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We Make a Difference

MEMORANDUM

To: NorthPoint Development

From: Darshan Shivaiah, Michael Baker International

Date: November 20, 2023

Subject: SPR 23-012 – Greenhouse Gas Emissions Assessment

PURPOSE

The purpose of this technical memorandum is to evaluate potential greenhouse gas (GHG) impacts that would result from the construction and operation of the proposed SPR 23-012 Project (project), located in the City of Lancaster (City), California.

PROJECT LOCATION

The project site is in the County of Los Angeles (County), within the City of Lancaster ; refer to Exhibit 1, *Regional Vicinity Map*. The City is in the Antelope Valley in northern Los Angeles County, approximately 70 miles north of downtown Los Angeles. Unincorporated Los Angeles County surrounds the City on all sides. Additional surrounding jurisdictions include unincorporated Kern County further to the north and the City of Palmdale to the south.

The project site is situated approximately 0.4-mile west of State Route 14 (SR-14). Specifically, the site is located within the northeastern corner of the intersection of Avenue G and 30th Street West. Regional access to the site is available via SR-14 at the Avenue G exit, approximately 0.4-mile east of the project site; refer to Exhibit 2, *Site Vicinity Map*. Local access to the site is provided via Avenue G and 30th Street West.

The project site consists of three parcels (Assessor's Parcel Numbers [APNs] 3114-010-002, -003, and -011).

EXISTING SITE CONDITIONS

The approximately 76.8-acre site currently consists of vacant land. No existing structures or paved roads are present on-site.

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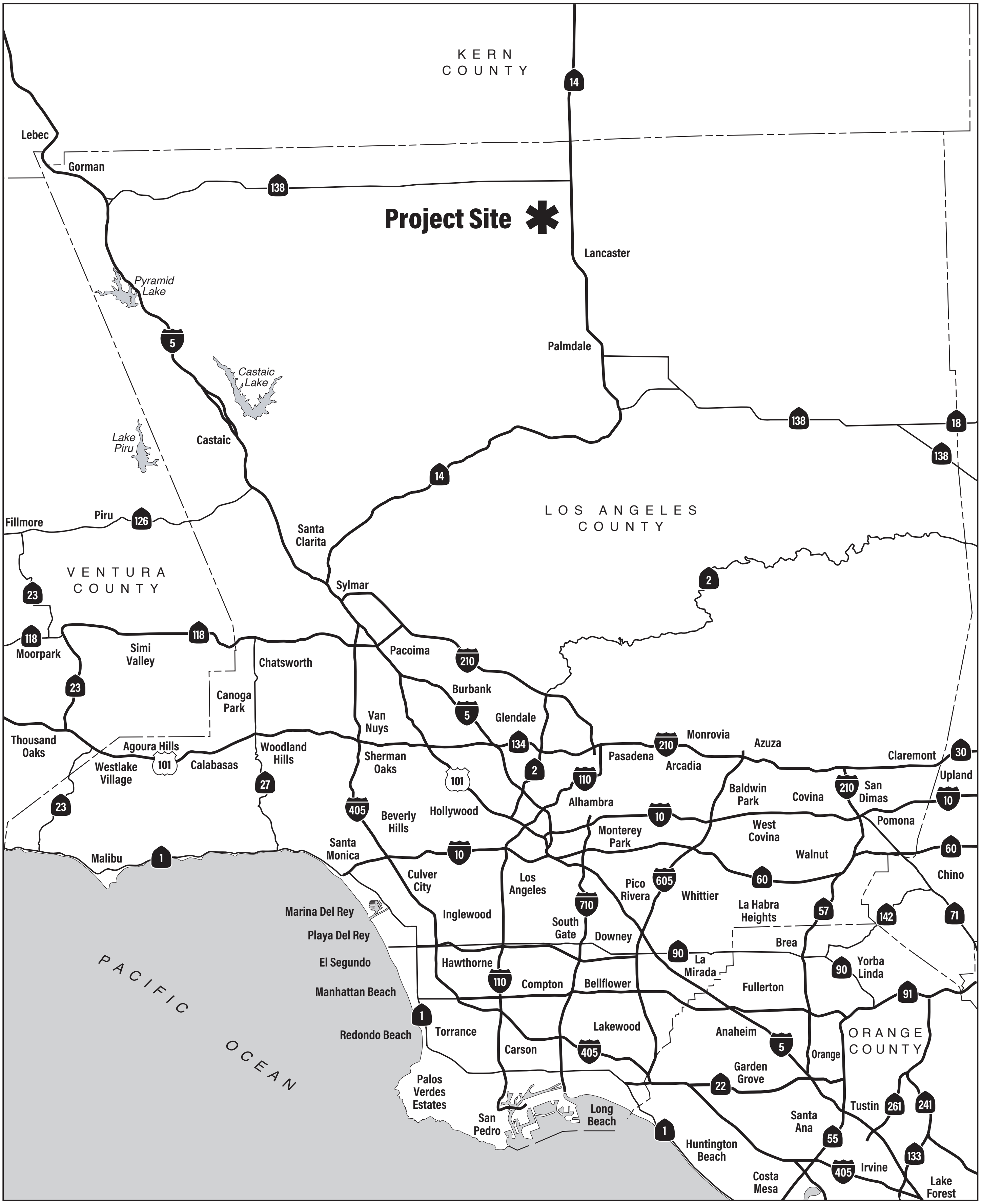

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SPR 23-012 – GREENHOUSE GAS EMISSION ASSESSMENT

Regional Vicinity

Exhibit 1

Source: Google Earth Pro, October 2023

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SPR 23-012 – GREENHOUSE GAS EMISSION ASSESSMENT

Site Vicinity

Exhibit 2

The project site is designated "Light Industry (LI)" with a "Specific Plan" overlay based on the *General Plan Land Use Map* in the *Lancaster General Plan 2030*.[1] The project site is zoned "SP 95-01 Fox Field Industrial Corridor Specific Plan" based on the *City of Lancaster Zoning Map*.[2] Based on the *Fox Field Industrial Corridor Specific Plan*, the project site is located within focused area "Fox Field East" and designated "Light Industrial" and "Manufacturing/Distribution (MFG)."[3]

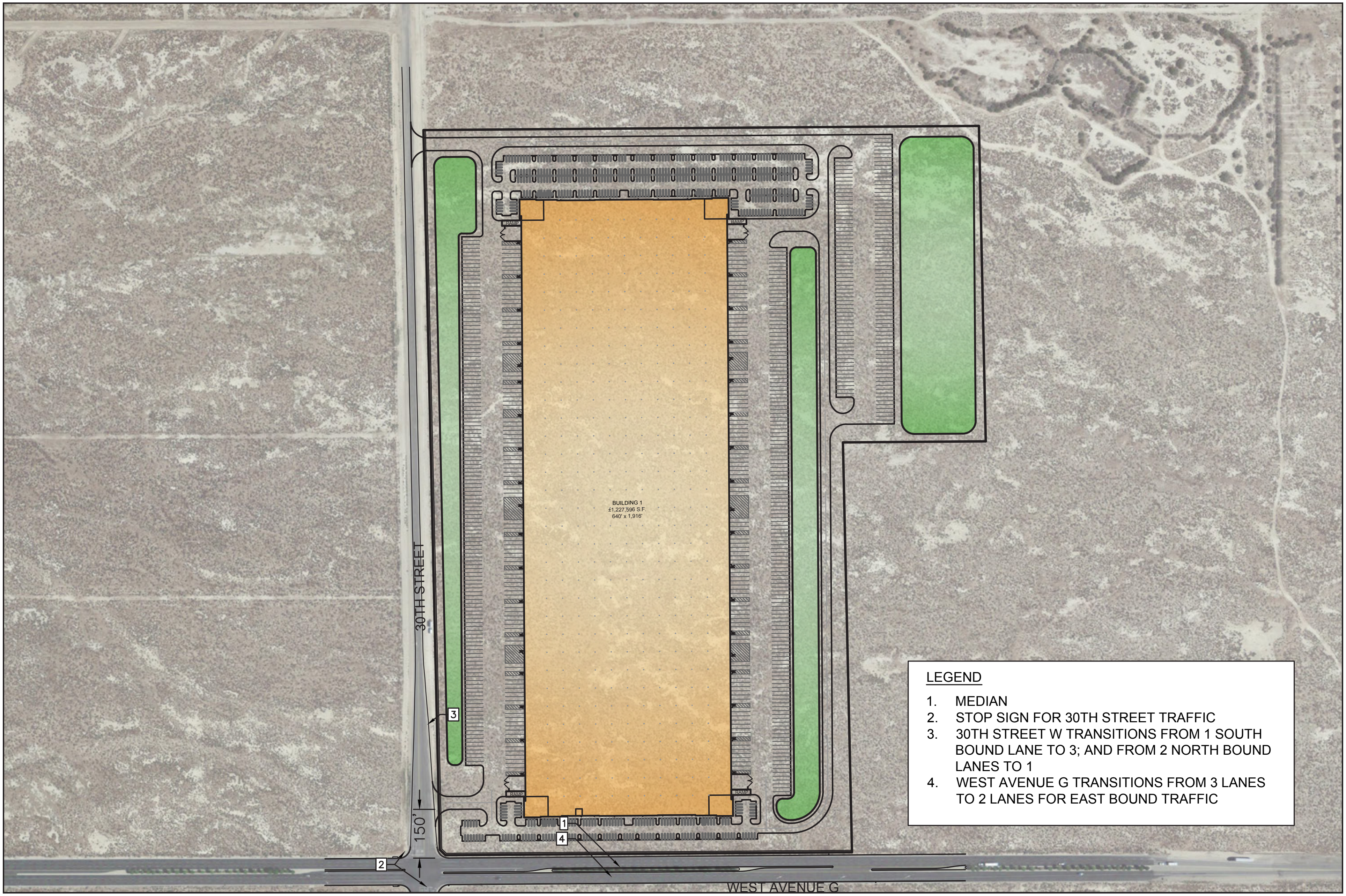
The project site is surrounding on all sides by vacant undeveloped land. Scattered single-family residences are located further north of the site, further east is SR-14, further south is the Antelope Valley Fair and Event Center, and further west is the General William J. Fox Airfield and Apollo Community Regional Park.

PROJECT DESCRIPTION

The proposed project involves construction of a cold storage warehouse. The tilt-up concrete warehousing with elements of insulated metal panels would be approximately 1,227,596 square feet in size with approximately 40,000 square feet to be used for offices. The proposed warehouse would be approximately 50 feet in height; refer to Exhibit 3, *Site Plan*. Other ancillary improvements would include road improvements along Ave G and 30th street west, lighting and utility improvements, among others. The facility is anticipated to operate 24-hours per day. Access to the project site would be provided via two full access driveways along 30th Street West. The project would include a total of 415 trailer parking spaces and 564 passenger vehicle parking spaces. Of the 564 passenger vehicle spaces, 169 spaces would be electric vehicle (EV) parking spaces with 56 electrical charging stations installed, and 113 spaces would be made EV charging capable. The project would also include 28 bicycle parking spaces. Three total detention basins are proposed, two to the east and one to the west of the building. Additionally, approximately 21.2 acres (27.93 percent landscaping coverage of the net site area) is proposed as landscape area throughout the site.

The approximately 18-month construction is anticipated to begin in June 2024 and conclude by February 2026. Construction activities would occur from 7:00 a.m. to 8:00 p.m. Monday through Saturday. Construction activities would primarily include grading (including excavation for the detention basins), building construction, paving, and architectural coating. The project is expected to export 1,000 cubic yards of earthwork material during grading phase.

[1] City of Lancaster, *Lancaster General Plan 2030, General Plan Land Use Map*, adopted July 14, 2009, updated September 1, 2015.
[2] City of Lancaster, *City of Lancaster Zoning Map*, adopted July 13, 2010, revised October 26, 2022.
[3] City of Lancaster, *Fox Field Industrial Corridor Specific Plan*, May 31, 1996.



Source: NorthPoint Development, October 2023

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SPR 23-012 – GREENHOUSE GAS ASSESSMENT

Site Plan

Exhibit 3

GLOBAL CLIMATE CHANGE

The natural process through which heat is retained in the troposphere is called the "greenhouse effect."[4] The greenhouse effect traps heat in the troposphere through a threefold process as follows: short wave radiation emitted by the sun is absorbed by the Earth; the Earth emits a portion of this energy in the form of long wave radiation; and GHGs in the upper atmosphere absorb this long wave radiation and emit this long wave radiation into space and toward the Earth. This "trapping" of the long wave (thermal) radiation emitted back toward the Earth is the underlying process of the greenhouse effect.

California is a substantial contributor of global GHGs, emitting approximately 369.2 million metric tons of carbon dioxide equivalent ($MMTCO_2e$) in 2020.[5] A carbon dioxide equivalent is defined as the number of metric tons of CO_2 emissions with the same global warming potential as one metric ton of another GHG. Methane (CH_4) is also an important GHG that potentially contributes to global climate change. GHGs are global in their effect, which is to increase the earth's ability to absorb heat in the atmosphere. As primary GHGs have a long lifetime in the atmosphere, accumulate over time, and are generally well-mixed, their impact on the atmosphere is mostly independent of the point of emission. Every nation emits GHGs and as a result makes an incremental cumulative contribution to global climate change; therefore, global cooperation will be required to reduce the rate of GHG emissions enough to slow or stop the human-caused increase in average global temperatures and associated changes in climatic conditions.

The impact of human activities on global climate change is apparent in the observational record. Air trapped by ice has been extracted from core samples taken from polar ice sheets to determine the global atmospheric variation of CO_2, CH_4, and nitrous oxide (N_2O) from before the start of industrialization (approximately 1750), to over 650,000 years ago. For that period, it was found that CO_2 concentrations ranged from 180 to 300 parts per million (ppm). For the period from approximately 1750 to the present, global CO_2 concentrations increased from a pre-industrialization period concentration of 280 to 379 ppm in 2005, with the 2005 value far exceeding the upper end of the pre-industrial period range. As of September 2023, the highest monthly average concentration of CO_2 in the atmosphere was recorded at 417.95 ppm.[6]

The Intergovernmental Panel on Climate Change (IPCC) constructed several emission trajectories of GHGs needed to stabilize global temperatures and climate change impacts. It concluded that a stabilization of GHGs at 400 to 450 ppm carbon dioxide equivalent (CO_2e)[7] concentration is required to keep global mean warming below 2 degrees Celsius (°C), which in turn is assumed to be necessary to avoid dangerous climate change.

