	0.02	—	0.02	0.02	—	0.02	—	89.8	89.8	< 0.005	< 0.005	—	90.1
Dust From Material Movement	—	—	—	—	—	—	0.05	0.05	—	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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.08	0.09	1.09	0.00	0.00	0.26	0.26	0.00	0.06	0.06	—	254	254	< 0.005	0.01	0.02	257
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	0.05	0.02	1.29	0.31	0.01	0.02	0.30	0.32	0.02	0.08	0.11	—	1,129	1,129	0.02	0.18	0.06	1,184
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.09	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	21.1	21.1	< 0.005	< 0.005	0.03	21.4
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	< 0.005	< 0.005	0.11	0.03	< 0.005	< 0.005	0.02	0.03	< 0.005	0.01	0.01	—	92.8	92.8	< 0.005	0.01	0.08	97.3
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.50	3.50	< 0.005	< 0.005	0.01	3.54
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	15.4	15.4	< 0.005	< 0.005	0.01	16.1

3.5. 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	1.28	1.07	9.85	13.0	0.02	0.38	—	0.38	0.35	—	0.35	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.28	1.07	9.85	13.0	0.02	0.38	—	0.38	0.35	—	0.35	—	2,397	2,397	0.10	0.02	—	2,405
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	0.77	0.65	5.96	7.84	0.01	0.23	—	0.23	0.21	—	0.21	—	1,450	1,450	0.06	0.01	—	1,455
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	0.14	0.12	1.09	1.43	< 0.005	0.04	—	0.04	0.04	—	0.04	—	240	240	0.01	< 0.005	—	241
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	0.23	0.20	0.19	3.44	0.00	0.00	0.63	0.63	0.00	0.15	0.15	—	660	660	0.03	0.02	2.24	670
Vendor	0.03	0.01	0.60	0.19	< 0.005	0.01	0.16	0.17	0.01	0.04	0.05	—	562	562	0.01	0.09	1.54	590
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	0.21	0.19	0.21	2.61	0.00	0.00	0.63	0.63	0.00	0.15	0.15	—	607	607	0.01	0.02	0.06	614
Vendor	0.02	0.01	0.63	0.19	< 0.005	0.01	0.16	0.17	0.01	0.04	0.05	—	562	562	0.01	0.09	0.04	589
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	0.11	0.14	1.65	0.00	0.00	0.37	0.37	0.00	0.09	0.09	—	372	372	0.01	0.01	0.58	377
Vendor	0.02	0.01	0.38	0.11	< 0.005	0.01	0.10	0.10	0.01	0.03	0.03	—	340	340	0.01	0.05	0.40	356
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	0.03	0.30	0.00	0.00	0.07	0.07	0.00	0.02	0.02	—	61.5	61.5	< 0.005	< 0.005	0.10	62.3
Vendor	< 0.005	< 0.005	0.07	0.02	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	—	56.3	56.3	< 0.005	0.01	0.07	59.0
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.7. Building Construction (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 Equipm	1.23	1.03	9.39	12.9	0.02	0.34	—	0.34	0.31	—	0.31	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.23	1.03	9.39	12.9	0.02	0.34	—	0.34	0.31	—	0.31	—	2,397	2,397	0.10	0.02	—	2,405
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	0.27	0.22	2.04	2.81	0.01	0.07	—	0.07	0.07	—	0.07	—	521	521	0.02	< 0.005	—	522
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.04	0.37	0.51	< 0.005	0.01	—	0.01	0.01	—	0.01	—	86.2	86.2	< 0.005	< 0.005	—	86.5
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.22	0.19	0.17	3.18	0.00	0.00	0.63	0.63	0.00	0.15	0.15	—	648	648	0.01	0.02	2.01	657
Vendor	0.02	0.01	0.58	0.18	< 0.005	0.01	0.16	0.17	0.01	0.04	0.05	—	552	552	0.01	0.08	1.40	578
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	0.21	0.18	0.19	2.40	0.00	0.00	0.63	0.63	0.00	0.15	0.15	—	596	596	0.01	0.02	0.05	603
Vendor	0.02	0.01	0.60	0.19	< 0.005	0.01	0.16	0.17	0.01	0.04	0.05	—	552	552	0.01	0.08	0.04	577
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	0.04	0.04	0.05	0.55	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	131	131	< 0.005	< 0.005	0.19	133
Vendor	0.01	< 0.005	0.13	0.04	< 0.005	< 0.005	0.03	0.04	< 0.005	0.01	0.01	—	120	120	< 0.005	0.02	0.13	125
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.10	0.00	0.00	0.02	0.02	0.00	0.01	0.01	—	21.7	21.7	< 0.005	< 0.005	0.03	22.0
Vendor	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	19.8	19.8	< 0.005	< 0.005	0.02	20.8
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Paving (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	0.88	0.74	6.94	9.95	0.01	0.30	—	0.30	0.27	—	0.27	—	1,511	1,511	0.06	0.01	—	1,516
Paving	0.50	0.50	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.04	0.38	0.55	< 0.005	0.02	—	0.02	0.02	—	0.02	—	82.8	82.8	< 0.005	< 0.005	—	83.1
Paving	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	0.01	0.01	0.07	0.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	13.7	13.7	< 0.005	< 0.005	—	13.8
Paving	0.01	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.05	1.00	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	203	203	< 0.005	0.01	0.63	206
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	—	10.4	10.4	< 0.005	< 0.005	0.01	10.5
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	0.00	0.00	0.00	0.00	0.00	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	—	1.72	1.72	< 0.005	< 0.005	< 0.005	1.74
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.11. Architectural Coating (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	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	55.1	55.1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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	0.01	0.01	0.05	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.32	7.32	< 0.005	< 0.005	—	7.34

