Air Quality, Energy, Greenhouse Gas Emissions and Health Risk Assessment Impact Analysis

205th Street Warehouse Project

City of Torrance

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ACRONYMS AND ABBREVIATIONS

AB	Assembly Bill
Air Basin	South Coast Air Basin
ACF	Advanced Clean Fleets Regulations
ACT	Advances Clean Trucks Regulations
AQMP	Air Quality Management Plan
BACT	Best Available Control Technology
BSFC	Brake Specific Fuel Consumption
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CFCs	chlorofluorocarbons
Cf_4	tetrafluoromethane
C_2F_6	hexafluoroethane
CH_4	Methane
City	City of Torrance
CO	Carbon monoxide
CO_2	Carbon dioxide
CO_2e	Carbon dioxide equivalent
DPM	Diesel particulate matter
EPA	Environmental Protection Agency
ºF	Fahrenheit
FTIP	Federal Transportation Improvement Program
GHG	Greenhouse gas
GWP	Global warming potential
HAP	Hazardous Air Pollutants
HFCs	Hydrofluorocarbons
IPCC	International Panel on Climate Change

kWhr	kilowatt-hour
LCFS	Low Carbon Fuel Standard
LST	Localized Significant Thresholds
MATES	Multiple Air Toxics Exposure Study
$MMTCO_2e$	Million metric tons of carbon dioxide equivalent
MPO	Metropolitan Planning Organization
MWh	Megawatt-hour
NAAQS	National Ambient Air Quality Standards
NO_x	Nitrogen oxides
NO_2	Nitrogen dioxide
OPR	Office of Planning and Research
Pfc	Perfluorocarbons
PM	Particle matter
PM10	Particles that are less than 10 micrometers in diameter
PM2.5	Particles that are less than 2.5 micrometers in diameter
PPM	Parts per million
PPB	Parts per billion
PPT	Parts per trillion
RTIP	Regional Transportation Improvement Plan
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
SB	Senate Bill
SCAQMD	South Coast Air Quality Management District
SCAG	Southern California Association of Governments
SF_6	Sulfur Hexafluoride
SIP	State Implementation Plan
SO_x	Sulfur oxides
TAC	Toxic air contaminants
UNFCCC	United Nations' Framework Convention on Climate Change
VOC	Volatile organic compounds

1.0 INTRODUCTION

1.1 Purpose of Analysis and Study Objectives

This Air Quality, Energy, Greenhouse Gas (GHG) Emissions and Health Risk Assessment (HRA) Impact Analysis has been completed to determine the air quality, energy, GHG emissions and HRA impacts associated with the proposed 205th Street Warehouse project (proposed project). The following is provided in this report:

- A description of the proposed project;
- A description of the atmospheric setting;
- A description of the criteria pollutants and GHGs;
- A description of the air quality regulatory framework;
- A description of the energy conservation regulatory framework;
- A description of the GHG emissions regulatory framework;
- A description of the air quality, energy, and GHG emissions thresholds including the California Environmental Quality Act (CEQA) significance thresholds;
- An analysis of the consistency of the proposed project with the South Coast Air Quality Management District (SCAQMD) Air Quality Management Plan (AQMP);
- An analysis of the short-term construction related and long-term operational air quality, energy, and GHG emissions impacts;
- An analysis of the cancer and non-cancer risks (acute and chronic) from construction and operational Toxic Air Contaminant (TAC) emissions; and
- An analysis of the consistency of the proposed project with all applicable energy and GHG emissions reduction plans and policies.

1.2 Site Location and Study Area

The project site is located in the eastern portion of the City of Torrance (City) at 2271-2311 and 2341 West 205th Street. The approximately 6.26-acre project site is currently developed with six business park buildings that total approximately 86,995 square feet and associated parking and infrastructure. The project site is bounded by single-family homes and Pueblo Park to the north, light industrial/office uses to the east, 205th Street and light industrial uses to the south, and light industrial uses to the west. The project local study area is shown in Figure 1.

Sensitive Receptors in Project Vicinity

The nearest sensitive receptors to the project site are residents at the single-family homes located as near as 10 feet north of the project site and the patrons of Pueblo Park that is adjacent to the north side of the project site. There are also residents at the multi-family homes located on the south side of Dominguez Street, that are as near as 1,700 feet south of the project site. The nearest school is Switzer Learning Center, which is a non-profit school that specializes in educating neurodiverse students and is located as near as 260 feet southeast of the project site. There is also Graceway Korean Preschool located as near as 400 feet south of the project site. The nearest public school is Fern Elementary School that is located as near as 0.7 mile southwest of the project site.

1.3 Proposed Project Description

The proposed project consists of demolition of the existing business park on the project site and construction of a new light industrial building totaling approximately 132,425 square feet that would include 5,000 square feet of ground floor office space, 5,000 square feet of mezzanine office space, and up to 20 percent (26,485 square feet) would be utilized for cold storage.

The proposed project would be designed with two driveways onto 205th Street, that would be located on the east and west side of the proposed building, a loading area with 25 dock doors on the north side of the building and auto parking lots on the north, west and east sides of the project site. Trucks would access the loading area from both the east and west driveways and would travel through the auto parking lots to the loading area. The proposed site plan is shown in Figure 2.

1.4 Executive Summary

Standard Air Quality, Energy, and GHG Regulatory Conditions

The proposed project will be required to comply with the following regulatory conditions from the SCAQMD and State of California (State).

South Coast Air Quality Management District Rules

The following lists the SCAQMD rules that are applicable, but not limited to the proposed project.

- Rule 402 Nuisance – Controls the emissions of odors and other air contaminants;
- Rule 403 Fugitive Dust – Controls the emissions of fugitive dust;
- Rules 1108 and 1108.1 Cutback and Emulsified Asphalt – Controls the VOC content in asphalt;
- Rule 1113 Architectural Coatings – Controls the VOC content in paints and solvents;
- Rule 1143 Paint Thinners – Controls the VOC content in paint thinners;
- Rule 1403 Asbestos Removal – Regulates asbestos emissions from demolition activities; and
- Rule 1470 Diesel-Fueled Engines – Controls the emissions from the fire pump and backup generator.

State of California Rules

The following lists the State of California Code of Regulations (CCR) air quality emission rules that are applicable, but not limited to the proposed project.

- CCR Title 13, Article 4.8, Chapter 9, Section 2449 – In use Off-Road Diesel Vehicles;
- CCR Title 13, Section 2025 – On-Road Diesel Truck Fleets;
- CCR Title 24 Part 6 – California Building Energy Standards; and
- CCR Title 24 Part 11 – California Green Building Standards.

Summary of Analysis Results

The following is a summary of the proposed project's impacts with regard to the State CEQA Guidelines air quality, energy, and GHG emissions checklist questions.

Conflict with or obstruct implementation of the applicable air quality plan?

Less than significant impact.

Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard?

Less than significant impact.

Expose sensitive receptors to substantial pollutant concentrations?

Potentially significant impact. Mitigation Measure AIR-1 have been provided to reduce this impact to less than significant.

Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less than significant impact.

Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation;

Less than significant impact.

Conflict with or obstruct a state or local plan for renewable energy;

Less than significant impact.

Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?

Less than significant impact.

Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs?

Less than significant impact.

1.5 Project Design Features Incorporated into the Proposed Project

This analysis was based on implementation of the following project design feature that the project applicant has committed to implementing. According to *Forklift Market Analysis, 2016-2027,* prepared by Grand View Research, 2019, currently two-thirds of all new forklifts sold will be electric-powered and by 2027 three-quarter of all new forklifts will be electric-powered. As such Project Design Feature 1 is based on current market trends, as it would not be cost-effective to install the diesel tanks onsite for the limited duration of use of diesel-powered equipment onsite.

Project Design Feature 1:

All off-road equipment (non-street legal), such as forklifts and street sweepers, used onsite for warehouse operations shall be powered by alternative fuels, electrical batteries or other alternative/non-diesel fuels (e.g., propane or compressed natural gas (CNG)) that do not emit diesel particulate matter, and that are low or zero emission.

1.6 Mitigation Measures for the Proposed Project

This analysis found that implementation of the State and SCAQMD air quality, energy, and GHG emissions reductions regulations plus Project Design Feature 1 as well as the following mitigation would limit criteria pollutants, TACs, odors, energy, and GHG emissions from the proposed project to less than significant levels.

Mitigation Measure AIR-1

The project applicant shall require that construction contractor only utilize off-road equipment on the project site that has been registered with CARB and all off-road equipment that is greater than 50 horsepower shall meet the US EPA Tier 4 Final emission standards.