SCOPE OF ANALYSIS FOR CLIMATE CHANGE

The study area for climate change and the analysis of GHG emissions is broad as climate change is influenced by world-wide emissions and their global effects. However, the study area is also limited by the *California Environmental Quality Act Guidelines* [Section 15064(d)] (CEQA Guidelines), which directs

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4 The troposphere is the bottom layer of the atmosphere, which varies in height from the Earth's surface to 10 to 12 kilometers.

5 California Air Resources Board, *California Greenhouse Gas Emissions for 2000 to 2020, Trends of Emissions and Other Indicators,* October 26, 2022, https://ww2.arb.ca.gov/ghg-inventory-data, accessed September 28, 2023.

6 Scripps Institution of Oceanography, *Carbon Dioxide Concentration at Mauna Loa Observatory*, https://scripps.ucsd.edu/programs/keelingcurve/, accessed October 2, 2023.

7 Carbon Dioxide Equivalent (CO_2e) – A metric measure used to compare the emissions from various greenhouse gases based upon their global warming potential.

lead agencies to consider an "indirect physical change" only if that change is a reasonably foreseeable impact which may be caused by the project.

The baseline against which to compare potential impacts of the project includes the natural and anthropogenic drivers of global climate change, including world-wide GHG emissions from human activities that have grown more than 70 percent between 1970 and 2004. The State of California is leading the nation in managing GHG emissions. Accordingly, the impact analysis for this project relies on guidelines, analyses, policy, and plans for reducing GHG emissions established by the California Air Resources Board (CARB).

EXISITNG SETTING

Regional Topography

The State of California is divided geographically into 15 air basins. The City is in the Mojave Desert Air Basin (MDAB). The MDAB includes the desert portion of Los Angeles and San Bernardino Counties, the eastern desert portion of Kern County, and the northeastern desert portion of Riverside County. The MDAB primarily contains pollutants from other air basins, dust raised by construction, travel on unpaved roads, and paved roads with silty debris.

Climate

The general region lies in the semipermanent high-pressure zone of the eastern Pacific. As a result, the climate is mild, tempered by cool sea breezes. The climate consists of a semiarid environment with mild winters, warm summers, moderate temperatures, and comfortable humidity. Precipitation is limited to a few winter storms. The usually mild climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms, or Santa Ana winds. The average annual temperature varies little throughout the MDAB, averaging 75 degrees Fahrenheit (°F). However, with a less-pronounced oceanic influence, the eastern inland portions of the MDAB show greater variability in annual minimum and maximum temperatures. All portions of the MDAB have recorded temperatures over 100°F in recent years.

The Antelope Valley Air Quality Management District (AVAQMD) covers a western portion of the MDAB. The MDAB is an assemblage of mountain ranges interspersed with long broad valleys that often contain dry lakes. Many of the lower mountains which dot the vast terrain rise from 1,000 to 4,000 feet above the valley floor. Prevailing winds in the MDAB are out of the west and southwest. These prevailing winds are due to the proximity of the MDAB to coastal and central regions and the blocking nature of the Sierra Nevada mountains to the north; air masses pushed onshore in southern California by differential heating are channeled through the MDAB. The MDAB is separated from the southern California coastal and central California valley regions by mountains (highest elevation approximately 10,000 feet), whose passes form the main channels for these air masses. The Antelope Valley is bordered in the northwest by the Tehachapi Mountains, separated from the Sierra Nevada Mountains in the north by the Tehachapi Pass (3,800 feet elevation). The Antelope Valley is bordered in the south by the San Gabriel Mountains, bisected by Soledad Canyon (3,300 feet).

During the summer, the MDAB is generally influenced by a Pacific Subtropical High cell that sits off the coast, inhibiting cloud formation and encouraging daytime solar heating. The MDAB is rarely influenced by cold air masses moving south from Canada and Alaska, as these frontal systems are weak and diffuse by the time the reach the desert. Most desert moisture arrives from infrequent warm, moist and unstable air masses from the south. The MDAB is classified as a dry-hot desert climate, with portions classified as dry-very hot desert, to indicate at least three months have maximum average temperatures over 100.4° F.[8]

The City experiences average high temperatures of up to 98°F during the month of July and August, and average low temperatures of 30°F during the month of December. The annual average precipitation in the City is 7.38 inches. Rainfall occurs most frequently in February with an average rainfall of 1.78 inches.[9]

REGULATORY SETTING

Federal

To date, no national standards have been established for nationwide GHG reduction targets, nor have any regulations or legislation been enacted specifically to address climate change and GHG emissions reduction at the project level. Various efforts, summarized below, have been promulgated at the federal level to improve fuel economy and energy efficiency to address climate change and its associated effects.

Energy Independence and Security Act of 2007

The Energy Independence and Security Act of 2007 (December 2007), among other key measures, requires the following, which would aid in the reduction of national GHG emissions:

- Increase the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard requiring fuel producers to use at least 36 billion gallons of biofuel in 2022.
- Set a target of 35 miles per gallon for the combined fleet of cars and light trucks by model year 2020 and direct the National Highway Traffic Safety Administration (NHTSA) to establish a fuel economy program for medium- and heavy-duty trucks and create a separate fuel economy standard for work trucks.
- Prescribe or revise standards affecting regional efficiency for heating and cooling products and procedures for new or amended standards, energy conservation, energy efficiency labeling for consumer electronic products, residential boiler efficiency, electric motor efficiency, and home appliances.

U.S. Environmental Protection Agency Endangerment Finding

The U.S. Environmental Protection Agency's (EPA) authority to regulate GHG emissions stems from the U.S. Supreme Court decision in *Massachusetts v. EPA* (2007). The Supreme Court ruled that GHGs meet the definition of air pollutants under the existing Clean Air Act and must be regulated if these gases could be reasonably anticipated to endanger public health or welfare. Responding to the Court's ruling, the EPA finalized an endangerment finding in December 2009. Based on scientific evidence it found that six GHGs (CO_2, CH_4, N_2O, hydrofluorocarbons [HFCs], perfluorocarbons [PFCs], and sulfur hexafluoride [SF_6]) constitute a threat to public health and welfare. Thus, it is the Supreme Court's interpretation of the

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8 Antelope Valley Air Quality Management District, *California Environmental Quality Act (CEQA) and Federal Conformity Guidelines*, August 2016.

9 U.S. Climate Data, *Monthly, Climate Lancaster - California*, https://www.usclimatedata.com/climate/lancaster/california/%20united-states/usca0591, accessed September 28, 2023.

existing Act and the EPA's assessment of the scientific evidence that form the basis for the EPA's regulatory actions.

Presidential Executive Order 13783

Presidential Executive Order 13783, Promoting Energy Independence and Economic Growth (March 28, 2017), orders all federal agencies to apply cost-benefit analyses to regulations of GHG emissions and evaluations of the social cost of carbon, nitrous oxide, and methane.

State

The State of California has adopted various administrative initiatives and legislation related to climate change, much of which set aggressive goals for GHG emissions reductions statewide. Although lead agencies must evaluate GHG emissions of projects and their effects on climate change as required by the California Environmental Quality Act (CEQA), the CEQA Guidelines do not require or suggest specific methodologies for performing an assessment or specific thresholds of significance, and do not specify GHG reduction mitigation measures. Instead, the CEQA Guidelines allow lead agencies to choose methodologies and make significance determinations based on substantial evidence, as discussed in further detail below. No state agency has promulgated binding regulations for analyzing GHG emissions, determining their significance, or mitigating significant effects in CEQA documents. Thus, lead agencies exercise their discretion in determining how to analyze GHGs.

California Global Warming Solutions Act (Assembly Bill 32)

The primary act that has driven GHG regulation and analysis in California is the California Global Warming Solutions Act of 2006 (Assembly Bill [AB] 32) (Health and Safety Code Sections 38500, 38501, 28510, 38530, 38550, 38560, 38561–38565, 38570, 38571, 38574, 38580, 38590, 38592–38599), which instructs the CARB to develop and enforce regulations for the reporting and verifying of statewide GHG emissions. The act directed CARB to set a GHG emissions limit based on 1990 levels, to be achieved by 2020. The bill set a timeline for adopting a scoping plan for achieving GHG reductions in a technologically and economically feasible manner. The heart of the bill is the requirement that statewide GHG emissions be reduced to 1990 levels by 2020.

California Air Resources Board Scoping Plan

On December 11, 2008, CARB adopted its Scoping Plan, which functions as a roadmap to achieve GHG reductions in California required by AB 32 through subsequently enacted regulations. CARB's Scoping Plan contains the main strategies California will implement to reduce GHG emissions by 174 $MMTCO_2e$, or approximately 30 percent, from the State's projected 2020 emissions level of 596 $MMTCO_2e$ under a business-as-usual (BAU)[10] scenario. This is a reduction of 42 $MMTCO_2e$, or almost ten percent, from 2002 to 2004 average emissions, but requires the reductions in the face of population and economic growth through 2020.

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10 "Business-as-Usual" refers to emissions that would be expected to occur in the absence of GHG reductions. See http://www.arb.ca.gov/cc/inventory/data/bau.htm. Note that there is significant controversy as to what BAU means. In determining the GHG 2020 limit, CARB used the above as the "definition." It is broad enough to allow for design features to be counted as reductions.

CARB's Scoping Plan calculates 2020 BAU emissions as the emissions that would be expected to occur in the absence of any GHG reduction measures. The 2020 BAU emissions estimate was derived by projecting emissions from a past baseline year using growth factors specific to each of the different economic sectors (e.g., transportation, electrical power, commercial and residential, industrial, etc.). CARB used three-year average emissions by sector for 2002 to 2004 to forecast emissions to 2020. The measures described in CARB's Scoping Plan are intended to reduce the projected 2020 BAU to 1990 levels, as required by AB 32.

AB 32 requires CARB to update the Scoping Plan at least once every five years. CARB adopted the first major update to the Scoping Plan on May 22, 2014. The updated Scoping Plan summarizes recent science related to climate change, including anticipated impacts to California and the levels of GHG reduction necessary to likely avoid risking irreparable damage. It identifies the actions California has already taken to reduce GHG emissions and focuses on areas where further reductions could be achieved to help meet the 2020 target established by AB 32. The Scoping Plan update also looks beyond 2020 toward the 2050 goal, established in Executive Order S-3-05, and observes that "a mid-term statewide emission limit will ensure that the State stays on course to meet our long-term goal." The Scoping Plan update did not establish or propose any specific post-2020 goals, but identified such goals adopted by other governments or recommended by various scientific and policy organizations.

On December 15, 2022, CARB released the 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan), which identifies the strategies achieving carbon neutrality by 2045 or earlier. The 2022 Scoping Plan contains the GHG reductions, technology, and clean energy mandated by statutes. The 2022 Scoping Plan was developed to achieve carbon neutrality by 2045 through a substantial reduction in fossil fuel dependence, while at the same time increasing deployment of efficient non-combustion technologies and distribution of clean energy. The plan would also reduce emissions of short-lived climate pollutants (SLCPs) and would include mechanical CO_2 capture and sequestration actions, as well as emissions and sequestration from natural and working lands and nature-based strategies. Under 2022 Scoping Plan, by 2045, California aims to cut GHG emissions by 85 percent below 1990 levels, reduce smog-forming air pollution by 71 percent, reduce the demand for liquid petroleum by 94 percent compared to current usage, improve health and welfare, and create millions of new jobs. This plan also builds upon current and previous environmental justice efforts to integrate environmental justice directly into the plan, to ensure that all communities can reap the benefits of this transformational plan. Specifically, this plan:

- Identifies a path to keep California on track to meet its SB 32 GHG reduction target of at least 40 percent below 1990 emissions by 2030.
- Identifies a technologically feasible, cost-effective path to achieve carbon neutrality by 2045 and a reduction in anthropogenic emissions by 85 percent below 1990 levels.
- Focuses on strategies for reducing California's dependency on petroleum to provide consumers with clean energy options that address climate change, improve air quality, and support economic growth and clean sector jobs.
- Integrates equity and protecting California's most impacted communities as driving principles throughout the document.
- Incorporates the contribution of natural and working lands (NWL) to the State's GHG emissions, as well as their role in achieving carbon neutrality.
- Relies on the most up-to-date science, including the need to deploy all viable tools to address the existential threat that climate change presents, including carbon capture and sequestration, as well as direct air capture.

- Evaluates the substantial health and economic benefits of taking action.
- Identifies key implementation actions to ensure success.

California Building Energy Efficiency Standards (Title 24)

The 2022 California Building Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations, Title 24, Part 6), commonly referred to as "Title 24," became effective on January 1, 2023. In general, Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. The 2022 Title 24 standards encourage efficient electric heat pumps, establish electric-ready requirements for new homes, expand solar photovoltaic and battery storage standards, strengthen ventilation standards, and more.

California Green Building Standards (CALGreen)

The 2022 California Green Building Standards Code (California Code of Regulations, Title 24, Part 11), commonly referred to as CALGreen, went into effect on January 1, 2023. The California Green Building Standards (CALGreen) is the first-in-the-nation mandatory green buildings standards code. The California Building Standards Commission developed the green building standards to meet the goals of California's landmark initiative Assembly Bill (AB) 32, which established a comprehensive program of cost-effective reductions of GHGs to 1990 levels by 2020. CALGreen was developed to (1) reduce GHGs from buildings; (2) promote environmentally responsible, cost-effective, healthier places to live and work; (3) reduce energy and water consumption; and (4) respond to the environmental directives of the administration. CALGreen requires that new buildings employ water efficiency and conservation, increase building system efficiencies (e.g., lighting, heating/ventilation and air conditioning [HVAC], and plumbing fixtures), divert construction waste from landfills, and incorporate electric vehicles charging infrastructure. There is growing recognition among developers and retailers that sustainable construction is not prohibitively expensive, and that there is a significant cost-savings potential in green building practices and materials.[11]

Other State Climate Change Legislation

Table 1, *California State Climate Change Legislation*, provides a brief overview of other California legislation relating to climate change that may affect emissions associated with the proposed project.