Architectural Coating	3.02	3.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.21	1.21	< 0.005	< 0.005	—	1.22
Architectural Coatings	0.55	0.55	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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	0.03	0.64	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	130	130	< 0.005	< 0.005	0.40	131
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	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	6.61	6.61	< 0.005	< 0.005	0.01	6.70
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	—	1.09	1.09	< 0.005	< 0.005	< 0.005	1.11
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	0.70	0.65	0.59	5.58	0.01	0.01	1.28	1.29	0.01	0.32	0.33	—	1,475	1,475	0.06	0.06	4.66	1,500
Parking Lot	0.10	0.09	0.08	0.79	< 0.005	< 0.005	0.18	0.18	< 0.005	0.05	0.05	—	208	208	0.01	0.01	0.66	212
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	0.80	0.74	0.68	6.37	0.02	0.01	1.46	1.47	0.01	0.37	0.38	—	1,683	1,683	0.06	0.07	5.32	1,712
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.66	0.61	0.63	4.69	0.01	0.01	1.28	1.29	0.01	0.32	0.33	—	1,385	1,385	0.06	0.07	0.12	1,407
Parking Lot	0.09	0.09	0.09	0.66	< 0.005	< 0.005	0.18	0.18	< 0.005	0.05	0.05	—	196	196	0.01	0.01	0.02	199

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	0.76	0.69	0.72	5.35	0.02	0.01	1.46	1.47	0.01	0.37	0.38	—	1,581	1,581	0.07	0.08	0.14	1,605
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.12	0.11	0.12	0.89	< 0.005	< 0.005	0.23	0.23	< 0.005	0.06	0.06	—	231	231	0.01	0.01	0.33	235
Parking Lot	0.02	0.02	0.02	0.13	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	32.7	32.7	< 0.005	< 0.005	0.05	33.3
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	0.14	0.13	0.13	1.01	< 0.005	< 0.005	0.26	0.27	< 0.005	0.07	0.07	—	264	264	0.01	0.01	0.38	269

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	—	—	—	—	—	—	—	—	—	—	—	—	497	497	0.05	0.01	—	500
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	76.0	76.0	0.01	< 0.005	—	76.4

Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	573	573	0.05	0.01	—	577
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	497	497	0.05	0.01	—	500
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	76.0	76.0	0.01	< 0.005	—	76.4
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	573	573	0.05	0.01	—	577
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	82.3	82.3	0.01	< 0.005	—	82.8
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	12.6	12.6	< 0.005	< 0.005	—	12.7
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	94.9	94.9	0.01	< 0.005	—	95.5