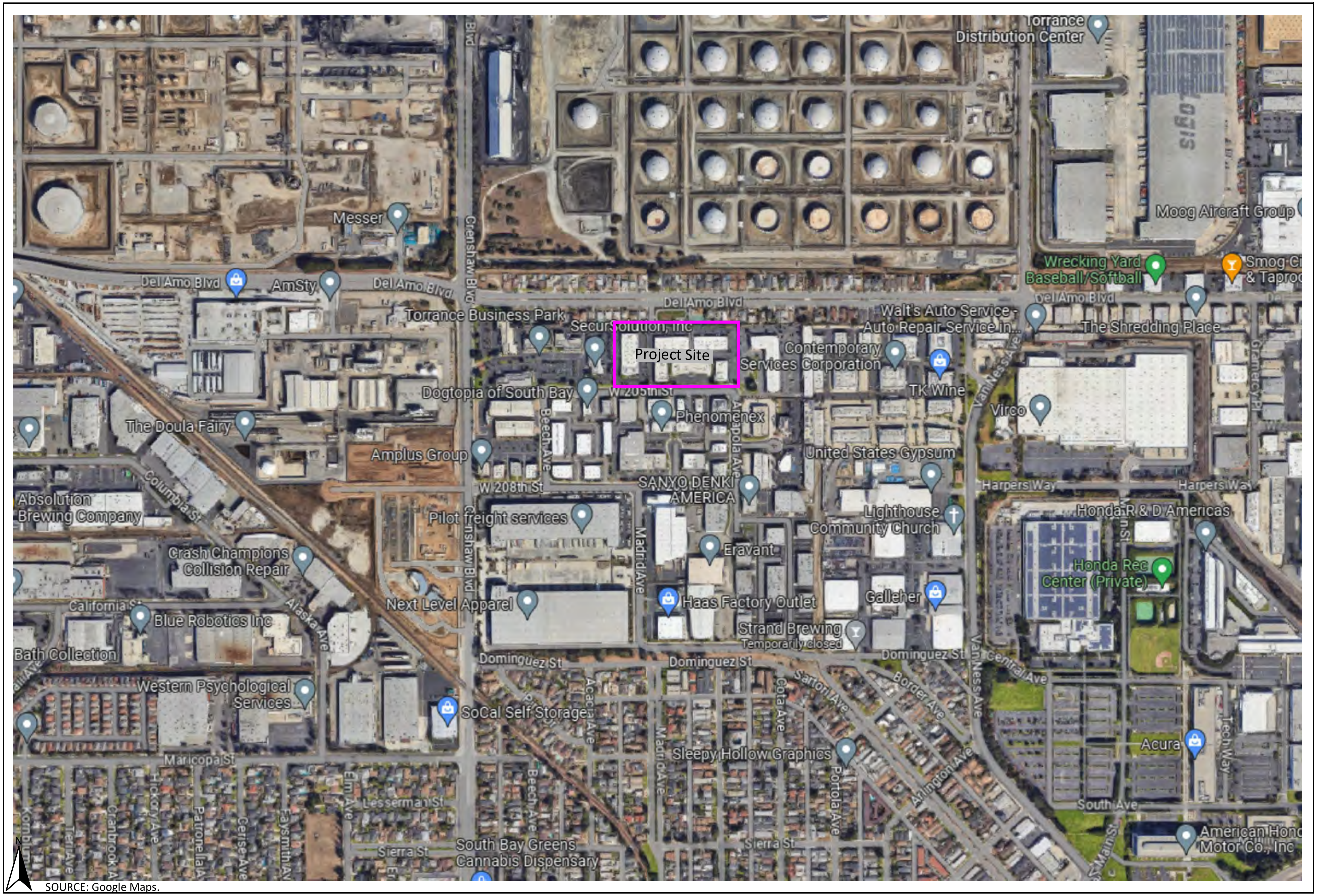
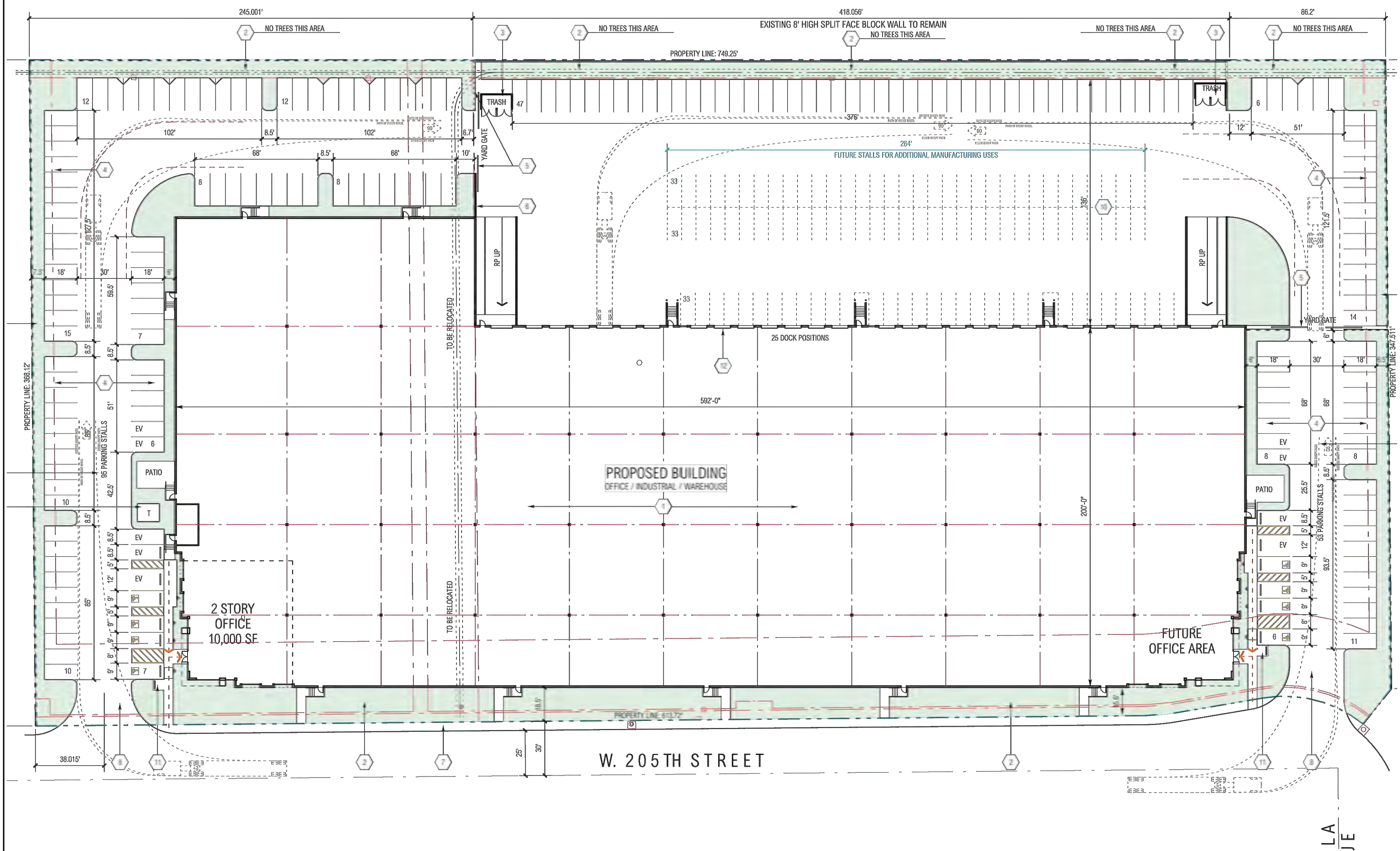


Figure 1
Project Local Study Area



SOURCE: RGA.

VISTA ENVIRONMENTAL

Figure 2
Proposed Site Plan

2.0 AIR POLLUTANTS

Air pollutants are generally classified as either criteria pollutants or non-criteria pollutants. Federal ambient air quality standards have been established for criteria pollutants, whereas no ambient standards have been established for non-criteria pollutants. For some criteria pollutants, separate standards have been set for different periods. Most standards have been set to protect public health. For some pollutants, standards have been based on other values (such as protection of crops, protection of materials, or avoidance of nuisance conditions). A summary of federal and state ambient air quality standards is provided in the Regulatory Framework section.

2.1 Criteria Pollutants and Ozone Precursors

The criteria pollutants consist of: ozone, nitrogen dioxide (NO_2), carbon monoxide (CO), sulfur dioxide (SO_2), lead, and particulate matter (PM). The ozone precursors consist of nitrogen oxides (NO_x) and VOC. These pollutants can harm your health and the environment, and cause property damage. The Environmental Protection Agency (EPA) calls these pollutants "criteria" air pollutants because it regulates them by developing human health-based and/or environmentally-based criteria for setting permissible levels. The following provides descriptions of each of the criteria pollutants and ozone precursors.

Nitrogen Oxides

NOx is the generic term for a group of highly reactive gases which contain nitrogen and oxygen. While most NOx are colorless and odorless, concentrations of NO_2 can often be seen as a reddish-brown layer over many urban areas. NOx form when fuel is burned at high temperatures, as in a combustion process. The primary manmade sources of NO_x are motor vehicles, electric utilities, and other industrial, commercial, and residential sources that burn fuel. NOx reacts with other pollutants to form, ground-level ozone, nitrate particles, acid aerosols, as well as NO_2, which cause respiratory problems. NO_x and the pollutants formed from NO_x can be transported over long distances, following the patterns of prevailing winds. Therefore, controlling NOx is often most effective if done from a regional perspective, rather than focusing on the nearest sources.

Ozone

Ozone is not usually emitted directly into the air, instead it is created by a chemical reaction between NOx and VOC in the presence of sunlight. Motor vehicle exhaust, industrial emissions, gasoline vapors, chemical solvents as well as natural sources emit NOx and VOC that help form ozone. Ground-level ozone is the primary constituent of smog. Sunlight and hot weather cause ground-level ozone to form with the greatest concentrations usually occurring downwind from urban areas. Ozone is subsequently considered a regional pollutant. Ground-level ozone is a respiratory irritant and an oxidant that increases susceptibility to respiratory infections and can cause substantial damage to vegetation and other materials. Because NOx and VOC are ozone precursors, the health effects associated with ozone are also indirect health effects associated with significant levels of NOx and VOC emissions.

Carbon Monoxide

CO is a colorless, odorless gas that is formed when carbon in fuel is not burned completely. It is a component of motor vehicle exhaust, which contributes approximately 56 percent of all CO emissions nationwide. In cities, 85 to 95 percent of all CO emissions may come from motor vehicle exhaust. Other sources of CO emissions include industrial processes (such as metals processing and chemical manufacturing), residential wood burning, and natural sources such as forest fires. Woodstoves, gas stoves, cigarette smoke, and unvented gas and kerosene space heaters are indoor sources of CO. The highest levels of CO in the outside air typically occur during the colder months of the year when inversion conditions are more frequent. The air pollution becomes trapped near the ground beneath a layer of warm air. CO is described as having only a local influence because it dissipates quickly. Since CO concentrations are strongly associated with motor vehicle emissions, high CO concentrations generally occur in the immediate vicinity of roadways with high traffic volumes and traffic congestion, active parking lots, and in automobile tunnels. Areas adjacent to heavily traveled and congested intersections are particularly susceptible to high CO concentrations.

CO is a public health concern because it combines readily with hemoglobin and thus reduces the amount of oxygen transported in the bloodstream. The health threat from lower levels of CO is most serious for those who suffer from heart disease such as angina, clogged arteries, or congestive heart failure. For a person with heart disease, a single exposure to CO at low levels may cause chest pain and reduce that person's ability to exercise; repeated exposures may contribute to other cardiovascular effects. High levels of CO can affect even healthy people. People who breathe high levels of CO can develop vision problems, reduced ability to work or learn, reduced manual dexterity, and difficulty performing complex tasks. At extremely high levels, CO is poisonous and can cause death.

Sulfur Oxides

Sulfur oxides (SOx) gases are formed when fuel containing sulfur, such as coal and oil is burned, as well as from the refining of gasoline. SOx dissolves easily in water vapor to form acid and interacts with other gases and particles in the air to form sulfates and other products that can be harmful to people and the environment.

Lead

Lead is a metal found naturally in the environment as well as manufactured products. The major sources of lead emissions have historically been motor vehicles and industrial sources. Due to the phase out of leaded gasoline, metal processing is now the primary source of lead emissions to the air. High levels of lead in the air are typically only found near lead smelters, waste incinerators, utilities, and lead-acid battery manufacturers. Exposure of fetuses, infants and children to low levels of lead can adversely affect the development and function of the central nervous system, leading to learning disorders, distractibility, inability to follow simple commands, and lower intelligence quotient. In adults, increased lead levels are associated with increased blood pressure.

Particulate Matter

PM is the term for a mixture of solid particles and liquid droplets found in the air. PM is made up of a number of components including acids (such as nitrates and sulfates), organic chemicals, metals, and soil or dust particles. The size of particles is directly linked to their potential for causing health problems. Particles that are less than 10 micrometers in diameter (PM10) that are also known as *Respirable Particulate Matter* are the particles that generally pass through the throat and nose and enter the lungs. Once inhaled, these particles can affect the heart and lungs and cause serious health effects. Particles that are less than 2.5 micrometers in diameter (PM2.5) that are also known as *Fine Particulate Matter* have been designated as a subset of PM10 due to their increased negative health impacts and its ability to remain suspended in the air longer and travel further.

Volatile Organic Compounds

Hydrocarbons are organic gases that are formed from hydrogen and carbon and sometimes other elements. Hydrocarbons that contribute to formation of ozone are referred to and regulated as VOCs (also referred to as reactive organic gases). Combustion engine exhaust, oil refineries, and fossil-fueled power plants are the sources of hydrocarbons. Other sources of hydrocarbons include evaporation from petroleum fuels, solvents, dry cleaning solutions, and paint.

VOC is not classified as a criteria pollutant, since VOCs by themselves are not a known source of adverse health effects. The primary health effects of VOCs result from the formation of ozone and its related health effects. High levels of VOCs in the atmosphere can interfere with oxygen intake by reducing the amount of available oxygen through displacement. Carcinogenic forms of hydrocarbons, such as benzene, are considered TACs. There are no separate health standards for VOCs as a group.