11 U.S. Green Building Council, *Green Building Costs and Savings*, https://www.usgbc.org/articles/green-building-costs-and-savings, accessed September 28, 2023.

Table 1
California State Climate Change Legislation

Legislation	Description
Assembly Bill 1493 (AB 1493), Advanced Clean Cars Program and Executive Order N-79-20	Assembly Bill 1493 ("the Pavley Standard") (Health and Safety Code Sections 42823 and 43018.5) aims to reduce GHG emissions from noncommercial passenger vehicles and light-duty trucks of model years 2009 to 2016. By 2025, when all rules will be fully implemented, new automobiles will emit 34 percent fewer CO_2e emissions and 75 percent fewer smog-forming emissions. Signed into law in September 2020, Executive Order N-79-20 establishes a goal to make all new passenger cars and trucks (including drayage trucks) sold in California to be zero-emission by 2035, and medium and heavy-duty trucks by 2045, where feasible. Further, all off-road vehicles and equipment shall also be zero-emission by 2035 where feasible.
Executive Order S-01-07 and Low Carbon Fuel Standard	Executive Order S-01-07 (2007) requires a 10 percent or greater reduction in the average fuel carbon intensity for transportation fuels in California. The regulation established the Low Carbon Fuel Standard, which took effect on January 1, 2011, and is codified at Title 17, California Code of Regulations, Sections 95480–95490. The Low Carbon Fuel Standard will reduce GHG emissions by reducing the carbon intensity of transportation fuels used in California by at least 10 percent by 2020.
Renewables Portfolio Standard (Senate Bill X1-2 [SB X1-2], Senate Bill 350 [SB 350], and Senate Bill 100 [SB 100])	California's Renewables Portfolio Standard (RPS) requires retail sellers of electric services to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020. The 33 percent standard is consistent with the RPS goal established in the Scoping Plan. The passage of SB 350 in 2015 updates the RPS to require the amount of electricity generated and sold to retail customers per year from eligible renewable energy resources to be increased to 50 percent by December 31, 2030. The bill will make other revisions to the RPS program and to certain other requirements on public utilities and publicly owned electric utilities. The passage of SB 100 in 2018 further requires achieving 60 percent renewable energy resources target by 2030, and 100 percent renewable energy resources target by 2045.
Senate Bill 375 (SB 375)*	SB 375 took effect in 2008 and provides a new planning process to coordinate land use planning, regional transportation plans, and funding priorities to help California meet the GHG reduction goals established in AB 32. SB 375 requires metropolitan planning organizations to incorporate a sustainable communities' strategy in their regional transportation plans that will achieve GHG emissions reduction targets by reducing vehicle miles traveled from light-duty vehicles through the development of more compact, complete, and efficient communities. SB 375 requires CARB to periodically update the targets, no later than every 8 years. CARB has set regional targets, indexed to years 2020 and 2035, to help achieve significant additional GHG emission reductions from changed land use patterns and improved transportation in support of the State's climate goals, as well as in support of statewide public health and air quality objectives.
California Building Energy Efficiency Standards (California Energy Code)	In general, the California Building Energy Efficiency Standards require the design of building shells and building components to conserve energy. The California Energy Commission updates the Building Energy Efficiency Standards every three years by working with stakeholders in a public and transparent process. The 2022 Building Energy Efficiency Standards contained in the California Code of Regulations, Title 24, Part 6 (also known as the California Energy Code) took effect on January 1, 2023. The 2022 Title 24 standards encourage efficient electric heat pumps, establish electric-ready requirements for new homes, expand solar photovoltaic and battery storage standards, strengthen ventilation standards, and more.
Senate Bill 32 (Amendments to California Global Warming Solutions Act of 2006: Emission Limit) (SB 32)	Signed into law in September 2016, SB 32 codifies the 2030 target (reduce Statewide GHG emissions by 40 percent below 1990 levels) in Executive Order B-30-15. The bill authorizes the state board to adopt an interim GHG emissions level target to be achieved by 2030. SB 32 states that the intent is for the legislature and appropriate agencies to adopt complementary policies which ensure that the long-term emissions reductions advance specified criteria. On December 15, 2022, CARB released the 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan), which identifies the strategies achieving carbon neutrality by 2045 or earlier. The 2022 Scoping Plan contains the GHG reductions, technology, and clean energy mandated by statutes.
*Senate Bill 375 is codified at Government Code Sections 65080, 65400, 65583, 65584.01, 65584.02, 65584.04, 65587, 65588, 14522.1, 14522.2, and 65080.01, as well as at Public Resources Code Sections 21061.3 and 21159.28 and Chapter 4.2.	

Regional

Southern California Association of Governments

On September 3, 2020, the Regional Council of Southern California Association of Governments (SCAG) formally adopted the *Connect SoCal: 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy* (2020-2045 RTP/SCS). The SCS portion of the 2020-2045 RTP/SCS highlights strategies for the region to reach the regional target of reducing GHGs from autos and light-duty trucks by 8 percent per capita by 2020, and 19 percent by 2035 (compared to 2005 levels). Specially, these strategies are:

- Focus growth near destinations and mobility options;
- Promote diverse housing choices;
- Leverage technology innovations;
- Support implementation of sustainability policies; and
- Promote a green region.

Furthermore, the 2020-2045 RTP/SCS discusses a variety of land use tools to help achieve the state-mandated reductions in GHG emissions through reduced per capita VMT. Some of these tools include center-focused placemaking, focusing on priority growth areas, job centers, transit priority areas, as well as high quality transit areas and green regions.

Antelope Valley Air Quality Management District

The project site is located within the MDAB, which is under the jurisdiction of the Antelope Valley Air Quality Management District (AVAQMD).

GHG Emissions Thresholds

In August 2016, the AVAQMD adopted the *California Environmental Quality Act (CEQA) and Federal Conformity Guidelines* (AVAQMD CEQA and Federal Conformity Guidelines) to provide direction on the preferred analysis approach in preparing environmental analysis or document review.[12] The guidelines characterize the topography and climate of the MDAB, defines cumulative impacts, and provide emission thresholds for construction and operation.

AVAQMD CEQA and Federal Conformity Guidelines also provides daily and yearly significance thresholds for GHG emissions from development projects within the AVAQMD jurisdictional boundaries. If these thresholds are exceeded, a potentially significant impact could result. However, ultimately the lead agency determines the thresholds of significance for impacts. As outlined in Table 2, *AVAQMD Thresholds of Significance*, a project that generates total GHG emissions (direct and indirect) in excess of the thresholds given in Table 2 may result in significant impacts in this regard.

Table 2
AVAQMD Thresholds of Significance

Criteria Pollutant	Annual Threshold (tons/year)	Daily Thresholds (pounds/day)
Greenhouse Gases (CO_2e)	100,000	548,000
Source: Antelope Valley Air Quality Management District, *California Environmental Quality Act and Federal Conformity Guidelines, Table 6, Significant Emissions Thresholds*, August 2016.		

12 Antelope Valley Air Quality Management District, *California Environmental Quality Act (CEQA) and Federal Conformity Guidelines*, August 2016.

Local

City of Lancaster Climate Action Plan

The City of Lancaster adopted the *City of Lancaster Climate Action Plan* (CAP) in March 2017. The CAP documents the City's GHG emissions inventories and the progress the City has made through its alternative energy and sustainability programs. The CAP also identifies projects that would enhance the City's ability to further reduce GHG emissions. A focused working group made up of City staff worked to develop projects which would enhance the community, improve government operations, and ultimately reduce GHG emissions. A total of 61 projects across eight sectors were identified: traffic, energy, municipal operations, water, waste, built environment, community, and land use. Based on project descriptions, action items and indicators, potential reductions were quantified for each of the measures for each of the forecast years.

The CAP including the following measures that may be applicable to the project:

<u>Energy Measures</u>

4.2.1a: <u>Renewable Energy Purchase Plan</u>. Increase Lancaster Choice Energy's renewable energy and carbon free energy purchase.

4.2.1e: <u>Community Solar Gardens</u>. Increase the amount of renewable energy provided to LCE customers through locally built solar.

4.2.2c: <u>Lancaster Choice Energy Programs</u>. Develop energy efficiency programs that will provide opportunities for residential and commercial buildings to become more energy efficient, reduce usage, and save money.

<u>Land Use Measures</u>

4.8.1c: <u>Commercial Better Built Building</u>. Develop a better built building program to incentivize the construction or rehabilitation of buildings to be "green"

4.8.1d <u>Infill Development Incentives</u>. Provide incentives to encourage developers to build on infill sites.

Lancaster General Plan 2030

The *Lancaster General Plan 2030* (General Plan) was adopted on July 14, 2009, and the horizon year for the adopted General Plan is 2030. The General Plan contains the vision, goals, objectives, policies, and specific actions for the City. The General Plan includes the following elements or plans: natural environment, public health and safety, active living, physical mobility, municipal services and facilities, economic development and vitality and physical development. The following objectives and policies related to air quality in the Plan for the Natural Environment Chapter of the General Plan would be applicable to the project:

<u>Plan for the Natural Environment</u>

Objective 3.3: Preserve acceptable air quality by striving to attain and maintain national, State and local air quality standards.

Policy 3.3.1: Minimize the amount of vehicular miles traveled.

Policy 3.3.2: Facilitate the development and use of public transportation and travel modes such as bicycle riding and walking.

Objective 3.6: Encourage efficient use of energy resources through the promotion of efficient land use patterns and the incorporation of energy conservation practices into new and existing development, and appropriate use of alternative energy.

Policy 3.6.1: Reduce energy consumption by establishing land use patterns which would decrease automobile travel and increase the use of energy efficient modes of transportation.

Policy 3.6.2: Encourage innovative building, site design, and orientation techniques which minimize energy use.

Policy 3.6.3: Encourage the incorporation of energy conservation measures in existing and new structures.

Policy 3.6.4: Support State and Federal legislation that would eliminate wasteful energy consumption in an appropriate manner.

Policy 3.6.6: Consider and promote the use of alternative energy such as wind energy and solar energy.

CALIFORNIA ENVIRONMENTAL QUALITY ACT THRESHOLDS

In accordance with the *California Environmental Quality Act Guidelines* (CEQA Guidelines), project impacts are evaluated to determine whether significant adverse environmental impacts would occur. This analysis will focus on the project's potential impacts and provide mitigation measures, if required, to reduce or avoid any potentially significant impacts that are identified. According to Appendix G of the CEQA Guidelines, the proposed project would have a significant impact related to greenhouse gas emissions if it would:

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment (refer to Impact Statement GHG-1); and/or
- Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases (refer to Impact Statement GHG-2).

Amendments to CEQA Guidelines Section 15064.4 were adopted to assist lead agencies in determining the significance of the impacts of GHG emissions. Consistent with existing CEQA practice, Section 15064.4 gives lead agencies the discretion to determine whether to assess those emissions quantitatively or qualitatively. This section recommends certain factors to be considered in the determination of significance (i.e., the extent to which a project may increase or reduce GHG emissions compared to the existing environment; whether the project exceeds an applicable significance threshold; and the extent to which the project complies with regulations or requirements adopted to implement a plan for the reduction or mitigation of GHGs). The amendments do not establish a quantified or performance-based threshold of significance; rather, lead agencies are granted discretion to establish significance thresholds for their respective jurisdictions, including looking to thresholds developed by other public agencies or suggested by other experts, such as the California Air Pollution Control Officers Association (CAPCOA), so long as any threshold chosen is supported by substantial evidence (see *CEQA Guidelines* Section 15064.7(c)).

The California Natural Resources Agency (CNRA) has also clarified that the *CEQA Guidelines* amendments focus on the effects of GHG emissions as cumulative impacts, and therefore GHG emissions should be analyzed in the context of CEQA's requirements for cumulative impact analyses (see *CEQA Guidelines* Section 15064(h)(3)).[13] A project's incremental contribution to a cumulative impact can be found not cumulatively considerable if the project would comply with an approved plan or mitigation program that provides specific requirements to avoid or substantially lessen the cumulative problem within the geographic area of the project (see 14 CCR Section 15064[h][3].)

AVAQMD Daily and Yearly Emissions Thresholds

AVAQMD's CEQA and Federal Conformity Guidelines provides significance thresholds to assess the impact of project related GHG emissions. As outlined in Table 2, a project that generates total GHG emissions (direct and indirect) in excess of the AVAQMD's annual threshold (100,000 tons per year) may result in significant impacts in this regard.

It is acknowledged that the City has not yet adopted a numerical threshold. As such, AVAQMD's GHG emissions threshold would be used for this analysis.

Consistency with Plans

The project's GHG impacts are evaluated by assessing the project's consistency with applicable local, regional, and Statewide GHG reduction plans and strategies. On a Statewide level, the 2022 Scoping Plan provides measures to achieve SB 32 targets. On a regional level, the SCAG 2020-2045 RTP/SCS contains measures to achieve VMT reductions required under SB 375. On the local level, the CAP includes measures that would enhance the City's ability to further reduce GHG emissions. Thus, if the project complies with these plans, policies, regulations, and requirements, the project will result in a less than significant impact because it would be consistent with the overarching State and regional plans for GHG reduction.

IMPACT ANALYSIS

GHG-1 WOULD THE PROJECT GENERATE GREENHOUSE GAS EMISSIONS, EITHER DIRECTLY OR INDIRECTLY, THAT MAY HAVE A SIGNIFICANT IMPACT ON THE ENVIRONMENT?

Level of Significance: Less Than Significant Impact.

The proposed project would result in direct and indirect emissions of GHGs. Direct project-related GHG emissions include emissions from construction activities, area sources, mobile sources, and refrigerants, while indirect sources include emissions from energy consumption, water demand, and solid waste generation. The California Emissions Estimator Model (CalEEMod) version 2022.1 was utilized to calculate direct and indirect project related GHG emissions. The project would be constructed in a single phase/duration in an approximately 18-month construction schedule and is anticipated to begin in June

13 California Natural Resources Agency, *Final Statement of Reasons for Regulatory Action, Amendments to the State CEQA Guidelines Addressing Analysis and Mitigation of Greenhouse Gas Emissions Pursuant to SB97, pages 11-13, 14, 16*, December 2009; see also Office of Planning and Research, Cynthia Bryant, Director, *Transmittal of the Governor's Office of Planning and Research's Proposed S897 CEQA Guidelines Amendments to the Natural Resources Agency*, April 13, 2009.