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	0.06	0.03	0.58	0.49	< 0.005	0.04	—	0.04	0.04	—	0.04	—	697	697	0.06	< 0.005	—	699
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.06	0.03	0.58	0.49	< 0.005	0.04	—	0.04	0.04	—	0.04	—	697	697	0.06	< 0.005	—	699
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.06	0.03	0.58	0.49	< 0.005	0.04	—	0.04	0.04	—	0.04	—	697	697	0.06	< 0.005	—	699
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.06	0.03	0.58	0.49	< 0.005	0.04	—	0.04	0.04	—	0.04	—	697	697	0.06	< 0.005	—	699
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.01	0.01	0.11	0.09	< 0.005	0.01	—	0.01	0.01	—	0.01	—	115	115	0.01	< 0.005	—	116
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00

Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.01	0.01	0.11	0.09	< 0.005	0.01	—	0.01	0.01	—	0.01	—	115	115	0.01	< 0.005	—	116

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	2.45	2.45	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.30	0.30	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.88	0.81	0.04	4.95	< 0.005	0.01	—	0.01	0.01	—	0.01	—	20.4	20.4	< 0.005	< 0.005	—	20.4
Total	3.63	3.57	0.04	4.95	< 0.005	0.01	—	0.01	0.01	—	0.01	—	20.4	20.4	< 0.005	< 0.005	—	20.4
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	2.45	2.45	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Architectural Coatings	0.30	0.30	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	2.75	2.75	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.45	0.45	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.06	0.06	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.11	0.10	0.01	0.62	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.31	2.31	< 0.005	< 0.005	—	2.32
Total	0.61	0.60	0.01	0.62	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.31	2.31	< 0.005	< 0.005	—	2.32

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	—	—	—	—	—	—	—	—	—	—	—	50.5	179	230	5.19	0.13	—	397
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00

Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	50.5	179	230	5.19	0.13	—	397
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	50.5	179	230	5.19	0.13	—	397
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	50.5	179	230	5.19	0.13	—	397
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	8.36	29.7	38.0	0.86	0.02	—	65.7
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	8.36	29.7	38.0	0.86	0.02	—	65.7

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	—	—	—	—	—	—	—	—	—	—	—	57.7	0.00	57.7	5.77	0.00	—	202
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	57.7	0.00	57.7	5.77	0.00	—	202
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	57.7	0.00	57.7	5.77	0.00	—	202
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	57.7	0.00	57.7	5.77	0.00	—	202
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	9.55	0.00	9.55	0.95	0.00	—	33.4

Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	9.55	0.00	9.55	0.95	0.00	—	33.4

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

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Site Preparation	Site Preparation	1/1/2026	1/14/2026	5.00	10.0	—
Grading	Grading	1/15/2026	2/25/2026	5.00	30.0	—
Building Construction	Building Construction	2/26/2026	4/21/2027	5.00	300	—

Paving	Paving	4/22/2027	5/19/2027	5.00	20.0	—
Architectural Coating	Architectural Coating	5/20/2027	6/16/2027	5.00	20.0	—

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
Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	4.00	8.00	84.0	0.37
Grading	Excavators	Diesel	Average	2.00	8.00	36.0	0.38
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Grading	Scrapers	Diesel	Average	2.00	8.00	423	0.48
Grading	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	7.00	367	0.29
Building Construction	Forklifts	Diesel	Average	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	3.00	7.00	84.0	0.37
Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Paving	Pavers	Diesel	Average	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	—	—	—	—
Site Preparation	Worker	17.5	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10.2	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	20.0	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	16.7	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	47.8	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	18.7	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	15.0	18.5	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	9.57	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	0.00	0.00	170,873	56,958	10,036

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Site Preparation	0.00	0.00	15.0	0.00	—
Grading	2,000	2,000	90.0	0.00	—
Paving	0.00	0.00	0.00	0.00	3.84

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

Land Use	Area Paved (acres)	% Asphalt
Unrefrigerated Warehouse-No Rail	0.00	0%
Parking Lot	2.10	100%
Other Asphalt Surfaces	1.74	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	165	165	165	60,290	1,807	1,807	1,807	659,695
Parking Lot	23.3	23.3	23.3	8,522	255	255	255	93,249
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0	0.00	170,873	56,958	10,036