2.2 Other Pollutants of Concern

Toxic Air Contaminants

In addition to the above-listed criteria pollutants, toxic air contaminants (TACs) are another group of pollutants of concern. TACs is a term that is defined under the California Clean Air Act and consists of the same substances that are defined as Hazardous Air Pollutants (HAPs) in the Federal Clean Air Act. There are over 700 hundred different types of TACs with varying degrees of toxicity. Sources of TACs include industrial processes such as petroleum refining and chrome plating operations, commercial operations such as gasoline stations and dry cleaners, and motor vehicle exhaust. Cars and trucks release at least 40 different toxic air contaminants. The most important of these TACs, in terms of health risk, are diesel particulates, benzene, formaldehyde, 1,3-butadiene, and acetaldehyde. Public exposure to TACs can result from emissions from normal operations as well as from accidental releases. Health effects of TACs include cancer, birth defects, neurological damage, and death.

TACs are less pervasive in the urban atmosphere than criteria air pollutants, however they are linked to short-term (acute) or long-term (chronic or carcinogenic) adverse human health effects. There are hundreds of different types of TACs with varying degrees of toxicity. Sources of TACs include industrial processes, commercial operations (e.g., gasoline stations and dry cleaners), and motor vehicle exhaust.

According to *The California Almanac of Emissions and Air Quality 2013 Edition*, the majority of the estimated health risk from TACs can be attributed to relatively few compounds, the most important of which is diesel particulate matter (DPM). DPM is a subset of PM2.5 because the size of diesel particles are typically 2.5 microns and smaller. The identification of DPM as a TAC in 1998 led the California Air Resources Board (CARB) to adopt the Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-fueled Engines and Vehicles in September 2000. The plan's goals are a 75-percent reduction in DPM by 2010 and an 85-percent reduction by 2020 from the 2000 baseline. Diesel engines emit a complex mixture of air pollutants, composed of gaseous and solid material. The visible emissions in diesel exhaust are known as particulate matter or PM, which includes carbon particles or "soot." Diesel exhaust also contains a variety of harmful gases and over 40 other cancer-causing substances. California's identification of DPM as a toxic air contaminant was based on its potential to cause cancer, premature deaths, and other health problems. Exposure to DPM is a health hazard, particularly to children whose lungs are still developing and the elderly who may have other serious health problems. Overall, diesel engine emissions are responsible for the majority of California's potential airborne cancer risk from combustion sources.

The various pollutants within DPM that also cause acute and chronic health impacts are detailed below in Table A. Table A was developed through crosschecking all diesel emissions pollutants provided in the San Diego Air Pollutant Control District's (SDAPCD) Diesel Fired Engines Emissions Factor Table to the list of acute and chronic reference exposure levels provided at: http://oehha.ca.gov/air/allrels.html.

According to the California Office of Environmental Health and Hazards Assessment (OEHHA), no acute risk had been found to be directly created from DPM, so there is no acute AREL assigned to DPM. However, as detailed in Table A, other TAC emissions associated with diesel exhaust do have an acute REL assigned to them. In order to account for the acute risk from all TAC emissions associated with diesel emissions, a hypothetical acute REL was calculated for DPM through multiplying each TAC with an acute REL to its diesel weight fraction and then adding together the results, which resulted in a hypothetical acute AREL of 2,189 for diesel emissions.

Table A – Diesel Emission Pollutants that Cause Acute and Chronic Health Impacts

TAC	TAC Potency Factors ($\mu g/m^3$)[1]		Percent of DPM	Target Organ Systems
	Acute REL[2]	Chronic REL	Emission Rate[3]	
1,3-Butadiene	660	140	0.51%	Development
Acetaldehyde	470	140	1.84%	Eyes, respiratory system (sensory irritation)
Acrolein	2.5	0.35	0.08%	Eyes, respiratory system
Arsenic	0.2	0.015	0.004%	Reproductive/developmental, cardiovascular system, nervous system
Benzene	27	3	0.44%	Hematologic system, immune system, reproductive/developmental
Cadmium	--	0.02	0.004%	kidney, respiratory system
Chlorobenzene	--	1,000	0.0005%	Eyes, respiratory system
Chromium (hexavalent)	--	0.2	0.001%	Respiratory system, hematologic system
Copper	100	--	0.01%	Respiratory system
Ethyl benzene	--	5	0.03%	Liver, kidney, developmental
Formaldehyde	55	9	4.07%	Eyes, immune system, respiratory
Hexane	--	200	0.06%	Nervous system
Hydrogen Chloride	2,100	9	0.44%	Eyes, respiratory system
Manganese	--	0.09	0.01%	Nervous system
Mercury	0.6	0.03	0.005%	Reproductive/developmental
Naphthalene	--	9	0.05%	Respiratory system
Nickel	0.2	002	0.01%	Immune system, respiratory system
Propylene	--	3000	1.10%	Respiratory System
Selenium	--	20	0.01%	Liver, cardiovascular system, nervous system
Toluene	37000	300	0.25%	Nervous system, eyes, respiratory system, reproductive/developmental
Xylene	22000	700	0.10%	Eyes, nervous and respiratory systems
DPM	--	5	--	Respiratory system

Notes:
[1] Potency factors obtained from: http://www.oehha.ca.gov/risk/ChemicalDB/index.asp
[2] REL = Reference Exposure Level

[3] Percentage of DPM Emission Rate calculated by dividing the pollutant's pounds per 1,000 gallons rate by the PM2.5 pounds per 1,000 gallons rate provided by the SDAPCD
Sources: SDAPCD, 2011 and OEHHA, 2014.

Asbestos

Asbestos is listed as a TAC by the California Air Resources Board (CARB) and as a HAP by the EPA. Asbestos occurs naturally in mineral formations and crushing or breaking these rocks, through construction or other means, can release asbestiform fibers into the air. Asbestos emissions can result from the sale or use of asbestos-containing materials, road surfacing with such materials, grading activities, and surface mining. The risk of disease is dependent upon the intensity and duration of exposure. When inhaled, asbestos fibers may remain in the lungs and with time may be linked to such diseases as asbestosis, lung cancer, and mesothelioma. The nearest likely locations of naturally occurring asbestos, as identified in the *General Location Guide for Ultramafic Rocks in California*, prepared by the California Division of Mines and Geology, is located in Santa Barbara County. The nearest historic asbestos mine to the project site, as identified in the *Reported Historic Asbestos Mines, Historic Asbestos Prospects, and Other Natural Occurrences of Asbestos in California,* prepared by U.S. Geological Survey, is located at Asbestos Mountain, which is approximately 45 miles east of the project site in the San Jacinto Mountains. Due to the distance to the nearest natural occurrences of asbestos, the project site is not likely to contain asbestos.

In addition to naturally occurring asbestos, asbestos was used extensively in building construction from the early 1940s through the 1970s as highly-effective and inexpensive fire-retardant material and thermal and acoustic insulator. Asbestos is most commonly found as thermal insulation on pipes, but also may be found in certain types of floor and ceiling tiles. There are two types of asbestos: "friable" and "non-friable." Friable asbestos generally contains more than 1 percent asbestos by weight or area, and can be crumbled, pulverized, or reduced to powder by the pressure of an ordinary human hand, which releases fibers. Non friable asbestos generally contains more than 1 percent asbestos but cannot be pulverized under hand pressure and generally does not release asbestos fibers. Due to the age of the existing onsite buildings, the project site has a potential to contain asbestos, which is analyzed below in Section 10.4 of this Report.

3.0 GREENHOUSE GASES

3.1 Greenhouse Gases

Constituent gases of the Earth's atmosphere, called atmospheric GHGs, play a critical role in the Earth's radiation amount by trapping infrared radiation from the Earth's surface, which otherwise would have escaped to space. Prominent greenhouse gases contributing to this process include carbon dioxide (CO_2), methane (CH_4), ozone, water vapor, nitrous oxide (N_2O), and chlorofluorocarbons (CFCs). This phenomenon, known as the Greenhouse Effect, is responsible for maintaining a habitable climate. Anthropogenic (caused or produced by humans) emissions of these greenhouse gases in excess of natural ambient concentrations are responsible for the enhancement of the Greenhouse Effect and have led to a trend of unnatural warming of the Earth's natural climate, known as global warming or climate change. Emissions of gases that induce global warming are attributable to human activities associated with industrial/manufacturing, agriculture, utilities, transportation, and residential land uses. Emissions of CO_2 and N_2O are byproducts of fossil fuel combustion. Methane, a potent greenhouse gas, results from off-gassing associated with agricultural practices and landfills. Sinks of CO_2, where CO_2 is stored outside of the atmosphere, include uptake by vegetation and dissolution into the ocean. The following provides a description of each of the greenhouse gases and their global warming potential.

Water Vapor

Water vapor is the most abundant, important, and variable GHG in the atmosphere. Water vapor is not considered a pollutant; in the atmosphere it maintains a climate necessary for life. Changes in its concentration are primarily considered a result of climate feedbacks related to the warming of the atmosphere rather than a direct result of industrialization. The feedback loop in which water is involved is critically important to projecting future climate change. As the temperature of the atmosphere rises, more water is evaporated from ground storage (rivers, oceans, reservoirs, soil). Because the air is warmer, the relative humidity can be higher (in essence, the air is able to "hold" more water when it is warmer), leading to more water vapor in the atmosphere. As a GHG, the higher concentration of water vapor is then able to absorb more thermal indirect energy radiated from the Earth, thus further warming the atmosphere. The warmer atmosphere can then hold more water vapor and so on and so on. This is referred to as a "positive feedback loop." The extent to which this positive feedback loop will continue is unknown as there is also dynamics that put the positive feedback loop in check. As an example, when water vapor increases in the atmosphere, more of it will eventually also condense into clouds, which are more able to reflect incoming solar radiation (thus allowing less energy to reach the Earth's surface and heat it up).

Carbon Dioxide

The natural production and absorption of CO_2 is achieved through the terrestrial biosphere and the ocean. However, humankind has altered the natural carbon cycle by burning coal, oil, natural gas, and wood. Since the industrial revolution began in the mid-1700s, each of these activities has increased in scale and distribution. CO_2 was the first GHG demonstrated to be increasing in atmospheric concentration with the first conclusive measurements being made in the last half of the 20th century. Prior to the industrial revolution, concentrations were fairly stable at 280 parts per million (ppm). The International Panel on Climate Change (IPCC) indicates that concentrations were 379 ppm in 2005, an increase of more than 30 percent. Left unchecked, the IPCC projects that concentration of carbon dioxide in the atmosphere is projected to increase to a minimum of 540 ppm by 2100 as a direct result of anthropogenic sources. This could result in an average global temperature rise of at least two degrees Celsius or 3.6 degrees Fahrenheit.

Methane

CH_4 is an extremely effective absorber of radiation, although its atmospheric concentration is less than that of CO_2. Its lifetime in the atmosphere is brief (10 to 12 years), compared to some other GHGs (such as CO_2, N_2O, and CFCs). CH_4 has both natural and anthropogenic sources. It is released as part of the biological processes in low oxygen environments, such as in swamplands or in rice production (at the roots of the plants). Over the last 50 years, human activities such as growing rice, raising cattle, using natural gas, and mining coal have added to the atmospheric concentration of methane. Other anthropocentric sources include fossil-fuel combustion and biomass burning.