2024 and conclude by February 2026. Construction activities would primarily include grading (including excavation for the detention basin), building construction, paving, and architectural coating. The project is expected to export 1,000 cubic yards of earthwork material during grading phase.

Table 3, *Estimated Greenhouse Gas Emissions*, presents the estimated CO_2, CH_4, and N_2O, emissions associated with the proposed project. CalEEMod outputs are contained within Appendix A, *Greenhouse Gas Emissions Data*.

Table 3
Estimated Greenhouse Gas Emissions

Source	CO_2	CH_4	N_2O	Refrigerants	CO_2e
	Metric Tons/year[1]				
Direct Emissions					
Construction (amortized over 30 years) [2]	103.0	<0.01	<0.01	0.13	105.37
Mobile Source	8,479.00	0.31	0.38	15.50	8,615.00
Area Source	17.90	<0.01	<0.01	0.00	18.00
Refrigerants	0.00	0.00	0.00	5,414.0	5,414.0
Stationary Source	28.20	<0.01	<0.01	0.00	28.30
Total Direct Emissions [2]	*8,628.10*	*0.31*	*0.39*	*5,429.63*	*14,180.67*
Indirect Emissions					
Energy	7,865.00	0.75	0.09	0.00	7,911.00
Water	355.00	9.26	0.22	0.00	653.00
Solid Waste	25.70	2.57	0.00	0.00	90.00
Total Indirect Emissions [2]	*8,245.70*	*12.58*	*0.31*	*0.00*	*8,654.00*
Total Project-Related Emissions (Metric Tons/year)	***22,835 $MTCO_2e$/year***				
Total Project-Related Emissions (Tons/year)[3]	***25,073 tons CO_2e/year***				
AVAQMD GHG Threshold [4]	*100,000 tons CO_2e/year*				
Exceed Threshold?	*No*				

Notes:
1. Emissions calculated using California Emissions Estimator Model Version 2022.1 (CalEEMod) computer model.
2. Totals may be slightly off due to rounding.
3. Total project related GHG emissions was converted from metric tons of CO_2e per year to tons of CO_2e per year to compare to AVAQMD's GHG threshold. Source: U.S. Environmental Protection Agency, *Greenhouse Gas Equivalencies Calculator*, http://www.epa.gov/energy/greenhouse-gas-equivalencies-calculator, accessed September 28, 2023.
4. AVAQMD threshold source: Antelope Valley Air Quality Management District, *California Environmental Quality Act (CEQA) and Federal Conformity Guidelines Table 6, Significant Emissions Thresholds*, August 2016. In developing these thresholds, AVAQMD considered levels at which project emissions are cumulatively considerable. Consequently, exceedances of project-level thresholds would be cumulatively considerable.

Source: Refer to Appendix A, *Greenhouse Gas Emissions Data* for CalEEMod outputs.

Direct Project-Related Source of Greenhouse Gases

Construction Emissions. Based on CalEEMod, the proposed project would result in a total of 3,161 $MTCO_2e$ of emissions in total. Construction GHG emissions are amortized (i.e., total construction emissions divided by the lifetime of the project, assumed to be 30 years),[14] then added to the operational emissions. As seen

[14] The project lifetime is based on the standard 30-year assumption of the South Coast Air Quality Management District (South Coast Air Quality Management District, *Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold*, October 2008).

in Table 3, construction of the proposed project would result in a total of 105.37 $MTCO_2e$ of emissions per year when amortized over 30 years.

Mobile Source Emissions. According to the *Lancaster Fox Field Commerce Center – East Trip Generation Estimates,* prepared by Fehr & Peers, dated November 2023, the proposed cold storage warehouse would generate approximately 2,603 total daily trips. In addition, since the proposed project would include warehouse uses, it is expected to attract heavy-duty vehicle traffic, mainly in the form of large multi-axle trucks. Consistent with the Trip Generation Table, CalEEMod default fleet mix currently account for the heavy-duty truck traffic that would be generated by the project. As such, the fleet mix for the proposed project is based on the CalEEMod default. Overall, the project would result in approximately 8,615 $MTCO_2e$ per year of mobile source generated GHG emissions; refer to Table 3.

Area Source. Area source emissions would be generated due to an increased demand for consumer products, architectural coating, and landscaping associated with the development of the proposed project. The project would result in a total of 18.0 $MTCO_2e$ per year of GHG emissions from area source; refer to Table 3.

Refrigerants. Refrigerants are substances used in equipment for air conditioning and refrigeration. Most of the refrigerants used today are HFCs or blends thereof, which can have high GWP values. All equipment that uses refrigerants has a charge size (i.e., quantity of refrigerant the equipment contains), and an operational refrigerant leak rate, and each refrigerant has a GWP that is specific to that refrigerant. CalEEMod 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. According to project Applicant, the proposed refrigerated warehouse would potentially use ammonia-based refrigeration system instead of a freon-based system; both refrigerants were included in the CalEEMod modeling for a conservative analysis. As noted in Table 3, the proposed project would result in 5,414 $MTCO_2e$ per year of GHG emissions from refrigerants.

Stationary Source. The project proposes to include one diesel emergency generator and one firewater pump. As a conservative analysis, it is assumed that the emergency generator and firewater pump would operate for 24 hours per year during emergencies. GHG emissions from these stationary sources would be minimal due to the small size and minimal usage of these equipment. As noted in Table 3, the proposed project would result in 28.30 MTCO2e per year of GHG emissions from stationary sources.

Indirect Project-Related Source of Greenhouse Gases

Energy Consumption. Energy consumption emissions were calculated using the CalEEMod model and project-specific land use data. The project would not consume natural gas during operation. The proposed cold storage facility is assumed to be comprised entirely of frozen storage, at -10 degrees Fahrenheit; according to the project Applicant, refrigeration of the warehouse would be fully powered by electricity and no natural gas would be used in this regard. As such, electricity consumption to maintain a primarily frozen storage warehouse has been accounted for in the CalEEMod modeling. Specifically, additional electricity consumption to maintain a freezer has been computed to accommodate a 40 degrees temperature reduction from temperature of a refrigerator (CalEEMod's default for refrigerated warehouse), which is approximately 38 degrees Fahrenheit, assuming a 25 percent increase in electricity usage per 10 degrees of temperature decrease. The project would indirectly result in 7,911 $MTCO_2e$ per year of GHG emissions due to energy consumption; refer to Table 3.

Water Demand. The project would install utilize water-efficient irrigation systems and drought-tolerant landscaping. Emissions from indirect energy impacts due to water supply would result in 653 $MTCO_2e$ per year of GHG emissions; refer to Table 3.

Solid Waste. Solid waste associated with operations of the proposed project would result in 90 $MTCO_2e$ per year of GHG emissions; refer to Table 3.

Total Project-Related Sources of Greenhouse Gases

As shown in Table 3, the total amount of proposed project related GHG emissions from direct and indirect sources combined would total approximately 22,835 $MTCO_2e$ per year (25,073 tons CO_2e per year) and would not exceed AVAQMD's yearly GHG emissions thresholds of 100,000 tons CO_2e. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.

GHG-2 WOULD THE PROJECT CONFLICT WITH AN APPLICABLE PLAN, POLICY OR REGULATION ADOPTED FOR THE PURPOSE OF REDUCING THE EMISSIONS OF GREENHOUSE GASES?

Level of Significance: Less Than Significant Impact.

The GHG plan consistency for the project is based on the project's consistency with the 2022 Scoping Plan, the 2020-2045 RTP/SCS, and applicable measures found within the City's CAP. On a Statewide level, the 2022 Scoping Plan provides measures to achieve SB 32 targets. On a regional level, the SCAG 2020-2045 RTP/SCS contains measures to achieve VMT reductions required under SB 375. On the local level, the CAP includes measures that would enhance the City's ability to further reduce GHG emissions.

Consistency With the 2022 Scoping Plan

The 2022 Scoping Plan identifies reduction measures necessary to achieve the goal of carbon neutrality by 2045 or earlier. Actions that reduce GHG emissions are identified for each AB 32 inventory sector. Provided in Table 4, *Consistency with the 2022 Scoping Plan: AB 32 GHG Inventory Sectors*, is an evaluation of applicable reduction actions/strategies by emissions source category to determine how the project would be consistent with or exceed reduction actions/strategies outlined in the 2022 Scoping Plan.

Table 4
Consistency with the 2022 Scoping Plan: AB 32 Inventory Sectors

Actions and Strategies	Project Consistency Analysis
Smart Growth / Vehicles Miles Traveled (VMT)	
Reduce VMT per capita to 25% below 2019 levels by 2030, and 30% below 2019 levels by 2045	**Consistent**. The project would provide bicycle parking spaces and EV parking spaces, which would promote alternative modes of transportation to reduce VMT. As such, the project would be consistent with this action.
New Residential and Commercial Buildings	
All electric appliances beginning 2026 (residential) and 2029 (commercial), contributing to 6 million heat pumps installed statewide by 2030	**Consistent**. The project would not consume natural gas. As such, the project would be consistent with this action.
Non-combustion Methane Emissions	
Divert 75% of organic waste from landfills by 2025	**Consistent**. SB 1383 establishes targets to achieve a 50 percent reduction in the level of the statewide disposal of organic waste from the 2014 level by 2020 and a 75 percent reduction by 2025. The law establishes an additional target that not less than 20 percent of currently disposed edible food is recovered for human consumption by 2025. The project would comply with local and regional regulations and recycle or compost 75 percent of waste by 2025 pursuant to SB 1383. As such, the project would be consistent with this action.
Source: California Air Resources Board, *2022 Scoping Plan*, November 16, 2022.	

Consistency with the 2020-2045 RTP/SCS

Table 5, *Consistency with the 2020-2045 RTP/SCS*, shows the project's consistency with these five strategies found within the 2020-2045 RTP/SCS. As shown therein, the proposed project would be consistent with the GHG emission reduction strategies contained in the 2020-2045 RTP/SCS.

Table 5
Consistency with the 2020-2045 RTP/SCS

Reduction Strategy	Applicable Land Use Tools	Project Consistency Analysis
Focus Growth Near Destinations and Mobility Options		
• Emphasize land use patterns that facilitate multimodal access to work, educational and other destinations • Focus on a regional jobs/housing balance to reduce commute times and distances and expand job opportunities near transit and along center-focused main streets • Plan for growth near transit investments and support implementation of first/last mile strategies • Promote the redevelopment of underperforming retail developments and other outmoded nonresidential uses • Prioritize infill and redevelopment of underutilized land to accommodate new growth, increase amenities and connectivity in existing neighborhoods • Encourage design and transportation options that reduce the reliance on and number of solo car trips (this could include mixed uses or locating and orienting close to existing destinations) • Identify ways to "right size" parking requirements and promote alternative parking strategies (e.g., shared parking or smart parking)	**Center Focused Placemaking, Priority Growth Areas (PGA), Job Centers, High Quality Transit Areas (HQTAs), Transit Priority Areas (TPA), Neighborhood Mobility Areas (NMAs), Livable Corridors, Spheres of Influence (SOIs), Green Region, Urban Greening.**	**Consistent.** Transit Priority Areas (TPAs) are defined in the 0.5-mile radius around an existing or planned major transit stop or an existing stop along a High-Quality Transit Corridor (HQTC). A HQTC is defined as a corridor with fixed route bus service frequency of 15 minutes (or less) during peak commute hours. Although the project is not located within a TPA or a HQTC, the project would provide bicycle parking spaces and electric vehicle parking spaces in accordance with CALGreen, which would promote alternative modes of transportation. As such, the project would be consistent with the strategy.
Promote Diverse Housing Choices		
• Preserve and rehabilitate affordable housing and prevent displacement • Identify funding opportunities for new workforce and affordable housing development • Create incentives and reduce regulatory barriers for building context sensitive accessory dwelling units to increase housing supply • Provide support to local jurisdictions to streamline and lessen barriers to housing development that supports reduction of greenhouse gas emissions	**PGA, Job Centers, HQTAs, NMA, TPAs, Livable Corridors, Green Region, Urban Greening.**	**Not Applicable.** The project would not involve residential development.

Table 5
Consistency with the 2020-2045 RTP/SCS (cont'd)

Project Consistency Analysis	Applicable Land Use Tools	Project Consistency Analysis
Leverage Technology Innovations		
• Promote low emission technologies such as neighborhood electric vehicles, shared rides hailing, car sharing, bike sharing and scooters by providing supportive and safe infrastructure such as dedicated lanes, charging and parking/drop-off space • Improve access to services through technology—such as telework and telemedicine as well as other incentives such as a "mobility wallet," an app-based system for storing transit and other multi-modal payments • Identify ways to incorporate "micro-power grids" in communities, for example solar energy, hydrogen fuel cell power storage and power generation	**HQTA, TPAs, NMA, Livable Corridors.**	**Consistent.** In compliance with sustainable practices included in the most current Title 24 and CALGreen standards, the project would install energy efficient appliances, utilize water-efficient irrigation, and install drought-tolerant landscape. According to the project Applicant, the project would be part of a nation-wide Leadership in Energy and Environmental Design (LEED) volume program which ensures all newly constructed buildings (by the project Applicant) are LEED-certified. LEED is the most widely used green building rating system in the world. Developed by the non-profit U.S. Green Building Council (USGBC), it includes a set of rating systems for the design, construction, operation, and maintenance of green buildings, homes, and neighborhoods, which aims to help building owners and operators be environmentally responsible and use resources efficiently. Therefore, the proposed project would leverage technology innovations to promote alternative modes of transportation and help the City, County, and State meet its GHG reduction goals. The project would be consistent with this reduction strategy.
Support Implementation of Sustainability Policies		
• Pursue funding opportunities to support local sustainable development implementation projects that reduce greenhouse gas emissions • Support statewide legislation that reduces barriers to new construction and that incentivizes development near transit corridors and stations Support local jurisdictions in the establishment of Enhanced Infrastructure Financing Districts (EIFDs), Community Revitalization and Investment Authorities (CRIAs), or other tax increment or value capture tools to finance sustainable infrastructure and development projects, including parks and open space • Work with local jurisdictions/communities to identify opportunities and assess barriers to implement sustainability strategies • Enhance partnerships with other planning organizations to promote resources and best practices in the SCAG region	**Center Focused Placemaking, Priority Growth Areas (PGA), Job Centers, High Quality Transit Areas (HQTAs), Transit Priority Areas (TPA), Neighborhood Mobility Areas (NMAs), Livable Corridors, Spheres of Influence (SOIs), Green Region, Urban Greening.**	**Consistent.** As previously discussed, the proposed project would promote alternative modes of transportation through compliance with sustainable practices included in the most current Title 24 standards and CALGreen Code, such as installing EV and bicycle parking spaces. Thus, the project would be consistent with this reduction strategy.