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	524,277	346	0.0330	0.0040	2,174,886
Parking Lot	80,133	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	26,342,844	1,803,809
Parking Lot	0.00	0.00
Other Asphalt Surfaces	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Unrefrigerated Warehouse-No Rail	107	—
Parking Lot	0.00	—
Other Asphalt Surfaces	0.00	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

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

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

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

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

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

5.16.2. Process Boilers

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

5.17. User Defined

Equipment Type	Fuel Type

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

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

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

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

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	28.9	annual days of extreme heat
Extreme Precipitation	2.65	annual days with precipitation above 20 mm
Sea Level Rise	0.00	meters of inundation depth
Wildfire	27.9	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	N/A	N/A	N/A	N/A
Wildfire	1	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	0	0	0	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	N/A	N/A	N/A	N/A
Wildfire	1	1	1	2
Flooding	N/A	N/A	N/A	N/A
Drought	1	1	1	2
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	80.0
AQ-PM	36.4
AQ-DPM	60.0
Drinking Water	10.2
Lead Risk Housing	11.7
Pesticides	0.00
Toxic Releases	13.7
Traffic	6.51
Effect Indicators	—
CleanUp Sites	0.00
Groundwater	0.00
Haz Waste Facilities/Generators	2.51
Impaired Water Bodies	0.00
Solid Waste	0.00
Sensitive Population	—
Asthma	41.2
Cardio-vascular	92.2
Low Birth Weights	63.8

Socioeconomic Factor Indicators	—
Education	10.8
Housing	12.8
Linguistic	15.6
Poverty	15.3
Unemployment	89.9

7.2. Healthy Places Index Scores

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

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	80.07185936
Employed	72.89875529
Median HI	79.60990633
Education	—
Bachelor's or higher	58.65520339
High school enrollment	100
Preschool enrollment	37.79032465
Transportation	—
Auto Access	93.63531374
Active commuting	18.01616836
Social	—
2-parent households	79.04529706
Voting	48.72321314
Neighborhood	—
Alcohol availability	79.87937893
Park access	6.608494803
Retail density	19.67150006

Supermarket access	5.453612216
Tree canopy	4.927499038
Housing	—
Homeownership	73.73283716
Housing habitability	87.5914282
Low-inc homeowner severe housing cost burden	49.31348646
Low-inc renter severe housing cost burden	90.56845887
Uncrowded housing	58.74502759
Health Outcomes	—
Insured adults	74.51559091
Arthritis	0.0
Asthma ER Admissions	86.2
High Blood Pressure	0.0
Cancer (excluding skin)	0.0
Asthma	0.0
Coronary Heart Disease	0.0
Chronic Obstructive Pulmonary Disease	0.0
Diagnosed Diabetes	0.0
Life Expectancy at Birth	74.4
Cognitively Disabled	97.6
Physically Disabled	93.4
Heart Attack ER Admissions	2.2
Mental Health Not Good	0.0
Chronic Kidney Disease	0.0
Obesity	0.0
Pedestrian Injuries	19.6
Physical Health Not Good	0.0
Stroke	0.0

Health Risk Behaviors	—
Binge Drinking	0.0
Current Smoker	0.0
No Leisure Time for Physical Activity	0.0
Climate Change Exposures	—
Wildfire Risk	4.1
SLR Inundation Area	0.0
Children	24.2
Elderly	85.6
English Speaking	89.6
Foreign-born	19.6
Outdoor Workers	80.6
Climate Change Adaptive Capacity	—
Impervious Surface Cover	53.0
Traffic Density	13.6
Traffic Access	23.0
Other Indices	—
Hardship	30.8
Other Decision Support	—
2016 Voting	63.8

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	15.0
Healthy Places Index Score for Project Location (b)	70.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	No
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

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

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Land Use	113,915 square feet self storage 130 RV parking spaces 11.12 acres on-site 1.74 acres off-site 113,764 square feet landscaping
Construction: Construction Phases	Default construction phases and durations
Operations: Vehicle Data	ITE Trip Generation Rates LLG Traffic Impact Assessment