Nitrous Oxide

Concentrations of N_2O also began to rise at the beginning of the industrial revolution. In 1998, the global concentration of this GHG was documented at 314 parts per billion (ppb). N_2O is produced by microbial processes in soil and water, including those reactions which occur in fertilizer containing nitrogen. In addition to agricultural sources, some industrial processes (fossil fuel-fired power plants, nylon production, nitric acid production, and vehicle emissions) also contribute to its atmospheric load. N_2O is also commonly used as an aerosol spray propellant (i.e., in whipped cream bottles, in potato chip bags to keep chips fresh, and in rocket engines and race cars).

Chlorofluorocarbons

CFCs are gases formed synthetically by replacing all hydrogen atoms in methane or ethane with chlorine and/or fluorine atoms. CFCs are nontoxic, nonflammable, insoluble, and chemically unreactive in the troposphere (the level of air at the Earth's surface). CFCs have no natural source but were first synthesized in 1928. They were used for refrigerants, aerosol propellants, and cleaning solvents. Due to the discovery that they are able to destroy stratospheric ozone, a global effort to halt their production was undertaken and in 1989 the European Community agreed to ban CFCs by 2000 and subsequent treaties banned CFCs worldwide by 2010. This effort was extremely successful, and the levels of the major CFCs are now remaining level or declining. However, their long atmospheric lifetimes mean that some of the CFCs will remain in the atmosphere for over 100 years.

Hydrofluorocarbons

Hydrofluorocarbons (HFCs) are synthetic man-made chemicals that are used as a substitute for CFCs. Out of all the GHGs, they are one of three groups with the highest global warming potential. The HFCs with the largest measured atmospheric abundances are (in order), HFC-23 (CHF_3), HFC-134a (CF_3CH_2F), and HFC-152a (CH_3CHF_2). Prior to 1990, the only significant emissions were HFC-23. HFC-134a use is increasing due to its use as a refrigerant. Concentrations of HFC-23 and HFC-134a in the atmosphere are now about 10 parts per trillion (ppt) each. Concentrations of HFC-152a are about 1 ppt. HFCs are manmade for applications such as automobile air conditioners and refrigerants.

Perfluorocarbons

Perfluorocarbons (PFCs) have stable molecular structures and do not break down through the chemical processes in the lower atmosphere. High-energy ultraviolet rays about 60 kilometers above Earth's surface are able to destroy the compounds. Because of this, PFCs have very long lifetimes, between 10,000 and 50,000 years. Two common PFCs are tetrafluoromethane (CF_4) and hexafluoroethane (C_2F_6).

Concentrations of CF_4 in the atmosphere are over 70 ppt. The two main sources of PFCs are primary aluminum production and semiconductor manufacturing.

Sulfur Hexafluoride

Sulfur Hexafluoride (SF_6) is an inorganic, odorless, colorless, nontoxic, nonflammable gas. SF_6 has the highest global warming potential of any gas evaluated; 23,900 times that of CO_2. Concentrations in the 1990s were about 4 ppt. Sulfur hexafluoride is used for insulation in electric power transmission and distribution equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas for leak detection.

Aerosols

Aerosols are particles emitted into the air through burning biomass (plant material) and fossil fuels. Aerosols can warm the atmosphere by absorbing and emitting heat and can cool the atmosphere by reflecting light. Cloud formation can also be affected by aerosols. Sulfate aerosols are emitted when fuel containing sulfur is burned. Black carbon (or soot) is emitted during biomass burning due to the incomplete combustion of fossil fuels. Particulate matter regulation has been lowering aerosol concentrations in the United States; however, global concentrations are likely increasing.

3.2 Global Warming Potential

GHGs have varying global warming potential (GWP). The GWP is the potential of a gas or aerosol to trap heat in the atmosphere; it is the cumulative radiative forcing effects of a gas over a specified time horizon resulting from the emission of a unit mass of gas relative to the reference gas, CO_2. The GHGs listed by the IPCC are discussed in this section in order of abundance in the atmosphere. Water vapor, the most abundant GHG, is not included in this list because its natural concentrations and fluctuations far outweigh its anthropogenic (human-made) sources. To simplify reporting and analysis, GHGs are commonly defined in terms of their GWP. The IPCC defines the GWP of various GHG emissions on a normalized scale that recasts all GHG emissions in terms of CO_2 equivalent (CO_2e). As such, the GWP of CO_2 is equal to 1. The GWP values used in this analysis are based on the 2007 IPCC Fourth Assessment Report, which are used in CARB's 2014 Scoping Plan Update and the CalEEMod Model Version 2022.1 and are detailed in Table B. The IPCC has updated the Global Warming Potentials of some gases in their Fifth Assessment Report; however the new values have not yet been incorporated into the CalEEMod model that has been utilized in this analysis.

Table B – Global Warming Potentials, Atmospheric Lifetimes and Abundances of GHGs

Gas	Atmospheric Lifetime (years)[1]	Global Warming Potential (100 Year Horizon)[2]	Atmospheric Abundance
Carbon Dioxide (CO_2)	50-200	1	379 ppm
Methane (CH_4)	9-15	25	1,774 ppb
Nitrous Oxide (N_2O)	114	298	319 ppb
HFC-23	270	14,800	18 ppt
HFC-134a	14	1,430	35 ppt
HFC-152a	1.4	124	3.9 ppt
PFC: Tetrafluoromethane (CF_4)	50,000	7,390	74 ppt
PFC: Hexafluoroethane (C_2F_6)	10,000	12,200	2.9 ppt
Sulfur Hexafluoride (SF_6)	3,200	22,800	5.6 ppt

Notes:

[1] Defined as the half-life of the gas.
[2] Compared to the same quantity of CO_2 emissions and is based on the Intergovernmental Panel On Climate Change (IPCC) 2007 standard, which is utilized in CalEEMod (Version 2022.1),that is used in this report (CalEEMod User Guide, April 2022).
Definitions: ppm = parts per million; ppb = parts per billion; ppt = parts per trillion
Source: IPCC 2007, EPA 2015

3.3 Greenhouse Gas Emissions Inventory

According to the Carbon Dioxide Information Analysis Center[1], 9,855 million metric tons (MMT) of CO_2e emissions were created globally in the year 2014. According to the Environmental Protection Agency (EPA), the breakdown of global GHG emissions by sector consists of: 25 percent from electricity and heat production; 21 percent from industry; 24 percent from agriculture, forestry and other land use activities; 14 percent from transportation; 6 percent from building energy use; and 10 percent from all other sources of energy use[2].

According to *Inventory of U.S. Greenhouse Gas Emissions and Sinks 1990-2020,* prepared by EPA, in 2020 total U.S. GHG emissions were 5,981.4 million metric tons (MMT) of CO_2e emissions. Total U.S. emissions have decreased by 7.3 percent between 1990 and 2020, which is down from a high of 15.7 percent above 1990 levels in 2007. Emissions decreased from 2019 to 2020 by 9.0 percent. The sharp decline in emissions from 2019 to 2020 is largely due to the impacts of the coronavirus pandemic on travel and economic activity.

According to *California Greenhouse Gas Emissions for 2000 to 2020 Trends of Emissions and Other Indicators*, prepared by the CARB, October 26, 2022, the State of California created 369.2 million metric tons of carbon dioxide equivalent ($MMTCO_2e$) in 2020. The 2020 emissions were 35.3 $MMTCO_2e$ lower than 2019 levels and almost 61.8 $MMTCO_2e$ below the State adopted year 2020 GHG limit of 431 $MMTCO_2e$. The 2019 to 2020 decrease in emissions is likely an anomaly as it was due in large part to the impacts of the COVID-19 pandemic. The transportation sector showed the largest decline in emissions of 27 $MMTCO_2e$ (16 percent) compared to 2019. Between 2019 and 2020, California's Gross Domestic Product (GDP) contracted 2.8 percent, while GHG intensity of California's economy decreased 6.2 percent.

1 Obtained from: https://cdiac.ess-dive.lbl.gov/trends/emis/tre_glob_2014.html
2 Obtained from: https://www.epa.gov/ghgemissions/global-greenhouse-gas-emissions-data

4.0 AIR QUALITY MANAGEMENT

The project site is located within the South Coast Air Basin (Air Basin). The air quality within the Air Basin is addressed through the efforts of various federal, state, regional, and local government agencies. These agencies work jointly, as well as individually, to improve air quality through legislation, regulations, planning, policy-making, education, and a variety of programs. The agencies responsible for improving the air quality are discussed below.

4.1 Federal – United States Environmental Protection Agency

The Clean Air Act, first passed in 1963 with major amendments in 1970, 1977 and 1990, is the overarching legislation covering regulation of air pollution in the United States. The Clean Air Act has established the mandate for requiring regulation of both mobile and stationary sources of air pollution at the state and federal level. The EPA was created in 1970 in order to consolidate research, monitoring, standard-setting and enforcement authority into a single agency.

The EPA is responsible for setting and enforcing the National Ambient Air Quality Standards (NAAQS) for atmospheric pollutants. It regulates emission sources that are under the exclusive authority of the federal government, such as aircraft, ships, and certain locomotives. NAAQS pollutants were identified using medical evidence and are shown below in Table C.

Table C – State and Federal Criteria Pollutant Standards

Air Pollutant	Concentration / Averaging Time		
	California Standards	Federal Primary Standards	Most Relevant Effects
Ozone (O_3)	0.09 ppm / 1-hour 0.07 ppm / 8-hour	0.070 ppm, / 8-hour	a) Pulmonary function decrements and localized lung injury in humans and animals; (b) asthma exacerbation; (c) chronic obstructive pulmonary disease (COPD) exacerbation; (d) respiratory infection; (e) increased school absences, and hospital admissions and emergency department (ED) visits for combined respiratory diseases; (e) increased mortality; (f) possible metabolic effects. Vegetation damage; property damage
Carbon Monoxide (CO)	20.0 ppm / 1-hour 9.0 ppm / 8-hour	35.0 ppm / 1-hour 9.0 ppm / 8-hour	Visibility reduction (a) Aggravation of angina pectoris and other aspects of coronary heart disease; (b) decreased exercise tolerance in persons with peripheral vascular disease and lung disease; (c) possible impairment of central nervous system functions; (d) possible increased risk to fetuses; (f) possible increased risk of pulmonary disease; (g) possible emergency department visits for respiratory diseases overall and visits for asthma.
Nitrogen Dioxide (NO_2)	0.18 ppm / 1-hour 0.030 ppm / annual	100 ppb / 1-hour 0.053 ppm / annual	Short-term (a) asthma exacerbations ("asthma attacks") Long-term (a) asthma development; (b) higher risk of all-cause, cardiovascular, and respiratory mortality. Both short and long term NO2 exposure is also associated with chronic obstructive pulmonary disease (COPD) risk. Potential impacts on cardiovascular health, mortality and cancer, aggravate chronic respiratory disease. Contribution to atmospheric discoloration