Table 5
Consistency with the 2020-2045 RTP/SCS (cont'd)

Reduction Strategy	Applicable Land Use Tools	Project Consistency Analysis
• Continue to support long range planning efforts by local jurisdictions • Provide educational opportunities to local decisions makers and staff on new tools, best practices and policies related to implementing the Sustainable Communities Strategy		
Promote a Green Region		
• Support development of local climate adaptation and hazard mitigation plans, as well as project implementation that improves community resiliency to climate change and natural hazards • Support local policies for renewable energy production, reduction of urban heat islands and carbon sequestration • Integrate local food production into the regional landscape • Promote more resource efficient development focused on conservation, recycling and reclamation • Preserve, enhance and restore regional wildlife connectivity • Reduce consumption of resource areas, including agricultural land • Identify ways to improve access to public park space	**Green Region, Urban Greening, Greenbelts and Community Separators.**	**Consistent.** The proposed project is not anticipated to interfere with regional wildlife connectivity or reduce agricultural land. The project would be consistent with the General Plan and Specific Plan land use designations and zoning. The project would be required to comply with the most current Title 24 standards and CALGreen, which would help reduce energy consumption and reduce GHG emissions. Thus, the project would support resource efficient development that reduces energy consumption and GHG emissions. The project would be consistent with this reduction strategy.
Source: Southern California Association of Governments, *2020-2045 Regional Transportation Plan/Sustainable Communities Strategy – Connect SoCal*, September 3, 2020.		

Consistency With the City's CAP

Project consistency with the applicable CAP measures is analyzed in Table 6, *Consistency with the Climate Action Plan*. As depicted in Table 6, the proposed project would be consistent with the City's CAP.

Table 6
Consistency with the Climate Action Plan

Measure Code	Measure	Project Consistency Analysis
Energy Measures		
4.2.1a:	Renewable Energy Purchase Plan. Increase Lancaster Choice Energy's renewable energy and carbon free energy purchase.	**Not applicable**. This measure is not applicable as the project is not a project involving electricity production. However, Lancaster Choice Energy (the electricity provider for the project) is subject to California's Renewables Portfolio Standard (RPS) reflected in SB 100. The RPS requires investor-owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 33 percent of total procurement by the end of 2020, 44 percent by the end of 2024, 52 percent by the end of 2027, 60 percent of total procurement by 2030, and 100 percent of total procurement by 2045.
4.2.1e	Community Solar Gardens. Increase the amount of renewable energy provided to LCE customers through locally built solar.	**Not applicable**. This measure is not applicable as the project is not a project involving electricity production.
4.2.2c	Lancaster Choice Energy Programs. Develop energy efficiency programs that will provide opportunities for residential and commercial buildings to become more energy efficient, reduce usage, and save money.	**Consistent**. The proposed project would be required to comply with the most current Title 24 (i.e., 2022 Title 24), which provide minimum efficiency standards related to various building features, including appliances, water and space heating and cooling equipment, building insulation and roofing, and lighting. Specifically, the project would install energy efficient appliances. According to the project Applicant, the project would be part of a nation-wide Leadership in Energy and Environmental Design (LEED) volume program which ensures all newly constructed buildings (by the project Applicant) are LEED-certified. LEED is the most widely used green building rating system in the world. Developed by the non-profit U.S. Green Building Council (USGBC), it includes a set of rating systems for the design, construction, operation, and maintenance of green buildings, homes, and neighborhoods, which aims to help building owners and operators be environmentally responsible and use resources efficiently.
Source: City of Lancaster, *City of Lancaster Climate Action Plan*, March 2017.		

Conclusion

In summary, the plan consistency analysis provided above demonstrates that the proposed project complies with or exceeds the plans, policies, regulations and GHG reduction actions/strategies outlined in the 2022 Scoping Plan, the 2020-2045 RTP/SCS, and the City's CAP. Impacts in this regard would be less than significant.

Mitigation Measures: No mitigation is required.

REFERENCES

Documents

1. Antelope Valley Air Quality Management District, *California Environmental Quality Act (CEQA) and Federal Conformity Guidelines*, August 2016.

2. California Air Resources Board, *2022 Scoping Plan*, November 16, 2022.

3. California Air Resources Board, *California Greenhouse Gas Emissions for 2000 to 2020, Trends of Emissions and Other Indicators*, October 26, 2022, https://ww2.arb.ca.gov/ghg-inventory-data, accessed September 28, 2023.

4. California Natural Resources Agency, *Final Statement of Reasons for Regulatory Action, Amendments to the State CEQA Guidelines Addressing Analysis and Mitigation of Greenhouse Gas Emissions Pursuant to SB97, pages 11-13, 14, 16*, December 2009, https://resources.ca.gov/CNRALegacyFiles/ceqa/docs/Final_Statement_of_Reasons.pdf, accessed September 28, 2023.

5. City of Lancaster, *City of Lancaster Climate Action Plan*, March 2017.

6. City of Lancaster, *City of Lancaster Zoning Map*, adopted July 13, 2010, revised October 26, 2022.

7. City of Lancaster, *Fox Field Industrial Corridor Specific Plan*, May 31, 1996.

8. City of Lancaster, *Lancaster General Plan 2030*, July 14, 2009.

9. City of Lancaster, *Lancaster General Plan 2030*, *General Plan Land Use Map*, adopted July 14, 2009, updated September 1, 2015.

10. Fehr & Peers, *Lancaster Fox Field Commerce Center – East Trip Generation Estimates*, November 2023.

11. Office of Planning and Research, Cynthia Bryant, Director, *Transmittal of the Governor's Office of Planning and Research's Proposed S897 CEQA Guidelines Amendments to the Natural Resources Agency*, April 13, 2009, https://planning.lacity.org/eir/CrossroadsHwd/deir/files/references/C01.pdf, accessed September 28, 2023.

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14. South Coast Air Quality Management District, *Draft Guidance Document—Interim CEQA Greenhouse Gas (GHG) Significance Threshold*, October 2008.

15. U.S. Climate Data, *Monthly, Climate Lancaster - California*, https://www.usclimatedata.com/climate/lancaster/california/%20united-states/usca0591, accessed September 28, 2023.

16. U.S. Environmental Protection Agency, *Greenhouse Gas Equivalencies Calculator*, http://www.epa.gov/energy/greenhouse-gas-equivalencies-calculator, accessed September 28, 2023.

17. U.S. Green Building Council, *Green Building Costs and Savings*, https://www.usgbc.org/articles/green-building-costs-and-savings, accessed September 28, 2023.

Programs

1. Google Earth, 2023.

2. California Air Pollution Control Officers Association, California Emissions Estimator Model (CalEEMod), version 2022.1.

Appendix A
Greenhouse Gas Emissions Data

SPR 23-012 Cold Storage Detailed Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	SPR 23-012 Cold Storage
Construction Start Date	6/1/2024
Operational Year	2026
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	5.00
Precipitation (days)	13.0
Location	34.74001446139063, -118.18355042820825
County	Los Angeles-Mojave Desert
City	Lancaster
Air District	Antelope Valley AQMD
Air Basin	Mojave Desert
TAZ	3673
EDFZ	7
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas
App Version	2022.1.1.20

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

Refrigerated Warehouse-No Rail	1,227	1000sqft	28.2	1,227,000	823,472	—	—	27.93 percent landscaping coverage of the net site area
Parking Lot	274	1000sqft	6.29	0.00	—	—	—	Estimated areas for trailer parking spaces (55' by 12') and loading docks (60' by 13')
Parking Lot	564	Space	5.08	0.00	—	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Construction	C-10-A	Water Exposed Surfaces
Construction	C-11	Limit Vehicle Speeds on Unpaved Roads
Construction	C-12	Sweep Paved Roads
Transportation	T-14*	Provide Electric Vehicle Charging Infrastructure
Transportation	T-34*	Provide Bike Parking
Waste	S-1/S-2	Implement Waste Reduction Plan

* Qualitative or supporting measure. Emission reductions not included in the mitigated emissions results.

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.	6.63	118	34.6	89.4	0.09	1.45	10.00	11.0	1.33	3.73	5.07	—	19,235	19,235	0.56	1.20	54.4	19,660

Mit.	6.63	118	34.6	89.4	0.09	1.45	10.00	10.9	1.33	2.42	3.25	—	19,235	19,235	0.56	1.20	54.4	19,660
% Reduced	—	—	—	—	—	—	—	1%	—	35%	36%	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	6.28	118	29.2	69.1	0.09	0.90	10.00	10.9	0.83	2.42	3.25	—	18,222	18,222	0.58	1.20	1.41	18,596
Mit.	6.28	118	29.2	69.1	0.09	0.90	10.00	10.9	0.83	2.42	3.25	—	18,222	18,222	0.58	1.20	1.41	18,596
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	3.56	23.1	16.1	42.3	0.05	0.44	6.26	6.70	0.41	1.52	1.93	—	11,462	11,462	0.34	0.82	15.2	11,730
Mit.	3.56	23.1	16.1	42.3	0.05	0.44	6.26	6.70	0.41	1.52	1.93	—	11,462	11,462	0.34	0.82	15.2	11,730
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.65	4.22	2.95	7.72	0.01	0.08	1.14	1.22	0.07	0.28	0.35	—	1,898	1,898	0.06	0.14	2.52	1,942
Mit.	0.65	4.22	2.95	7.72	0.01	0.08	1.14	1.22	0.07	0.28	0.35	—	1,898	1,898	0.06	0.14	2.52	1,942
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	5.21	4.49	34.6	70.2	0.07	1.45	9.52	11.0	1.33	3.73	5.07	—	16,131	16,131	0.43	1.17	49.8	16,542

2025	6.63	118	28.5	89.4	0.09	0.90	10.00	10.9	0.83	2.42	3.25	—	19,235	19,235	0.56	1.20	54.4	19,660
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	4.70	4.17	21.4	52.8	0.07	0.59	8.46	9.04	0.55	2.05	2.60	—	15,290	15,290	0.45	1.17	1.29	15,652
2025	6.28	118	29.2	69.1	0.09	0.90	10.00	10.9	0.83	2.42	3.25	—	18,222	18,222	0.58	1.20	1.41	18,596
2026	4.32	3.57	19.0	47.7	0.07	0.47	8.46	8.93	0.39	2.05	2.45	—	14,819	14,819	0.43	1.13	1.12	15,167
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	1.92	1.69	10.6	20.9	0.03	0.35	3.63	3.98	0.32	1.05	1.37	—	5,467	5,467	0.17	0.36	6.53	5,586
2025	3.56	23.1	16.1	42.3	0.05	0.44	6.26	6.70	0.41	1.52	1.93	—	11,462	11,462	0.34	0.82	15.2	11,730
2026	0.50	0.44	2.22	5.96	0.01	0.05	0.97	1.02	0.05	0.24	0.28	—	1,732	1,732	0.05	0.13	2.15	1,774
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.35	0.31	1.93	3.81	0.01	0.06	0.66	0.73	0.06	0.19	0.25	—	905	905	0.03	0.06	1.08	925
2025	0.65	4.22	2.95	7.72	0.01	0.08	1.14	1.22	0.07	0.28	0.35	—	1,898	1,898	0.06	0.14	2.52	1,942
2026	0.09	0.08	0.41	1.09	< 0.005	0.01	0.18	0.19	0.01	0.04	0.05	—	287	287	0.01	0.02	0.36	294

2.3. Construction Emissions by Year, Mitigated

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

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	5.21	4.49	34.6	70.2	0.07	1.45	8.46	9.04	1.33	2.05	2.84	—	16,131	16,131	0.43	1.17	49.8	16,542
2025	6.63	118	28.5	89.4	0.09	0.90	10.00	10.9	0.83	2.42	3.25	—	19,235	19,235	0.56	1.20	54.4	19,660
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	4.70	4.17	21.4	52.8	0.07	0.59	8.46	9.04	0.55	2.05	2.60	—	15,290	15,290	0.45	1.17	1.29	15,652
2025	6.28	118	29.2	69.1	0.09	0.90	10.00	10.9	0.83	2.42	3.25	—	18,222	18,222	0.58	1.20	1.41	18,596

2026	4.32	3.57	19.0	47.7	0.07	0.47	8.46	8.93	0.39	2.05	2.45	—	14,819	14,819	0.43	1.13	1.12	15,167
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	1.92	1.69	10.6	20.9	0.03	0.35	2.97	3.32	0.32	0.79	1.11	—	5,467	5,467	0.17	0.36	6.53	5,586
2025	3.56	23.1	16.1	42.3	0.05	0.44	6.26	6.70	0.41	1.52	1.93	—	11,462	11,462	0.34	0.82	15.2	11,730
2026	0.50	0.44	2.22	5.96	0.01	0.05	0.97	1.02	0.05	0.24	0.28	—	1,732	1,732	0.05	0.13	2.15	1,774
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.35	0.31	1.93	3.81	0.01	0.06	0.54	0.61	0.06	0.14	0.20	—	905	905	0.03	0.06	1.08	925
2025	0.65	4.22	2.95	7.72	0.01	0.08	1.14	1.22	0.07	0.28	0.35	—	1,898	1,898	0.06	0.14	2.52	1,942
2026	0.09	0.08	0.41	1.09	< 0.005	0.01	0.18	0.19	0.01	0.04	0.05	—	287	287	0.01	0.02	0.36	294