Air Pollutant	Concentration / Averaging Time		Most Relevant Effects
	California Standards	Federal Primary Standards	
Sulfur Dioxide (SO_2)	0.25 ppm / 1-hour 0.04 ppm / 24-hour	75 ppb / 1-hour	Respiratory symptoms (bronchoconstriction, possible wheezing or shortness of breath) during exercise or physical activity in persons with asthma. Possible allergic sensitization, airway inflammation, asthma development.
Respirable Particulate Matter (PM_{10})	50 μg/m^3 / 24-hour 20 μg/m^3 / annual	150 μg/m^3 / 24-hour	Short -term (a) increase in mortality rates; (b) increase in respiratory infections; (c) increase in number and severity of asthma attacks; (d) COPD exacerbation; (e) increase in combined respiratory-diseases and number of hospital admissions; (f) increased mortality due to cardiovascular or respiratory diseases; (g) increase in hospital admissions for acute respiratory conditions; (h) increase in school absences; (i) increase in lost work days; (j) decrease in respiratory function in children; (k) increase medication use in children and adults with asthma. Long-term (a) reduced lung function growth in children; (b) changes in lung development; (c) development of asthma in children; (d) increased risk of cardiovascular diseases; (e) increased total mortality from lung cancer; (f) increased risk of premature death. Possible link to metabolic, nervous system, and reproductive and developmental effects for short-term and long-term exposure to PM2.5.
Suspended Particulate Matter ($PM_{2.5}$)	12 μg/m^3 / annual	35 μg/m^3 / 24-hour 12 μg/m^3 / annual	
Sulfates	25 μg/m^3 / 24-hour	No Federal Standards	(a) Decrease in lung function; (b) aggravation of asthmatic symptoms; (c) vegetation damage; (d) Degradation of visibility; (e) property damage
Lead	1.5 μg/m^3 / 30-day	0.15 μg/m^3 /3-month rolling	(a) Learning disabilities; (b) impairment of blood formation and nerve function; (c) cardiovascular effects, including coronary heart disease and hypertension Possible male reproductive system effects
Hydrogen Sulfide	0.03 ppm / 1-hour	No Federal Standards	Exposure to lower ambient concentrations above the standard may result in objectionable odor and may be accompanied by symptoms such as headaches, nausea, dizziness, nasal irritation, cough, and shortness of breath

Source: 2022 AQMP, SCAQMD, 2022.

As part of its enforcement responsibilities, the EPA requires each state with federal nonattainment areas to prepare and submit a State Implementation Plan (SIP) that demonstrates the means to attain the national standards. The SIP must integrate federal, state, and local components and regulations to identify specific measures to reduce pollution, using a combination of performance standards and market-based programs within the timeframe identified in the SIP. The CARB defines attainment as the category given to an area with no violations in the past three years. As indicated below in Table D, the Air Basin has been designated by EPA for the national standards as a non-attainment area for ozone and PM2.5 and partial non-attainment for lead. Currently, the Air Basin is in attainment with the national ambient air quality standards for CO, PM10, SO_2, and NO_2.

Table D – National Air Quality Standards Attainment Status – South Coast Air Basin

Criteria Pollutant	Averaging Time	Designation[a]	Attainment Date[b]
Ozone	1979 1-Hour (0.12 ppm)	Nonattainment (Extreme)	2/6/2023 (revised deadline)
	2015 8-Hour (0.07 ppm)[d]	Nonattainment (Extreme)	8/3/2038
	2008 8-Hour (0.075 ppm)[d]	Nonattainment (Extreme)	7/20/2032
	1997 8-Hour (0.08 ppm)[d]	Nonattainment (Extreme)	6/15/2024
PM2.5[e]	2006 24-Hour (35 µg/m³)	Nonattainment (Serious)	12/31/2019
	2012 Annual (12 µg/m³)	Nonattainment (Serious)	12/31/2021
	1997 Annual (15 µg/m³)	Attainment (final determination pending)	4/5/2015 (attained 2013)
PM10[f]	1987 24-Hour (150 µg/m³)	Attainment (Maintenance)	7/26/2013 (attained)
Lead[g]	2008 3-Months Rolling (0.15 µg/m³)	Nonattainment (Partial) (Attainment determination requested)	12/31/2015
CO	1971 1-Hour (35 ppm)	Attainment (Maintenance)	6/11/2007
	1971 8-Hour (9 ppm)	Attainment (Maintenance)	6/11/2007
NO_2[h]	2010 1-Hour (100 ppb)	Unclassifiable/Attainment	N/A (attained)
	1971 Annual (0.053 ppm)	Attainment (Maintenance)	9/22/1998 (attained)
SO_2[i]	2010 1-Hour (75 ppb)	Unclassifiable/Attainment	1/9/2018
	1971 24-Hour (0.14 ppm)	Unclassifiable/Attainment	3/19/1979

Source: SCAQMD, 2022

Notes:

a) U.S. EPA often only declares Nonattainment areas; everywhere else is listed as Unclassifiable/Attainment or Unclassifiable.

b) A design value below the NAAQS for data through the full year or smog season prior to the attainment date is typically required for attainment demonstration.

c) The 1979 1-hour ozone NAAQS (0.12 ppm) was revoked, effective June 15, 2005; however, the Basin has not attained this standard and therefore has some continuing obligations with respect to the revoked standard; original attainment date was 11/15/2010; the revised attainment date is 2/6/2023.

d) The 2008 8-hour ozone NAAQS (0.075 ppm) was revised to 0.070 ppm, effective 12/28/20115 with classifications and implementation goals to be finalized by 10/1/2017; the 1997 8-hour ozone NAAQS (0.08 ppm) was revoked in the 2008 ozone implementation rule, effective 4/6/2015; there are continuing obligations under the revoked 1997 and revised 2008 ozone NAAQS until they are attained.

e) The attainment deadline for the 2006 24-Hour PM2.5 NAAQS was 12/31/15 for the former "moderate" classification; the EPA approved reclassification to "serious", effective 2/12/16 with an attainment deadline of 12/31/2019; the 2012 (proposal year) annual PM2.5 NAAQS was revised on 1/15/2013, effective 3/18/2013, from 15 to 12 µg/m³; new annual designations were final 1/15/2015, effective 4/15/2015; on 7/25/2016 the EPA finalized a determination that the Basin attained the 1997 annual (15.0 µg/m³) and 24-hour PM2.5 (65 µg/m³) NAAQS, effective 8/24/2016.

f) The annual PM10 standard was revoked, effective 12/18/2006; the 24-hour PM10 NAAQS deadline was 12/31/2006; the Basin's Attainment Re-designation Request and PM10 Maintenance Plan was approved by the EPA on 6/26/2103, effective 7/26/2013.

g) Partial Nonattainment designation – Los Angeles County portion of the Basin only for near-source monitors; expect to remain in attainment based on current monitoring data; attainment re-designation request pending.

h) New 1-hour NO_2 NAAQS became effective 8/2/2010, with attainment designations 1/20/2012; annual NO_2 NAAQS retained.

i) The 1971 annual and 24-hour SO_2 NAAQS were revoked, effective 8/23/2010.

Despite substantial improvements in air quality over the past few decades, some air monitoring stations in the Air Basin still exceed the NAAQS and frequently record the highest ozone levels in the United States. In 2020, monitoring stations in the Air Basin exceeded the most current federal standards on a total of 181 days (49 percent of the year), including: 8-hour ozone (157 days over the 2015 ozone NAAQS), 24-hour PM2.5 (39 days), PM10 (3 days), and NO_2 (1 day). Nine of the top 10 stations in the nation most frequently exceeding the 2015 8-hour ozone NAAQS in 2020 were located within the Air Basin, including stations in San Bernardino, Riverside, and Los Angeles Counties (SCAQMD, 2022).

PM2.5 levels in the Air Basin have improved significantly in recent years. Since 2015, none of the monitoring stations in the Air Basin have recorded violations of the former 1997 annual PM2.5 NAAQS (15.0 µg/m^3). On July 25, 2016 the U.S. EPA finalized a determination that the Air Basin attained the 1997 annual (15.0 µg/m^3) and 24-hour PM2.5 (65 µg/m^3) NAAQS, effective August 24, 2016. However, the Air Basin does not meet the 2012 annual PM2.5 NAAQS (12.0 µg/m^3), with six monitoring stations having design values above the standard for the 2018-2020 period (SCAQMD, 2022).

4.2 State – California Air Resources Board

The CARB, which is a part of the California Environmental Protection Agency, is responsible for the coordination and administration of both federal and state air pollution control programs within California. In this capacity, the CARB conducts research, sets the California Ambient Air Quality Standards (CAAQS), compiles emission inventories, develops suggested control measures, provides oversight of local programs, and prepares the SIP. The CAAQS for criteria pollutants in the Air Basin are shown in Table E. In addition, the CARB establishes emission standards for motor vehicles sold in California, consumer products (e.g. hairspray, aerosol paints, and barbeque lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions.

Table E – California Ambient Air Quality Standards Attainment Status – South Coast Air Basin

Criteria Pollutant	Averaging Time	Level[a]	Designation[b]
Ozone	1-Hour	0.09 ppm	Nonattainment
	8-Hour	0.070 ppm	Nonattainment
PM2.5	Annual	12 µg/m^3	Nonattainment
PM10	24-Hour	50 µg/m^3	Nonattainment
	Annual	20 µg/m^3	Nonattainment
Lead	30-Day Average	1.5 µg/m^3	Attainment
CO	1-Hour	20 ppm	Attainment
	8-Hour	9.0 ppm	Attainment
NO_2	1-Hour	0.18 ppm	Attainment
	Annual	0.030	Nonattainment[c] (CA 60 Near-road portion of San Bernardino, Riverside and Los Angeles Counties) Attainment (remainder of Basin)
SO_2	1-Hour	0.25 ppm	Attainment
	24-Hour	0.04 ppm	Attainment
Sulfates	24-Hour	25 µg/m^3	Attainment
Hydrogen Sulfide	1-Hour	0.03 ppm	Unclassified

Source: SCAQMD, 2022

Notes:

a) CA State standards, or CAAQS, for ozone, SO_2, NO_2, PM10 and PM2.5 are values not to be exceeded; lead, sulfates and H_2S standards are values not to be equaled or exceeded; CAAQS are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

b) CA State designations shown were updated by CARB in 2019, based on the 2016-2018 3-year period; stated designations are based on a 3-year data period after consideration of outliers and exceptional events.

c) While this region is currently in Nonattainment, the CARB approved a redesignation to attainment to attainment based on 2018-2020 data on February 24, 2022.

As shown in Table E, the Air Basin has been designated by the CARB as a non-attainment area for ozone, PM10 and PM2.5 and partial nonattainment for NO_2. Currently, the Air Basin is in attainment with the ambient air quality standards for lead, CO, SO_2 and sulfates, and is unclassified for Hydrogen Sulfide.

The following lists the State of California Code of Regulations (CCR) air quality emission rules that are applicable, but not limited to commercial retail projects in the State.

Assembly Bill 2588

The Air Toxics "Hot Spots" Information and Assessment Act (Assembly Bill [AB] 2588, 1987, Connelly) was enacted in 1987 as a means to establish a formal air toxics emission inventory risk quantification program. AB 2588, as amended, establishes a process that requires stationary sources to report the type and quantities of certain substances their facilities routinely release in California. The data is ranked by high, intermediate, and low categories, which are determined by: the potency, toxicity, quantity, volume, and proximity of the facility to nearby receptors.

CARB Regulation for In-Use Off-Road Diesel Vehicles

On July 26, 2007, the CARB adopted California Code of Regulations Title 13, Article 4.8, Chapter 9, Section 2449 to reduce DPM and NOx emissions from in-use off-road heavy-duty diesel vehicles in California. Such vehicles are used in construction, mining, and industrial operations. The regulation limits idling to no more than five consecutive minutes, requires reporting and labeling, and requires disclosure of the regulation upon vehicle sale. Performance requirements of the rule are based on a fleet's average NOx emissions, which can be met by replacing older vehicles with newer, cleaner vehicles or by applying exhaust retrofits. The regulation was amended in 2010 to delay the original timeline of the performance requirement making the first compliance deadline January 1, 2014 for large fleets (over 5,000 horsepower), 2017 for medium fleets (2,501-5,000 horsepower), and 2019 for small fleets (2,500 horsepower or less). Currently, no commercial operation in California may add any equipment to their fleet that has a Tier 0, Tier 1, or Tier 2 engine. It should be noted that commercial fleets may continue to use their existing Tier 0, 1 and 2 equipment, if they can demonstrate that the average emissions from their entire fleet emissions meet the NOx emissions targets.

CARB Resolution 08-43 for On-Road Diesel Truck Fleets

On December 12, 2008 the CARB adopted Resolution 08-43, which limits NOx, PM10 and PM2.5 emissions from on-road diesel truck fleets that operate in California. On October 12, 2009 Executive Order R-09-010 was adopted that codified Resolution 08-43 into Section 2025, title 13 of the California Code of Regulations. This regulation requires that by the year 2023 all commercial diesel trucks that operate in California shall meet model year 2010 (Tier 4 Final) or latter emission standards. This regulation also provides a few exemptions including a onetime per year 3-day pass for trucks registered outside of California. All on-road diesel trucks utilized during construction of the proposed project will be required to comply with Resolution 08-43.

4.3 Regional – Southern California

The SCAQMD is the agency principally responsible for comprehensive air pollution control in the Air Basin. To that end, as a regional agency, the SCAQMD works directly with the Southern California Association of Governments (SCAG), county transportation commissions, and local governments and cooperates actively with all federal and state agencies.

South Coast Air Quality Management District

SCAQMD develops rules and regulations, establishes permitting requirements for stationary sources, inspects emission sources, and enforces such measures through educational programs or fines, when necessary. SCAQMD is directly responsible for reducing emissions from stationary, mobile, and indirect sources. It has responded to this requirement by preparing a sequence of AQMPs. The *Final 2022 Air Quality Management Plan* (2022 AQMP) and has been submitted to the ARB for adoption before submittal to the U.S. EPA for final approval, which are anticipated to occur sometime this year. After the 2022 AQMP has been adopted by ARB and U.S. EPA, the 2022 AQMP will be incorporated into the State Implementation Plan (SIP). The 2022 AQMP establishes actions and strategies to reduce ozone levels to the U.S. EPA 2015 ozone standard of 70 ppb by 2037. The 2022 AQMP promotes extensive use of zero-emission technologies across all stationary and mobile sources coupled with rules and regulations, investment strategies, and incentives.

Although SCAQMD is responsible for regional air quality planning efforts, it does not have the authority to directly regulate air quality issues associated with plans and new development projects throughout the Air Basin. Instead, this is controlled through local jurisdictions in accordance to the California Environmental Quality Act (CEQA). In order to assist local jurisdictions with air quality compliance issues the *CEQA Air Quality Handbook* (SCAQMD CEQA Handbook), prepared by SCAQMD, 1993, with the most current updates found at http://www.aqmd.gov/ceqa/hdbk.html, was developed in accordance with the projections and programs detailed in the AQMPs. The purpose of the SCAQMD CEQA Handbook is to assist Lead Agencies, as well as consultants, project proponents, and other interested parties in evaluating a proposed project's potential air quality impacts. Specifically, the SCAQMD CEQA Handbook explains the procedures that SCAQMD recommends be followed for the environmental review process required by CEQA. The SCAQMD CEQA Handbook provides direction on how to evaluate potential air quality impacts, how to determine whether these impacts are significant, and how to mitigate these impacts. The SCAQMD intends that by providing this guidance, the air quality impacts of plans and development proposals will be analyzed accurately and consistently throughout the Air Basin, and adverse impacts will be minimized.

The following lists the SCAQMD rules that are applicable but not limited to warehouse projects in the Air Basin.

Rule 402 - Nuisance

Rule 402 prohibits a person from discharging from any source whatsoever such quantities of air contaminants or other material which causes injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. Compliance with Rule 402 will reduce local air quality and odor impacts to nearby sensitive receptors.

Rule 403- Fugitive Dust

Rule 403 governs emissions of fugitive dust during construction activities and requires that no person shall cause or allow the emissions of fugitive dust such that dust remains visible in the atmosphere beyond the property line or the dust emission exceeds 20 percent opacity, if the dust is from the operation of a motorized vehicle. Compliance with this rule is achieved through application of standard Best Available Control Measures, which include but are not limited to the measures below. Compliance with these rules would reduce local air quality impacts to nearby sensitive receptors.

- Utilize either a pad of washed gravel 50 feet long, 100 feet of paved surface, a wheel shaker, or a wheel washing device to remove material from vehicle tires and undercarriages before leaving a project site.

- Do not allow any track out of material to extend more than 25 feet onto a public roadway and remove all track out at the end of each workday.
- Water all exposed areas on active sites at least three times per day and pre-water all areas prior to clearing and soil moving activities.
- Apply nontoxic chemical stabilizers according to manufacturer specifications to all construction areas that will remain inactive for 10 days or longer.
- Pre-water all material to be exported prior to loading, and either cover all loads or maintain at least 2 feet of freeboard in accordance with the requirements of California Vehicle Code Section 23114.
- Replant all disturbed areas as soon as practical.
- Suspend all grading activities when wind speeds (including wind gusts) exceed 25 miles per hour.
- Restrict traffic speeds on all unpaved roads to 15 miles per hour or less.

Rules 1108 and 1108.1 – Cutback and Emulsified Asphalt

Rules 1108 and 1108.1 govern the sale, use, and manufacturing of asphalt and limits the VOC content in asphalt. This rule regulates the VOC contents of asphalt used during construction as well as any on-going maintenance during operations. Therefore, all asphalt used during construction and operation of the proposed project must comply with SCAQMD Rules 1108 and 1108.1.

Rule 1113 – Architectural Coatings

Rule 1113 governs the sale, use, and manufacturing of architectural coatings and limits the VOC content in sealers, coatings, paints and solvents. This rule regulates the VOC contents of paints available during construction. Therefore, all paints and solvents used during construction and operation of the proposed project must comply with SCAQMD Rule 1113.

Rule 1143 – Paint Thinners

Rule 1143 governs the sale, use, and manufacturing of paint thinners and multi-purpose solvents that are used in thinning of coating materials, cleaning of coating application equipment, and other solvent cleaning operations. This rule regulates the VOC content of solvents used during construction. Solvents used during construction and operation of the proposed project must comply with SCAQMD Rule 1143.

Rule 1403 – Asbestos Removal

Rule 1403 governs asbestos emissions from demolition and renovation activities. The existing structures on the project site shall be surveyed for asbestos prior to demolition activities. If asbestos is found within the existing structures, the asbestos shall be removed through utilization of the removal procedures detailed in Rule 1403.

Rule 1470 – Diesel-Fueled Engines

Rule 1470 governs emissions from diesel-fueled engines greater than 50 brake horsepower (bhp) that includes the proposed diesel-powered fire pump and backup generator. This rule limits the operation of backup engines to 50 hours per year for maintenance and testing. Rule 1470 limits the PM10 emissions of engines used for fire pumps and backup generators to 0.15 grams per bhp-hour and for any fire pump or backup generator that is located within 50 meters of a sensitive receptor, that include the homes that are adjacent to the north side of the project site, the PM10 emissions are limited to 0.01 grams per bhp-hour, which is equivalent to the Tier 4 Final emissions standard.

Southern California Association of Governments

SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties and addresses regional issues relating to transportation, the economy, community development and the environment. SCAG is the federally designated Metropolitan Planning Organization (MPO) for the majority of the southern California region and is the largest MPO in the nation. With respect to air quality planning, SCAG has prepared the *2020-2045 Regional Transportation Plan/Sustainable Communities Strategy* (Connect SoCal), adopted September 3, 2020, and the *2019 Federal Transportation Improvement* Program (2019 FTIP), adopted September 2018, which addresses regional development and growth forecasts. Although the Connect SoCal and 2019 FTIP are primarily planning documents for future transportation projects a key component of these plans is to integrate land use planning with transportation planning that promotes higher density infill development in close proximity to existing transit service. These plans form the basis for the land use and transportation components of the AQMP, which are utilized in the preparation of air quality forecasts and in the consistency analysis included in the AQMP. The Connect SoCal, 2019 FTIP, and AQMP are based on projections originating within the City and County General Plans.

4.4 Local – City of Torrance

Local jurisdictions, such as the City of Torrance, have the authority and responsibility to reduce air pollution through its police power and decision-making authority. Specifically, the City is responsible for the assessment and mitigation of air emissions resulting from its land use decisions. The City is also responsible for the implementation of transportation control measures as outlined in the AQMPs. Examples of such measures include bus turnouts, energy-efficient streetlights, and synchronized traffic signals. In accordance with CEQA requirements and the CEQA review process, the City assesses the air quality impacts of new development projects, requires mitigation of potentially significant air quality impacts by conditioning discretionary permits, and monitors and enforces implementation of such mitigation.

In accordance with the CEQA requirements, the City does not, however, have the expertise to develop plans, programs, procedures, and methodologies to ensure that air quality within the City and region will meet federal and state standards. Instead, the City relies on the expertise of the SCAQMD and utilizes the SCAQMD CEQA Handbook as the guidance document for the environmental review of plans and development proposals within its jurisdiction.

<u>City of Torrance General Plan</u>

The City of Torrance General Plan Community Resources Element contains the following air quality-related objectives and policies that are applicable to the proposed project.

Objective CR.13

To contribute to the improvement of local and regional ambient air quality to benefit the health of all.

Policies

CR.13.1 Continue to participate in the efforts of the State Air Resources Board and the South Coast Air Quality Management District to meet State and federal air quality standards.

CR.13.2 Work with neighboring cities to implement local and regional projects that improve mobility on freeways and railways, reduce emissions, and improve air quality.

CR.13.3 Support regional air quality goals through conscientious land use and transportation planning and the implementation of resource conservation measures.

CR.13.4 Balance the achievement of clean air with other major goals of the City.

CR.13.5 Support air quality and energy and resource conservation by encouraging alternative modes of transportation such as walking, bicycling, transit, and carpooling.

CR.13.6 Promote citizen awareness and participation in programs to reduce air pollution and traffic congestion.

CR.13.7 Encourage the use of alternative fuel vehicles and re-refined oil.

CR.13.8 Promote energy-efficient building construction and operation practices that reduce emissions and improve air quality.

5.0 ENERGY CONSERVATION MANAGEMENT

The regulatory setting related to energy conservation is primarily addressed through State and City regulations, which are discussed below.

5.1 State

Energy conservation management in the State was initiated by the 1974 Warren-Alquist State Energy Resources Conservation and Development Act that created the California Energy Resource Conservation and Development Commission (currently named California Energy Commission [CEC]), which was originally tasked with certifying new electric generating plants based on the need for the plant and the suitability of the site of the plant. In 1976 the Warren-Alquist Act was expanded to include new restrictions on nuclear generating plants, that effectively resulted in a moratorium of any new nuclear generating plants in the State. The following details specific regulations adopted by the State in order to reduce the consumption of energy.