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.	29.5	54.8	23.9	305	0.54	0.47	47.7	48.1	0.43	12.1	12.5	1,165	104,266	105,432	124	4.03	32,917	142,660
Mit.	29.5	54.8	23.9	305	0.54	0.47	47.7	48.1	0.43	12.1	12.5	699	104,266	104,965	77.8	4.03	32,917	141,029
% Reduced	—	—	—	—	—	—	—	—	—	—	—	40%	—	< 0.5%	37%	—	—	1%
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	18.3	44.4	25.6	187	0.49	0.38	47.7	48.0	0.35	12.1	12.5	1,165	99,210	100,375	124	4.13	32,705	137,422
Mit.	18.3	44.4	25.6	187	0.49	0.38	47.7	48.0	0.35	12.1	12.5	699	99,210	99,909	77.8	4.13	32,705	135,791
% Reduced	—	—	—	—	—	—	—	—	—	—	—	40%	—	< 0.5%	37%	—	—	1%

Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	23.5	49.2	27.9	231	0.51	0.47	47.3	47.7	0.44	12.0	12.4	1,165	100,601	101,767	124	4.17	32,794	138,913
Mit.	23.5	49.2	27.9	231	0.51	0.47	47.3	47.7	0.44	12.0	12.4	699	100,601	101,300	77.9	4.17	32,794	137,282
% Reduced	—	—	—	—	—	—	—	—	—	—	—	40%	—	< 0.5%	37%	—	—	1%
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	4.29	8.98	5.09	42.1	0.09	0.09	8.62	8.71	0.08	2.19	2.27	193	16,656	16,849	20.6	0.69	5,429	22,999
Mit.	4.29	8.98	5.09	42.1	0.09	0.09	8.62	8.71	0.08	2.19	2.27	116	16,656	16,771	12.9	0.69	5,429	22,729
% Reduced	—	—	—	—	—	—	—	—	—	—	—	40%	—	< 0.5%	37%	—	—	1%

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	20.0	17.8	23.4	251	0.54	0.38	47.7	48.0	0.35	12.1	12.5	—	54,939	54,939	1.83	2.14	217	55,838
Area	9.49	37.0	0.45	53.4	< 0.005	0.09	—	0.09	0.07	—	0.07	—	219	219	0.01	< 0.005	—	220
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	47,505	47,505	4.53	0.55	—	47,782
Water	—	—	—	—	—	—	—	—	—	—	—	544	1,603	2,147	55.9	1.34	—	3,945
Waste	—	—	—	—	—	—	—	—	—	—	—	622	0.00	622	62.1	0.00	—	2,175
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	32,700	32,700
Stationary	0.00	0.00	0.00	0.00	0.00	0.00	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	29.5	54.8	23.9	305	0.54	0.47	47.7	48.1	0.43	12.1	12.5	1,165	104,266	105,432	124	4.03	32,917	142,660

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	18.3	16.1	25.6	187	0.49	0.38	47.7	48.0	0.35	12.1	12.5	—	50,102	50,102	1.86	2.24	5.63	50,821
Area	—	28.3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	47,505	47,505	4.53	0.55	—	47,782
Water	—	—	—	—	—	—	—	—	—	—	—	544	1,603	2,147	55.9	1.34	—	3,945
Waste	—	—	—	—	—	—	—	—	—	—	—	622	0.00	622	62.1	0.00	—	2,175
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	32,700	32,700
Stationary	0.00	0.00	0.00	0.00	0.00	0.00	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	18.3	44.4	25.6	187	0.49	0.38	47.7	48.0	0.35	12.1	12.5	1,165	99,210	100,375	124	4.13	32,705	137,422
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	18.5	16.3	26.3	204	0.50	0.38	47.3	47.6	0.35	12.0	12.4	—	51,215	51,215	1.88	2.27	93.7	52,032
Area	4.68	32.6	0.22	26.3	< 0.005	0.05	—	0.05	0.04	—	0.04	—	108	108	< 0.005	< 0.005	—	109
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	47,505	47,505	4.53	0.55	—	47,782
Water	—	—	—	—	—	—	—	—	—	—	—	544	1,603	2,147	55.9	1.34	—	3,945
Waste	—	—	—	—	—	—	—	—	—	—	—	622	0.00	622	62.1	0.00	—	2,175
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	32,700	32,700
Stationary	0.37	0.33	1.41	0.85	< 0.005	0.05	0.00	0.05	0.05	0.00	0.05	0.00	170	170	0.01	< 0.005	0.00	171
Total	23.5	49.2	27.9	231	0.51	0.47	47.3	47.7	0.44	12.0	12.4	1,165	100,601	101,767	124	4.17	32,794	138,913
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	3.37	2.97	4.79	37.2	0.09	0.07	8.62	8.69	0.06	2.19	2.25	—	8,479	8,479	0.31	0.38	15.5	8,615
Area	0.85	5.95	0.04	4.80	< 0.005	0.01	—	0.01	0.01	—	0.01	—	17.9	17.9	< 0.005	< 0.005	—	18.0
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	7,865	7,865	0.75	0.09	—	7,911
Water	—	—	—	—	—	—	—	—	—	—	—	90.0	265	355	9.26	0.22	—	653
Waste	—	—	—	—	—	—	—	—	—	—	—	103	0.00	103	10.3	0.00	—	360

Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5,414	5,414
Stationary	0.07	0.06	0.26	0.15	< 0.005	0.01	0.00	0.01	0.01	0.00	0.01	0.00	28.2	28.2	< 0.005	< 0.005	0.00	28.3
Total	4.29	8.98	5.09	42.1	0.09	0.09	8.62	8.71	0.08	2.19	2.27	193	16,656	16,849	20.6	0.69	5,429	22,999

2.6. Operations Emissions by Sector, Mitigated

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

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	20.0	17.8	23.4	251	0.54	0.38	47.7	48.0	0.35	12.1	12.5	—	54,939	54,939	1.83	2.14	217	55,838
Area	9.49	37.0	0.45	53.4	< 0.005	0.09	—	0.09	0.07	—	0.07	—	219	219	0.01	< 0.005	—	220
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	47,505	47,505	4.53	0.55	—	47,782
Water	—	—	—	—	—	—	—	—	—	—	—	544	1,603	2,147	55.9	1.34	—	3,945
Waste	—	—	—	—	—	—	—	—	—	—	—	155	0.00	155	15.5	0.00	—	544
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	32,700	32,700
Stationary	0.00	0.00	0.00	0.00	0.00	0.00	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	29.5	54.8	23.9	305	0.54	0.47	47.7	48.1	0.43	12.1	12.5	699	104,266	104,965	77.8	4.03	32,917	141,029
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	18.3	16.1	25.6	187	0.49	0.38	47.7	48.0	0.35	12.1	12.5	—	50,102	50,102	1.86	2.24	5.63	50,821
Area	—	28.3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	47,505	47,505	4.53	0.55	—	47,782
Water	—	—	—	—	—	—	—	—	—	—	—	544	1,603	2,147	55.9	1.34	—	3,945
Waste	—	—	—	—	—	—	—	—	—	—	—	155	0.00	155	15.5	0.00	—	544
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	32,700	32,700

Stationar	0.00	0.00	0.00	0.00	0.00	0.00	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	18.3	44.4	25.6	187	0.49	0.38	47.7	48.0	0.35	12.1	12.5	699	99,210	99,909	77.8	4.13	32,705	135,791
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	18.5	16.3	26.3	204	0.50	0.38	47.3	47.6	0.35	12.0	12.4	—	51,215	51,215	1.88	2.27	93.7	52,032
Area	4.68	32.6	0.22	26.3	< 0.005	0.05	—	0.05	0.04	—	0.04	—	108	108	< 0.005	< 0.005	—	109
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	47,505	47,505	4.53	0.55	—	47,782
Water	—	—	—	—	—	—	—	—	—	—	—	544	1,603	2,147	55.9	1.34	—	3,945
Waste	—	—	—	—	—	—	—	—	—	—	—	155	0.00	155	15.5	0.00	—	544
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	32,700	32,700
Stationary	0.37	0.33	1.41	0.85	< 0.005	0.05	0.00	0.05	0.05	0.00	0.05	0.00	170	170	0.01	< 0.005	0.00	171
Total	23.5	49.2	27.9	231	0.51	0.47	47.3	47.7	0.44	12.0	12.4	699	100,601	101,300	77.9	4.17	32,794	137,282
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	3.37	2.97	4.79	37.2	0.09	0.07	8.62	8.69	0.06	2.19	2.25	—	8,479	8,479	0.31	0.38	15.5	8,615
Area	0.85	5.95	0.04	4.80	< 0.005	0.01	—	0.01	0.01	—	0.01	—	17.9	17.9	< 0.005	< 0.005	—	18.0
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	7,865	7,865	0.75	0.09	—	7,911
Water	—	—	—	—	—	—	—	—	—	—	—	90.0	265	355	9.26	0.22	—	653
Waste	—	—	—	—	—	—	—	—	—	—	—	25.7	0.00	25.7	2.57	0.00	—	90.0
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5,414	5,414
Stationary	0.07	0.06	0.26	0.15	< 0.005	0.01	0.00	0.01	0.01	0.00	0.01	0.00	28.2	28.2	< 0.005	< 0.005	0.00	28.3
Total	4.29	8.98	5.09	42.1	0.09	0.09	8.62	8.71	0.08	2.19	2.27	116	16,656	16,771	12.9	0.69	5,429	22,729

3. Construction Emissions Details

3.1. Grading (2024) - 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	4.19	3.52	34.3	30.2	0.06	1.45	—	1.45	1.33	—	1.33	—	6,598	6,598	0.27	0.05	—	6,621
Dust From Material Movement	—	—	—	—	—	—	9.21	9.21	—	3.65	3.65	—	—	—	—	—	—	—
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	0.49	0.41	4.04	3.55	0.01	0.17	—	0.17	0.16	—	0.16	—	777	777	0.03	0.01	—	780
Dust From Material Movement	—	—	—	—	—	—	1.08	1.08	—	0.43	0.43	—	—	—	—	—	—	—
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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.08	0.74	0.65	< 0.005	0.03	—	0.03	0.03	—	0.03	—	129	129	0.01	< 0.005	—	129
Dust From Material Movement	—	—	—	—	—	—	0.20	0.20	—	0.08	0.08	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.14	0.12	0.12	2.12	0.00	0.00	0.26	0.26	0.00	0.06	0.06	—	295	295	0.01	0.01	1.25	299
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	0.01	< 0.005	0.20	0.05	< 0.005	< 0.005	0.05	0.06	< 0.005	0.01	0.02	—	196	196	< 0.005	0.03	0.43	206
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.02	0.19	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	31.8	31.8	< 0.005	< 0.005	0.06	32.2
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	23.1	23.1	< 0.005	< 0.005	0.02	24.2
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	5.26	5.26	< 0.005	< 0.005	0.01	5.33
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	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.82	3.82	< 0.005	< 0.005	< 0.005	4.01

3.2. Grading (2024) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	4.19	3.52	34.3	30.2	0.06	1.45	—	1.45	1.33	—	1.33	—	6,598	6,598	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.49	0.41	4.04	3.55	0.01	0.17	—	0.17	0.16	—	0.16	—	777	777	0.03	0.01	—	780
Dust From Material Movement	—	—	—	—	—	—	0.42	0.42	—	0.17	0.17	—	—	—	—	—	—	—
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	0.09	0.08	0.74	0.65	< 0.005	0.03	—	0.03	0.03	—	0.03	—	129	129	0.01	< 0.005	—	129
Dust From Material Movement	—	—	—	—	—	—	0.08	0.08	—	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.14	0.12	0.12	2.12	0.00	0.00	0.26	0.26	0.00	0.06	0.06	—	295	295	0.01	0.01	1.25	299
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	0.01	< 0.005	0.20	0.05	< 0.005	< 0.005	0.05	0.06	< 0.005	0.01	0.02	—	196	196	< 0.005	0.03	0.43	206

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.02	0.19	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	31.8	31.8	< 0.005	< 0.005	0.06	32.2
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	23.1	23.1	< 0.005	< 0.005	0.02	24.2
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	5.26	5.26	< 0.005	< 0.005	0.01	5.33
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	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.82	3.82	< 0.005	< 0.005	< 0.005	4.01

3.3. Building Construction (2024) - 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	1.44	1.20	11.2	13.1	0.02	0.50	—	0.50	0.46	—	0.46	—	2,398	2,398	0.10	0.02	—	2,406
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	1.44	1.20	11.2	13.1	0.02	0.50	—	0.50	0.46	—	0.46	—	2,398	2,398	0.10	0.02	—	2,406
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	0.43	0.36	3.36	3.93	0.01	0.15	—	0.15	0.14	—	0.14	—	718	718	0.03	0.01	—	720
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	0.08	0.07	0.61	0.72	< 0.005	0.03	—	0.03	0.03	—	0.03	—	119	119	< 0.005	< 0.005	—	119
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	3.54	3.07	3.16	54.6	0.00	0.00	6.74	6.74	0.00	1.58	1.58	—	7,597	7,597	0.32	0.26	32.2	7,714
Vendor	0.23	0.21	6.44	2.51	0.05	0.09	1.72	1.81	0.09	0.48	0.57	—	6,137	6,137	0.01	0.90	17.6	6,422
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	3.06	2.78	3.41	37.1	0.00	0.00	6.74	6.74	0.00	1.58	1.58	—	6,749	6,749	0.35	0.26	0.84	6,835
Vendor	0.21	0.19	6.80	2.58	0.05	0.09	1.72	1.81	0.09	0.48	0.57	—	6,143	6,143	0.01	0.90	0.46	6,411
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	0.92	0.84	1.09	12.4	0.00	0.00	2.00	2.00	0.00	0.47	0.47	—	2,079	2,079	0.10	0.08	4.18	2,109
Vendor	0.07	0.06	2.04	0.76	0.01	0.03	0.51	0.54	0.03	0.14	0.17	—	1,838	1,838	< 0.005	0.27	2.27	1,921
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	0.17	0.15	0.20	2.27	0.00	0.00	0.37	0.37	0.00	0.09	0.09	—	344	344	0.02	0.01	0.69	349