California Code of Regulations (CCR) Title 20

On November 3, 1976 the CEC adopted the *Regulations for Appliance Efficiency Standards Relating to Refrigerators, Refrigerator-Freezers and Freezers and Air Conditioners,* which were the first energy-efficiency standards for appliances. The appliance efficiency regulations have been updated several times by the Commission and the most current version is the *2016 Appliance Efficiency Regulations*, adopted January 2017 and now includes almost all types of appliances and lamps that use electricity, natural gas as well as plumbing fixtures. The authority for the CEC to control the energy-efficiency of appliances is detailed in California Code of Regulations (CCR), Title 20, Division 2, Chapter 4, Article 4, Sections 1601-1609.

California Code of Regulations (CCR) Title 24, Part 6

CCR Title 24, Part 6: *California's Energy Efficiency Standards for Residential and Nonresidential Buildings* (Title 24) were first established in 1978 in response to a legislative mandate to reduce California's energy consumption. The California Energy Commission (CEC) is the agency responsible for the standards that are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. In 2008 the State set an energy-use reduction goal of zero-net-energy use of all new homes by 2020 and the CEC was mandated to meet this goal through revisions to the Title 24, Part 6 regulations.

The Title 24 standards are updated on a three-year schedule and since 2008 the standards have been incrementally moving to the 2020 goal of the zero-net-energy use. The 2022 Title 24 standards are the current standards that went into effect on January 1, 2023.

According to the Title 24 Part 6 Fact Sheet, the CEC estimates that over 30 years the 2022 Title 24 standards will reduce 10 $MMTCO_2e$ of GHG emissions, which is equivalent to taking nearly 2.2 million cars off the road for a year. For single-family homes, the CEC estimates that the 2022 Title 24 changes from using natural gas furnaces to electric heat pumps to heat new homes and would reduce net CO_2 emissions by 16,230 $MTCO_2e$ per year, when compared to the 2019 Title 24 standards, which is equivalent of taking 3,641 gas cars off the road each year. The 2022 Title 24 standards will: (1) Increase onsite renewable energy generation; (2) Increases electric load flexibility to support grid reliability; (3) Reduces emissions from newly constructed buildings; (4) Reduces air pollution for improved public health; and (5) Encourages adoption of environmentally beneficial efficient electric technologies.

California Code of Regulations (CCR) Title 24, Part 11

CCR Title 24, Part 11: *California Green Building Standards* (CalGreen Code) was developed in response to continued efforts to reduce GHG emissions associated with energy consumption. The CalGreen Code is also updated every three years and the current version is the 2022 CalGreen Code that went into effect on January 1, 2023.

The CalGreen Code contains requirements for construction site selection; storm water control during construction; construction waste reduction; indoor water use reduction; material selection; natural resource conservation; site irrigation conservation; and more. The code provides for design options allowing the designer to determine how best to achieve compliance for a given site or building condition. The code also requires building commissioning, which is a process for verifying that all building systems (e.g., heating and cooling equipment and lighting systems) are functioning at their maximum efficiency.

The CalGreen Code provides standards for bicycle parking, carpool/vanpool/electric vehicle spaces, light and glare reduction, grading and paving, energy efficient appliances, renewable energy, graywater systems, water efficient plumbing fixtures, recycling and recycled materials, pollutant controls (including moisture control and indoor air quality), acoustical controls, storm water management, building design, insulation, flooring, and framing, among others. Implementation of the CalGreen Code measures reduces energy consumption and vehicle trips and encourages the use of alternative-fuel vehicles, which reduces pollutant emissions.

Some of the notable changes in the 2022 CalGreen Code over the prior 2019 CalGreen Code for nonresidential development mandatory requirements include repeal of the designated parking spaces for clean air vehicles, an increase in the number of electric vehicle (EV) ready parking spaces and a new requirement for installed Level 2 or DCFC EV charging stations for autos and added EV charging readiness requirements to loading docks, enhanced thermal insulation requirements, and acoustical ceilings are now required.

Executive Order N-79-20

The California Governor issued Executive Order N-79-20 on September 23, 2020 that requires all new passenger cars and trucks and commercial drayage trucks sold in California to be zero-emissions by the year 2035 and all medium- heavy-duty vehicles (commercial trucks) sold in the state to be zero-emission by 2045 for all operations where feasible. Executive Order N-79-20 also requires all off-road vehicles and equipment to transition to 100 percent zero-emission equipment, where feasible by 2035.

Senate Bill 100

Senate Bill 100 (SB 100) was adopted September 2018 and requires that by December 1, 2045 that 100 percent of retail sales of electricity to be generated from renewable or zero-carbon emission sources of electricity. SB 100 supersedes the renewable energy requirements set by SB 350, SB 1078, SB 107, and SB X1-2. SB 100 codified the interim renewable energy thresholds from the prior Bills of: 33 percent by 2020, 40 percent by December 31, 2024, 45 percent by December 31, 2027, and 50 percent by December 31, 2030.

Executive Order B-48-18 and Assembly Bill 2127

The California Governor issued Executive Order B-48-18 on January 26, 2018 that orders all state entities to work with the private sector to put at least five million zero-emission vehicles on California roads by 2030 and to install 200 hydrogen fueling stations and 250,000 electric vehicle chargers by 2025. Currently there are approximately 350,000 electric vehicles operating in California, which represents approximately 1.5 percent of the 24 million vehicles total currently operating in California. Implementation of Executive Order B-48-18 would result in approximately 20 percent of all vehicles in California to be zero emission electric vehicles. Assembly Bill 2127 (AB 2127) was codified into statute on September 13, 2018 and requires that the California Energy Commission working with the State Air Resources Board prepare biannual assessments of the statewide electric vehicle charging infrastructure needed to support the levels of zero emission vehicle adoption required for the State to meet its goals of putting at least 5 million zero-emission vehicles on California roads by 2030.

Assembly Bill 1109

California Assembly Bill 1109 (AB 1109) was adopted October 2007, also known as the Lighting Efficiency and Toxics Reduction Act, prohibits the manufacturing of lights after January 1, 2010 that contain levels of hazardous substances prohibited by the European Union pursuant to the RoHS Directive. AB 1109 also requires reductions in energy usage for lighting and is structured to reduce lighting electrical consumption by: (1) At least 50 percent reduction from 2007 levels for indoor residential lighting; and (2) At least 25 percent reduction from 2007 levels for indoor commercial and all outdoor lighting by 2018. AB 1109 would reduce GHG emissions through reducing the amount of electricity required to be generated by fossil fuels in California.

Assembly Bill 1493

California Assembly Bill 1493 (also known as the Pavley Bill, in reference to its author Fran Pavley) was enacted on July 22, 2002 and required CARB to develop and adopt regulations that reduce GHGs emitted by passenger vehicles and light duty trucks. In 2004, CARB approved the “Pavley I” regulations limiting the amount of GHGs that may be released from new passenger automobiles that are being phased in between model years 2009 through 2016. These regulations will reduce GHG emissions by 30 percent from 2002 levels by 2016. In June 2009, the EPA granted California the authority to implement GHG emission reduction standards for light duty vehicles, in September 2009, amendments to the Pavley I regulations were adopted by CARB and implementation of the “Pavley I” regulations started in 2009.

The second set of regulations “Pavley II” was developed in 2010, and is being phased in between model years 2017 through 2025 with the goal of reducing GHG emissions by 45 percent by the year 2020 as compared to the 2002 fleet. The Pavley II standards were developed by linking the GHG emissions and formerly separate toxic tailpipe emissions standards previously known as the “LEV III” (third stage of the Low Emission Vehicle standards) into a single regulatory framework. The new rules reduce emissions from gasoline-powered cars as well as promote zero-emissions auto technologies such as electricity and hydrogen, and through increasing the infrastructure for fueling hydrogen vehicles. In 2009, the U.S. EPA granted California the authority to implement the GHG standards for passenger cars, pickup trucks and sport utility vehicles and these GHG emissions standards are currently being implemented nationwide.

The EPA has performed a midterm evaluation of the longer-term standards for model years 2022-2025, and based on the findings of this midterm evaluation, the EPA proposed The Safer Affordable Fuel Efficient (SAFE) Vehicles Proposed Rule for Model Years 2021-2026 that amends the corporate average fuel economy (CAFE) and GHG emissions standards for light vehicles for model years 2021 through 2026. The SAFE Vehicles Rule was published on April 30, 2020 and made effective on June 29, 2020.

5.2 Local – City of Torrance

The applicable energy plan for the proposed project is the *City of Torrance General Plan Community Resources Element*, adopted April 6, 2010. The applicable energy-related goals and policies in the General Plan Community Resources Element for the proposed project are shown below:

<u>Objective CR.21</u>

The efficient use and conservation of energy resources to reduce consumption of natural resources and fossil fuels.

<u>Policies</u>

CR.21.1: Promote and encourage energy resource conservation by the public sector, private sector, and local school district.

CR.21.2: Partner with utility providers and regional agencies to inform residents and business of the financial benefits of energy conservation.

CR.21.3: Support the development and use of non-polluting, renewable energy resources.

CR.21.4: Encourage the construction of homes and buildings that exceed Title 24 standards. Consider adoption of regulations requiring greater energy efficiency in new or remodeled larger homes and businesses.

CR.21.5: Educate residents and businesses about the benefits of energy efficiency technologies and practices, such as solar panels and low-energy appliances.

CR.21.6: Promote energy-efficient design features, including appropriate site orientation, use of light-colored roofing and building materials, and use of trees to reduce fuel consumption for heating and cooling.

CR.21.7: Encourage owners to retrofit existing buildings with energy conserving lighting fixtures. Also encourage owners to equip new buildings with energy-efficient lighting devices and to design projects to take full advantage of natural lighting.

CR.21.8: Explore and consider the cost/benefits of alternative fuel vehicles—including hybrid, natural gas, and hydrogen-powered vehicles—when purchasing new City vehicles.

CR.21.9: Support legislation that requires improved fuel economy in private and commercial vehicles.

6.0 GLOBAL CLIMATE CHANGE MANAGEMENT

The regulatory setting related to global climate change is addressed through the efforts of various international, federal, state, regional, and local government agencies. These agencies work jointly, as well as individually, to reduce GHG emissions through legislation, regulations, planning, policy-making, education, and a variety of programs. The agencies responsible for global climate change regulations are discussed below.

6.1 International

In 1988, the United Nations established the IPCC to evaluate the impacts of global climate change and to develop strategies that nations could implement to curtail global climate change. In 1992, the United States joined other countries around the world in signing the United Nations' Framework Convention on Climate Change (UNFCCC) agreement with the goal of controlling GHG emissions. The parties of the UNFCCC adopted the Kyoto Protocol, which set binding GHG reduction targets for 37 industrialized countries, the objective of reducing their collective GHG emissions by five percent below 1990 levels by 2012. The Kyoto Protocol has been ratified by 182 countries, but has not been ratified by the United States. It should be noted that Japan and Canada opted out of the Kyoto Protocol and the remaining developed countries that ratified the Kyoto Protocol have not met their Kyoto targets. The Kyoto Protocol expired in 2012 and the amendment for the second commitment period from 2013 to 2020 has not yet entered into legal force. The Parties to the Kyoto Protocol negotiated the Paris Agreement in December 2015, agreeing to set a goal of limiting global warming to less than 2 degrees Celsius compared with pre-industrial levels. The Paris Agreement has been adopted by 195 nations with 147 ratifying it, including the United States by President Obama, who ratified it by Executive Order on September 3, 2016. On June 1, 2017, President Trump announced that the United States is withdrawing from the Paris Agreement and on January 21, 2021 President Biden signed an executive order rejoining the Paris Agreement.