Vendor	0.01	0.01	0.37	0.14	< 0.005	< 0.005	0.09	0.10	< 0.005	0.03	0.03	—	304	304	< 0.005	0.04	0.38	318
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

3.4. Building Construction (2024) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.44	1.20	11.2	13.1	0.02	0.50	—	0.50	0.46	—	0.46	—	2,398	2,398	0.10	0.02	—	2,406
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	1.44	1.20	11.2	13.1	0.02	0.50	—	0.50	0.46	—	0.46	—	2,398	2,398	0.10	0.02	—	2,406
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	0.43	0.36	3.36	3.93	0.01	0.15	—	0.15	0.14	—	0.14	—	718	718	0.03	0.01	—	720
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	0.08	0.07	0.61	0.72	< 0.005	0.03	—	0.03	0.03	—	0.03	—	119	119	< 0.005	< 0.005	—	119
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	3.54	3.07	3.16	54.6	0.00	0.00	6.74	6.74	0.00	1.58	1.58	—	7,597	7,597	0.32	0.26	32.2	7,714
Vendor	0.23	0.21	6.44	2.51	0.05	0.09	1.72	1.81	0.09	0.48	0.57	—	6,137	6,137	0.01	0.90	17.6	6,422
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	3.06	2.78	3.41	37.1	0.00	0.00	6.74	6.74	0.00	1.58	1.58	—	6,749	6,749	0.35	0.26	0.84	6,835
Vendor	0.21	0.19	6.80	2.58	0.05	0.09	1.72	1.81	0.09	0.48	0.57	—	6,143	6,143	0.01	0.90	0.46	6,411
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	0.92	0.84	1.09	12.4	0.00	0.00	2.00	2.00	0.00	0.47	0.47	—	2,079	2,079	0.10	0.08	4.18	2,109
Vendor	0.07	0.06	2.04	0.76	0.01	0.03	0.51	0.54	0.03	0.14	0.17	—	1,838	1,838	< 0.005	0.27	2.27	1,921
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	0.17	0.15	0.20	2.27	0.00	0.00	0.37	0.37	0.00	0.09	0.09	—	344	344	0.02	0.01	0.69	349
Vendor	0.01	0.01	0.37	0.14	< 0.005	< 0.005	0.09	0.10	< 0.005	0.03	0.03	—	304	304	< 0.005	0.04	0.38	318
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

3.5. Building Construction (2025) - 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	1.35	1.13	10.4	13.0	0.02	0.43	—	0.43	0.40	—	0.40	—	2,398	2,398	0.10	0.02	—	2,406
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	1.35	1.13	10.4	13.0	0.02	0.43	—	0.43	0.40	—	0.40	—	2,398	2,398	0.10	0.02	—	2,406
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	0.96	0.80	7.46	9.31	0.02	0.31	—	0.31	0.28	—	0.28	—	1,713	1,713	0.07	0.01	—	1,719
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	0.18	0.15	1.36	1.70	< 0.005	0.06	—	0.06	0.05	—	0.05	—	284	284	0.01	< 0.005	—	285
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	3.22	2.96	2.93	51.1	0.00	0.00	6.74	6.74	0.00	1.58	1.58	—	7,453	7,453	0.31	0.26	30.0	7,567
Vendor	0.23	0.21	6.15	2.36	0.05	0.09	1.72	1.81	0.09	0.48	0.57	—	6,032	6,032	0.01	0.85	17.5	6,303
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	2.94	2.68	3.18	34.6	0.00	0.00	6.74	6.74	0.00	1.58	1.58	—	6,623	6,623	0.34	0.26	0.78	6,709

Vendor	0.21	0.19	6.51	2.43	0.05	0.09	1.72	1.81	0.09	0.48	0.57	—	6,039	6,039	0.01	0.85	0.46	6,294
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	2.13	1.94	2.43	27.7	0.00	0.00	4.77	4.77	0.00	1.12	1.12	—	4,867	4,867	0.24	0.18	9.27	4,937
Vendor	0.16	0.14	4.63	1.72	0.04	0.06	1.22	1.28	0.06	0.34	0.40	—	4,311	4,311	0.01	0.61	5.40	4,498
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	0.39	0.35	0.44	5.06	0.00	0.00	0.87	0.87	0.00	0.20	0.20	—	806	806	0.04	0.03	1.54	817
Vendor	0.03	0.03	0.85	0.31	0.01	0.01	0.22	0.23	0.01	0.06	0.07	—	714	714	< 0.005	0.10	0.89	745
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.6. Building Construction (2025) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.35	1.13	10.4	13.0	0.02	0.43	—	0.43	0.40	—	0.40	—	2,398	2,398	0.10	0.02	—	2,406
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	1.35	1.13	10.4	13.0	0.02	0.43	—	0.43	0.40	—	0.40	—	2,398	2,398	0.10	0.02	—	2,406
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	0.96	0.80	7.46	9.31	0.02	0.31	—	0.31	0.28	—	0.28	—	1,713	1,713	0.07	0.01	—	1,719
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	0.18	0.15	1.36	1.70	< 0.005	0.06	—	0.06	0.05	—	0.05	—	284	284	0.01	< 0.005	—	285
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	3.22	2.96	2.93	51.1	0.00	0.00	6.74	6.74	0.00	1.58	1.58	—	7,453	7,453	0.31	0.26	30.0	7,567
Vendor	0.23	0.21	6.15	2.36	0.05	0.09	1.72	1.81	0.09	0.48	0.57	—	6,032	6,032	0.01	0.85	17.5	6,303
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	2.94	2.68	3.18	34.6	0.00	0.00	6.74	6.74	0.00	1.58	1.58	—	6,623	6,623	0.34	0.26	0.78	6,709
Vendor	0.21	0.19	6.51	2.43	0.05	0.09	1.72	1.81	0.09	0.48	0.57	—	6,039	6,039	0.01	0.85	0.46	6,294
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	2.13	1.94	2.43	27.7	0.00	0.00	4.77	4.77	0.00	1.12	1.12	—	4,867	4,867	0.24	0.18	9.27	4,937
Vendor	0.16	0.14	4.63	1.72	0.04	0.06	1.22	1.28	0.06	0.34	0.40	—	4,311	4,311	0.01	0.61	5.40	4,498
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	0.39	0.35	0.44	5.06	0.00	0.00	0.87	0.87	0.00	0.20	0.20	—	806	806	0.04	0.03	1.54	817

Vendor	0.03	0.03	0.85	0.31	0.01	0.01	0.22	0.23	0.01	0.06	0.07	—	714	714	< 0.005	0.10	0.89	745
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.7. Building Construction (2026) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	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	0.15	0.12	1.14	1.50	< 0.005	0.04	—	0.04	0.04	—	0.04	—	277	277	0.01	< 0.005	—	278
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.02	0.21	0.27	< 0.005	0.01	—	0.01	0.01	—	0.01	—	45.8	45.8	< 0.005	< 0.005	—	46.0
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.83	2.35	2.94	32.4	0.00	0.00	6.74	6.74	0.00	1.58	1.58	—	6,495	6,495	0.32	0.26	0.72	6,580
Vendor	0.21	0.14	6.23	2.32	0.05	0.09	1.72	1.81	0.05	0.48	0.52	—	5,927	5,927	0.01	0.85	0.40	6,182
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	0.33	0.30	0.37	4.20	0.00	0.00	0.77	0.77	0.00	0.18	0.18	—	771	771	0.04	0.03	1.39	783
Vendor	0.03	0.02	0.72	0.26	0.01	0.01	0.20	0.21	0.01	0.05	0.06	—	684	684	< 0.005	0.10	0.76	714
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	0.06	0.05	0.07	0.77	0.00	0.00	0.14	0.14	0.00	0.03	0.03	—	128	128	0.01	< 0.005	0.23	130
Vendor	< 0.005	< 0.005	0.13	0.05	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	—	113	113	< 0.005	0.02	0.13	118
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.8. Building Construction (2026) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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	0.15	0.12	1.14	1.50	< 0.005	0.04	—	0.04	0.04	—	0.04	—	277	277	0.01	< 0.005	—	278
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.02	0.21	0.27	< 0.005	0.01	—	0.01	0.01	—	0.01	—	45.8	45.8	< 0.005	< 0.005	—	46.0
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.83	2.35	2.94	32.4	0.00	0.00	6.74	6.74	0.00	1.58	1.58	—	6,495	6,495	0.32	0.26	0.72	6,580
Vendor	0.21	0.14	6.23	2.32	0.05	0.09	1.72	1.81	0.05	0.48	0.52	—	5,927	5,927	0.01	0.85	0.40	6,182
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	0.33	0.30	0.37	4.20	0.00	0.00	0.77	0.77	0.00	0.18	0.18	—	771	771	0.04	0.03	1.39	783
Vendor	0.03	0.02	0.72	0.26	0.01	0.01	0.20	0.21	0.01	0.05	0.06	—	684	684	< 0.005	0.10	0.76	714
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	0.06	0.05	0.07	0.77	0.00	0.00	0.14	0.14	0.00	0.03	0.03	—	128	128	0.01	< 0.005	0.23	130
Vendor	< 0.005	< 0.005	0.13	0.05	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	—	113	113	< 0.005	0.02	0.13	118
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 (2025) - 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	0.95	0.80	7.45	9.98	0.01	0.35	—	0.35	0.32	—	0.32	—	1,511	1,511	0.06	0.01	—	1,517
Paving	—	0.46	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.95	0.80	7.45	9.98	0.01	0.35	—	0.35	0.32	—	0.32	—	1,511	1,511	0.06	0.01	—	1,517
Paving	—	0.46	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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	0.17	0.14	1.33	1.78	< 0.005	0.06	—	0.06	0.06	—	0.06	—	269	269	0.01	< 0.005	—	270
Paving	—	0.08	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.24	0.32	< 0.005	0.01	—	0.01	0.01	—	0.01	—	44.6	44.6	< 0.005	< 0.005	—	44.7
Paving	—	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	0.09	0.09	0.09	1.49	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	217	217	0.01	0.01	0.87	220
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.08	0.09	1.01	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	193	193	0.01	0.01	0.02	195
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	0.02	0.01	0.02	0.20	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	35.3	35.3	< 0.005	< 0.005	0.07	35.8
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
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	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	5.85	5.85	< 0.005	< 0.005	0.01	5.93
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.10. Paving (2025) - Mitigated

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

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

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.95	0.80	7.45	9.98	0.01	0.35	—	0.35	0.32	—	0.32	—	1,511	1,511	0.06	0.01	—	1,517
Paving	—	0.46	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.95	0.80	7.45	9.98	0.01	0.35	—	0.35	0.32	—	0.32	—	1,511	1,511	0.06	0.01	—	1,517
Paving	—	0.46	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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	0.17	0.14	1.33	1.78	< 0.005	0.06	—	0.06	0.06	—	0.06	—	269	269	0.01	< 0.005	—	270
Paving	—	0.08	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.24	0.32	< 0.005	0.01	—	0.01	0.01	—	0.01	—	44.6	44.6	< 0.005	< 0.005	—	44.7
Paving	—	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	0.09	0.09	0.09	1.49	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	217	217	0.01	0.01	0.87	220
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.08	0.09	1.01	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	193	193	0.01	0.01	0.02	195
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	0.02	0.01	0.02	0.20	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	35.3	35.3	< 0.005	< 0.005	0.07	35.8
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
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	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	5.85	5.85	< 0.005	< 0.005	0.01	5.93
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 (2025) - 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	0.15	0.13	0.88	1.14	< 0.005	0.03	—	0.03	0.03	—	0.03	—	134	134	0.01	< 0.005	—	134

Architectural Coatings	—	112	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.13	0.88	1.14	< 0.005	0.03	—	0.03	0.03	—	0.03	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	—	112	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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	0.03	0.02	0.16	0.20	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	23.8	23.8	< 0.005	< 0.005	—	23.9
Architectural Coatings	—	19.9	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	< 0.005	0.03	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.94	3.94	< 0.005	< 0.005	—	3.95
Architectural Coatings	—	3.62	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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	0.64	0.59	0.59	10.2	0.00	0.00	1.35	1.35	0.00	0.32	0.32	—	1,491	1,491	0.06	0.05	6.01	1,513
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.59	0.54	0.64	6.92	0.00	0.00	1.35	1.35	0.00	0.32	0.32	—	1,325	1,325	0.07	0.05	0.16	1,342
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	0.11	0.10	0.12	1.38	0.00	0.00	0.24	0.24	0.00	0.06	0.06	—	243	243	0.01	0.01	0.46	246
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	0.02	0.02	0.02	0.25	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	40.2	40.2	< 0.005	< 0.005	0.08	40.8
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.12. Architectural Coating (2025) - Mitigated

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

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

Off-Road Equipment	0.15	0.13	0.88	1.14	< 0.005	0.03	—	0.03	0.03	—	0.03	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	—	112	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.13	0.88	1.14	< 0.005	0.03	—	0.03	0.03	—	0.03	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	—	112	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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	0.03	0.02	0.16	0.20	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	23.8	23.8	< 0.005	< 0.005	—	23.9
Architectural Coatings	—	19.9	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	< 0.005	0.03	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.94	3.94	< 0.005	< 0.005	—	3.95
Architectural Coatings	—	3.62	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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	0.64	0.59	0.59	10.2	0.00	0.00	1.35	1.35	0.00	0.32	0.32	—	1,491	1,491	0.06	0.05	6.01	1,513
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.59	0.54	0.64	6.92	0.00	0.00	1.35	1.35	0.00	0.32	0.32	—	1,325	1,325	0.07	0.05	0.16	1,342
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	0.11	0.10	0.12	1.38	0.00	0.00	0.24	0.24	0.00	0.06	0.06	—	243	243	0.01	0.01	0.46	246
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	0.02	0.02	0.02	0.25	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	40.2	40.2	< 0.005	< 0.005	0.08	40.8
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	20.0	17.8	23.4	251	0.54	0.38	47.7	48.0	0.35	12.1	12.5	—	54,939	54,939	1.83	2.14	217	55,838
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	20.0	17.8	23.4	251	0.54	0.38	47.7	48.0	0.35	12.1	12.5	—	54,939	54,939	1.83	2.14	217	55,838
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	18.3	16.1	25.6	187	0.49	0.38	47.7	48.0	0.35	12.1	12.5	—	50,102	50,102	1.86	2.24	5.63	50,821
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	18.3	16.1	25.6	187	0.49	0.38	47.7	48.0	0.35	12.1	12.5	—	50,102	50,102	1.86	2.24	5.63	50,821
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	3.37	2.97	4.79	37.2	0.09	0.07	8.62	8.69	0.06	2.19	2.25	—	8,479	8,479	0.31	0.38	15.5	8,615
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	3.37	2.97	4.79	37.2	0.09	0.07	8.62	8.69	0.06	2.19	2.25	—	8,479	8,479	0.31	0.38	15.5	8,615

4.1.2. Mitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	20.0	17.8	23.4	251	0.54	0.38	47.7	48.0	0.35	12.1	12.5	—	54,939	54,939	1.83	2.14	217	55,838
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	20.0	17.8	23.4	251	0.54	0.38	47.7	48.0	0.35	12.1	12.5	—	54,939	54,939	1.83	2.14	217	55,838
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	18.3	16.1	25.6	187	0.49	0.38	47.7	48.0	0.35	12.1	12.5	—	50,102	50,102	1.86	2.24	5.63	50,821
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	18.3	16.1	25.6	187	0.49	0.38	47.7	48.0	0.35	12.1	12.5	—	50,102	50,102	1.86	2.24	5.63	50,821
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	3.37	2.97	4.79	37.2	0.09	0.07	8.62	8.69	0.06	2.19	2.25	—	8,479	8,479	0.31	0.38	15.5	8,615
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	3.37	2.97	4.79	37.2	0.09	0.07	8.62	8.69	0.06	2.19	2.25	—	8,479	8,479	0.31	0.38	15.5	8,615

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	47,094	47,094	4.49	0.54	—	47,368
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	411	411	0.04	< 0.005	—	414
Total	—	—	—	—	—	—	—	—	—	—	—	—	47,505	47,505	4.53	0.55	—	47,782
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	47,094	47,094	4.49	0.54	—	47,368
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	411	411	0.04	< 0.005	—	414
Total	—	—	—	—	—	—	—	—	—	—	—	—	47,505	47,505	4.53	0.55	—	47,782
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	7,797	7,797	0.74	0.09	—	7,842

Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	68.1	68.1	0.01	< 0.005	—	68.5
Total	—	—	—	—	—	—	—	—	—	—	—	—	7,865	7,865	0.75	0.09	—	7,911

4.2.2. Electricity Emissions By Land Use - Mitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	47,094	47,094	4.49	0.54	—	47,368
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	411	411	0.04	< 0.005	—	414
Total	—	—	—	—	—	—	—	—	—	—	—	—	47,505	47,505	4.53	0.55	—	47,782
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	47,094	47,094	4.49	0.54	—	47,368
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	411	411	0.04	< 0.005	—	414
Total	—	—	—	—	—	—	—	—	—	—	—	—	47,505	47,505	4.53	0.55	—	47,782
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Refrigerated Warehouse-No	—	—	—	—	—	—	—	—	—	—	—	—	7,797	7,797	0.74	0.09	—	7,842
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	68.1	68.1	0.01	< 0.005	—	68.5
Total	—	—	—	—	—	—	—	—	—	—	—	—	7,865	7,865	0.75	0.09	—	7,911

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00

4.2.4. Natural Gas Emissions By Land Use - Mitigated

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

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

Total	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00

4.3. Area Emissions by Source

4.3.1. Unmitigated

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

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	26.3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	1.99	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	9.49	8.76	0.45	53.4	< 0.005	0.09	—	0.09	0.07	—	0.07	—	219	219	0.01	< 0.005	—	220
Total	9.49	37.0	0.45	53.4	< 0.005	0.09	—	0.09	0.07	—	0.07	—	219	219	0.01	< 0.005	—	220
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Consum Products	—	26.3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	1.99	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	28.3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	4.80	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.36	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.85	0.79	0.04	4.80	< 0.005	0.01	—	0.01	0.01	—	0.01	—	17.9	17.9	< 0.005	< 0.005	—	18.0
Total	0.85	5.95	0.04	4.80	< 0.005	0.01	—	0.01	0.01	—	0.01	—	17.9	17.9	< 0.005	< 0.005	—	18.0

4.3.2. Mitigated

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

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	26.3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	1.99	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Landscape Equipment	9.49	8.76	0.45	53.4	< 0.005	0.09	—	0.09	0.07	—	0.07	—	219	219	0.01	< 0.005	—	220
Total	9.49	37.0	0.45	53.4	< 0.005	0.09	—	0.09	0.07	—	0.07	—	219	219	0.01	< 0.005	—	220
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	26.3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	1.99	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	28.3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	4.80	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.36	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.85	0.79	0.04	4.80	< 0.005	0.01	—	0.01	0.01	—	0.01	—	17.9	17.9	< 0.005	< 0.005	—	18.0
Total	0.85	5.95	0.04	4.80	< 0.005	0.01	—	0.01	0.01	—	0.01	—	17.9	17.9	< 0.005	< 0.005	—	18.0

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	544	1,603	2,147	55.9	1.34	—	3,945
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	544	1,603	2,147	55.9	1.34	—	3,945
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	544	1,603	2,147	55.9	1.34	—	3,945
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	544	1,603	2,147	55.9	1.34	—	3,945
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	90.0	265	355	9.26	0.22	—	653
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	90.0	265	355	9.26	0.22	—	653

4.4.2. Mitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	544	1,603	2,147	55.9	1.34	—	3,945
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	544	1,603	2,147	55.9	1.34	—	3,945
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	544	1,603	2,147	55.9	1.34	—	3,945
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	544	1,603	2,147	55.9	1.34	—	3,945
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	90.0	265	355	9.26	0.22	—	653
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	90.0	265	355	9.26	0.22	—	653

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	622	0.00	622	62.1	0.00	—	2,175
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	622	0.00	622	62.1	0.00	—	2,175
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	622	0.00	622	62.1	0.00	—	2,175
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	622	0.00	622	62.1	0.00	—	2,175
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	103	0.00	103	10.3	0.00	—	360

Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	103	0.00	103	10.3	0.00	—	360

4.5.2. Mitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	155	0.00	155	15.5	0.00	—	544
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	155	0.00	155	15.5	0.00	—	544
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	155	0.00	155	15.5	0.00	—	544
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	155	0.00	155	15.5	0.00	—	544
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Refrigerated Warehouse-No	—	—	—	—	—	—	—	—	—	—	—	25.7	0.00	25.7	2.57	0.00	—	90.0
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	25.7	0.00	25.7	2.57	0.00	—	90.0

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	32,700	32,700
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	32,700	32,700
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	32,700	32,700
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	32,700	32,700
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Refrigerated	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5,414	5,414
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5,414	5,414

4.6.2. Mitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	32,700	32,700
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	32,700	32,700
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	32,700	32,700
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	32,700	32,700
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5,414	5,414
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5,414	5,414

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

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

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

4.7.2. Mitigated

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

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

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

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

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

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Emergency Generator	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fire Pump	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Emergency Generator	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fire Pump	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Emergency Generato	0.06	0.05	0.24	0.13	< 0.005	0.01	0.00	0.01	0.01	0.00	0.01	0.00	24.5	24.5	< 0.005	< 0.005	0.00	24.6
Fire Pump	0.01	0.01	0.02	0.02	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	0.00	3.66	3.66	< 0.005	< 0.005	0.00	3.67
Total	0.07	0.06	0.26	0.15	< 0.005	0.01	0.00	0.01	0.01	0.00	0.01	0.00	28.2	28.2	< 0.005	< 0.005	0.00	28.3

4.8.2. Mitigated

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

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Emergency Generator	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fire Pump	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Emergency Generator	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fire Pump	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Emergency	0.06	0.05	0.24	0.13	< 0.005	0.01	0.00	0.01	0.01	0.00	0.01	0.00	24.5	24.5	< 0.005	< 0.005	0.00	24.6
Fire Pump	0.01	0.01	0.02	0.02	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	0.00	3.66	3.66	< 0.005	< 0.005	0.00	3.67
Total	0.07	0.06	0.26	0.15	< 0.005	0.01	0.00	0.01	0.01	0.00	0.01	0.00	28.2	28.2	< 0.005	< 0.005	0.00	28.3

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

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

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

4.9.2. Mitigated

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

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

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

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

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

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

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

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

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

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

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

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

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

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

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

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

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

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

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

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

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

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

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

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

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description

Grading	Grading	6/1/2024	7/31/2024	5.00	43.0	—
Building Construction	Building Construction	8/1/2024	2/28/2026	5.00	412	—
Paving	Paving	3/1/2025	5/30/2025	5.00	65.0	—
Architectural Coating	Architectural Coating	3/1/2025	5/30/2025	5.00	65.0	—

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
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Excavators	Diesel	Average	2.00	8.00	36.0	0.38
Grading	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Grading	Scrapers	Diesel	Average	2.00	8.00	423	0.48
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
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	Cranes	Diesel	Average	1.00	7.00	367	0.29
Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	3.00	7.00	84.0	0.37
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

5.2.2. Mitigated

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

Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Excavators	Diesel	Average	2.00	8.00	36.0	0.38
Grading	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Grading	Scrapers	Diesel	Average	2.00	8.00	423	0.48
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
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	Cranes	Diesel	Average	1.00	7.00	367	0.29
Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	3.00	7.00	84.0	0.37
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
Grading	—	—	—	—
Grading	Worker	20.0	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	2.91	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	515	18.5	LDA,LDT1,LDT2

Building Construction	Vendor	201	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	103	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

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Grading	—	—	—	—
Grading	Worker	20.0	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	2.91	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	515	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	201	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	103	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	1,840,500	613,500	29,707

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)
Grading	—	1,000	129	0.00	—
Paving	0.00	0.00	0.00	0.00	11.4

5.6.2. Construction Earthmoving Control Strategies

Non-applicable. No control strategies activated by user.

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Refrigerated Warehouse-No Rail	0.00	0%
Parking Lot	6.29	100%
Parking Lot	5.08	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2024	0.00	349	0.03	< 0.005
2025	0.00	349	0.03	< 0.005
2026	0.00	346	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
Refrigerated Warehouse-No Rail	2,603	2,603	2,603	950,080	67,278	67,278	67,278	24,556,305
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Refrigerated Warehouse-No Rail	2,603	2,603	2,603	950,080	67,278	67,278	67,278	24,556,305

Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.1.2. Mitigated

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0	0.00	1,840,500	613,500	29,707

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	180

5.10.4. Landscape Equipment - Mitigated

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	180

5.11. Operational Energy Consumption

5.11.1. Unmitigated

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

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Refrigerated Warehouse-No Rail	49,651,496	346	0.0330	0.0040	0.00
Parking Lot	240,024	346	0.0330	0.0040	0.00
Parking Lot	193,693	346	0.0330	0.0040	0.00

5.11.2. Mitigated

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

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Refrigerated Warehouse-No Rail	49,651,496	346	0.0330	0.0040	0.00
Parking Lot	240,024	346	0.0330	0.0040	0.00
Parking Lot	193,693	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)
Refrigerated Warehouse-No Rail	283,743,750	13,327,314
Parking Lot	0.00	0.00
Parking Lot	0.00	0.00

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Refrigerated Warehouse-No Rail	283,743,750	13,327,314
Parking Lot	0.00	0.00

Parking Lot	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Refrigerated Warehouse-No Rail	1,153	—
Parking Lot	0.00	—
Parking Lot	0.00	—

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Refrigerated Warehouse-No Rail	288	—
Parking Lot	0.00	—
Parking Lot	0.00	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Refrigerated Warehouse-No Rail	Cold storage	R-404A	3,922	7.50	7.50	7.50	25.0

5.14.2. Mitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Refrigerated Warehouse-No Rail	Cold storage	R-404A	3,922	7.50	7.50	7.50	25.0

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

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

5.15.2. Mitigated

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

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor
Emergency Generator	Diesel	1.00	0.00	24.0	2,682	0.73
Fire Pump	Diesel	1.00	0.00	24.0	400	0.73

5.16.2. Process Boilers

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

5.17. User Defined

Equipment Type	Fuel Type

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

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

5.18.2.2. Mitigated

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

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

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

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	35.5	annual days of extreme heat
Extreme Precipitation	1.35	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	0.00	annual hectares burned

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

6.2. Initial Climate Risk Scores

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

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

6.3. Adjusted Climate Risk Scores

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

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

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

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

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

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

7.2. Healthy Places Index Scores

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

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	67.56063134
Employed	13.29398178
Median HI	45.83600667

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

Cancer (excluding skin)	55.0
Asthma	43.1
Coronary Heart Disease	72.1
Chronic Obstructive Pulmonary Disease	62.6
Diagnosed Diabetes	68.9
Life Expectancy at Birth	4.1
Cognitively Disabled	94.6
Physically Disabled	49.3
Heart Attack ER Admissions	35.9
Mental Health Not Good	46.4
Chronic Kidney Disease	79.8
Obesity	42.9
Pedestrian Injuries	90.4
Physical Health Not Good	57.2
Stroke	70.4
Health Risk Behaviors	—
Binge Drinking	11.9
Current Smoker	43.1
No Leisure Time for Physical Activity	66.6
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	88.7
Elderly	25.8
English Speaking	89.3
Foreign-born	8.1
Outdoor Workers	46.5

Climate Change Adaptive Capacity	—
Impervious Surface Cover	93.4
Traffic Density	4.7
Traffic Access	23.0
Other Indices	—
Hardship	48.4
Other Decision Support	—
2016 Voting	51.0

7.3. Overall Health & Equity Scores

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

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

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Construction: Construction Phases	As per the information provided.
Operations: Vehicle Data	Based on the Fox Field Commerce Center – East Trip Generation Estimates
Operations: Water and Waste Water	All landscape area has been added under Refrigerated Warehouse-No Rail
Operations: Energy Use	Adjusted for temperature of -10 degree F. The project does not use natural gas.