Additionally, the Montreal Protocol was originally signed in 1987 and substantially amended in 1990 and 1992. The Montreal Protocol stipulates that the production and consumption of compounds that deplete ozone in the stratosphere—CFCs, halons, carbon tetrachloride, and methyl chloroform—were to be phased out, with the first three by the year 2000 and methyl chloroform by 2005.

6.2 Federal – United States Environmental Protection Agency

The United States Environmental Protection Agency (EPA) is responsible for implementing federal policy to address global climate change. The Federal government administers a wide array of public-private partnerships to reduce U.S. GHG intensity. These programs focus on energy efficiency, renewable energy, methane, and other non-CO_2 gases, agricultural practices and implementation of technologies to achieve GHG reductions. EPA implements several voluntary programs that substantially contribute to the reduction of GHG emissions.

In Massachusetts v. Environmental Protection Agency (Docket No. 05–1120), argued November 29, 2006 and decided April 2, 2007, the U.S. Supreme Court held that not only did the EPA have authority to regulate greenhouse gases, but the EPA's reasons for not regulating this area did not fit the statutory requirements. As such, the U.S. Supreme Court ruled that the EPA should be required to regulate CO2 and other greenhouse gases as pollutants under the federal Clean Air Act (CAA).

In response to the FY2008 Consolidations Appropriations Act (H.R. 2764; Public Law 110-161), EPA proposed a rule on March 10, 2009 that requires mandatory reporting of GHG emissions from large sources in the United States. On September 22, 2009, the Final Mandatory Reporting of GHG Rule was signed and published in the Federal Register on October 30, 2009. The rule became effective on December 29, 2009. This rule requires suppliers of fossil fuels or industrial GHGs, manufacturers of vehicles and engines, and facilities that emit 25,000 metric tons or more per year of GHG emissions to submit annual reports to EPA.

On December 7, 2009, the EPA Administrator signed two distinct findings under section 202(a) of the Clean Air Act. One is an endangerment finding that finds concentrations of the six GHGs in the atmosphere threaten the public health and welfare of current and future generations. The other is a cause or contribute finding, that finds emissions from new motor vehicles and new motor vehicle engines contribute to the GHG pollution which threatens public health and welfare. These actions did not impose any requirements on industry or other entities, however, since 2009 the EPA has been providing GHG emission standards for vehicles and other stationary sources of GHG emissions that are regulated by the EPA. On September 13, 2013 the EPA Administrator signed 40 CFR Part 60, that limits emissions from new sources to 1,100 pounds of CO_2 per mega-watt hour (MWh) for fossil fuel-fired utility boilers and 1,000 pounds of CO_2 per MWh for large natural gas-fired combustion units.

On August 3, 2015, the EPA announced the Clean Power Plan, emissions guidelines for U.S. states to follow in developing plans to reduce GHG emissions from existing fossil fuel-fired power plants (Federal Register Vol. 80, No. 205, October 23 2015). On October 11, 2017, the EPA issued a formal proposal to repeal the Clean Power Plan and on June 19, 2019 the EPA replaced the Clean Power Plan with the Affordable Clean Energy rule that is anticipated to lower power sector GHG emissions by 11 million tons by the year 2030.

On April 30, 2020, the EPA and the National Highway Safety Administration published the Final Rule for the *Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks* (SAFE Vehicles Rule). Part One of the Rule revokes California's authority to set its own GHG emissions standards and zero-emission vehicle mandates in California, which results in one emission standard to be used nationally for all passenger cars and light trucks that is set by the EPA.

6.3 State

The CARB has the primary responsibility for implementing state policy to address global climate change, however there are State regulations related to global climate change that affect a variety of State agencies. CARB, which is a part of the California Environmental Protection Agency, is responsible for the coordination and administration of both the federal and state air pollution control programs within California. In this capacity, the CARB conducts research, sets CAAQS, compiles emission inventories, develops suggested control measures, provides oversight of local programs, and prepares the SIP. In addition, the CARB establishes emission standards for motor vehicles sold in California, consumer products (e.g., hairspray, aerosol paints, and barbeque lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions.

In 2008, the CARB approved a Climate Change Scoping Plan that proposes a "comprehensive set of actions designed to reduce overall carbon GHG emissions in California, improve our environment, reduce our dependence on oil, diversify our energy sources, save energy, create new jobs, and enhance public health" (CARB 2008). The Climate Change Scoping Plan has a range of GHG reduction actions which include direct regulations; alternative compliance mechanisms; monetary and non-monetary incentives; voluntary actions; market-based mechanisms such as a cap-and-trade system. In 2014, CARB approved the First Update to the Climate Change Scoping Plan (CARB, 2014) that identifies additional strategies moving beyond the 2020 targets to the year 2050. On December 14, 2017 CARB adopted the California's 2017 Climate Change Scoping Plan, November 2017 (CARB, 2017) that provides specific statewide policies and measures to achieve the 2030 GHG reduction target of 40 percent below 1990 levels by 2030 and the aspirational 2050 GHG reduction target of 80 percent below 1990 levels by 2050. In addition, the State has passed the following laws directing CARB to develop actions to reduce GHG emissions, which are listed below in chronological order, with the most current first.

Executive Order B-55-18 and Assembly Bill 1279

The California Governor issued Executive Order B-55-18 in September 2018 that establishes a new statewide goal to achieve carbon neutrality as soon as possible, but no later than 2045. This executive order directs the CARB to work with relevant State agencies to develop a framework for implementation and accounting that tracks progress toward this goal as well as ensuring future scoping plans identify and recommend measures to achieve this carbon neutrality goal. Assembly Bill 1279 was passed by the legislature in September 2022 that codifies the carbon neutrality targets provided in Executive Order B-55-18. The *2022 Scoping Plan for Achieving Carbon Neutrality,* adopted by CARB on December 16, 2022, was prepared in order to meet the carbon neutrality goal targets developed in Executive Order B-55-18 and codified in Assembly Bill 1279.

Executive Order N-79-20

EO N-79-20 establishes targets for when all new vehicles and equipment are zero-emission and is described in more detail above in Section 5.1 under Energy Conservation Management.

California Code of Regulations (CCR) Title 24, Part 6

The Title 24 Part 6 standards have been developed by the CEC primarily for energy conservation and is described in more detail above in Section 5.1 under Energy Conservation Management. It should be noted that implementation of the Title 24 Part 6 building standards would also reduce GHG emissions, since as detailed above in Section 3.3 Greenhouse Gas Emissions Inventory, energy use for residential and commercial buildings creates 9.7 percent of the GHG emissions in the State.

California Code of Regulations (CCR) Title 24, Part 11

The CalGreen Building standards have been developed by the CEC primarily for energy conservation and is described in more detail above in Section 5.1 under Energy Conservation Management. It should be noted that implementation of the CalGreen Building standards would also reduce GHG emissions, since as detailed above under Title 24, Part 6, energy usage from buildings creates 9.7 percent of GHG emissions in the State.

Senate Bill 100

SB 100 requires that by December 1, 2045 that 100 percent of retail sales of electricity to be generated from renewable or zero-carbon emission sources of electricity and is described in more detail above in Section 5.1 under Energy Conservation Management.

Executive Order B-48-18 and Assembly Bill 2127

Executive Order B-48-18 and AB 2127 provides measures to put at least five million zero-emission vehicles on California roads by 2030 and to install 200 hydrogen fueling stations and 250,000 electric vehicle chargers by 2025 and is described in more detail above in Section 5.1 under Energy Conservation Management.

Executive Order B-30-15, Senate Bill 32 and Assembly Bill 197

The California Governor issued Executive Order B-30-15 on April 29, 2015 that aims to reduce California's GHG emissions 40 percent below 1990 levels by 2030. This executive order aligns California's GHG reduction targets with those of other international governments, such as the European Union that set the same target for 2030 in October, 2014. This target will make it possible to reach the ultimate goal of reducing GHG emissions 80 percent under 1990 levels by 2050 that is based on scientifically established levels needed in the U.S.A to limit global warming below 2 degrees Celsius – the warming threshold at which scientists say there will likely be major climate disruptions such as super droughts and rising sea levels. Assembly Bill 197 (AB 197) (September 8, 2016) and Senate Bill 32 (SB 32) (September 8, 2016) codified into statute the GHG emissions reduction targets of at least 40 percent below 1990 levels by 2030 as detailed in Executive Order B-30-15. AB 197 also requires additional GHG emissions reporting that is broken down to sub-county levels and requires CARB to consider the social costs of emissions impacting disadvantaged communities.

Executive Order B-29-15

The California Governor issued Executive Order B-29-15 on April 1, 2015 and directed the State Water Resources Control Board to impose restrictions to achieve a statewide 25% reduction in urban water usage and directed the Department of Water Resources to replace 50 million square feet of lawn with drought tolerant landscaping through an update to the State's Model Water Efficient Landscape Ordinance. The Ordinance also requires installation of more efficient irrigation systems, promotion of greywater usage and onsite stormwater capture, and limits the turf planted in new residential landscapes to 25 percent of the total area and restricts turf from being planted in median strips or in parkways unless the parkway is next to a parking strip and a flat surface is required to enter and exit vehicles. Executive Order B-29-15 would reduce GHG emissions associated with the energy used to transport and filter water.

Assembly Bill 341 and Senate Bills 939 and 1374

Senate Bill 939 (SB 939) requires that each jurisdiction in California to divert at least 50 percent of its waste away from landfills, whether through waste reduction, recycling or other means. Senate Bill 1374 (SB 1374) requires the California Integrated Waste Management Board to adopt a model ordinance by March 1, 2004 suitable for adoption by any local agency to require 50 to 75 percent diversion of construction and demolition of waste materials from landfills. Assembly Bill 341 (AB 341) was adopted in 2011 and builds upon the waste reduction measures of SB 939 and 1374, and set a new target of a 75 percent reduction in solid waste generated by the year 2020.

Senate Bill 375

Senate Bill 375 (SB 375) was adopted September 2008 in order to support the State's climate action goals to reduce GHG emissions from transportation sources through coordinated regional transportation planning efforts, regional GHG emission reduction targets, and land use and housing allocation. SB 375 requires the CARB to set regional targets for GHG emissions reductions from passenger vehicle use. In 2010, the CARB established targets for 2020 and 2035 for each Metropolitan Planning Organizations (MPO) within the State. It was up to each MPO to adopt a sustainable communities strategy (SCS) that will prescribe land use allocation in that MPOs Regional Transportation Plan (RTP) to meet CARB's 2020 and 2035 GHG emission reduction targets. These reduction targets are required to be updated every eight years and the most current targets are detailed at: https://ww2.arb.ca.gov/our-work/programs/sustainable-communities-program/regional-plan-targets, which provides GHG emissions reduction targets for SCAG of 8 percent by 2020 and 19 percent by 2035.

The Connect SoCal (SCAG, 2020) provides a 2035 GHG emission reduction target of 19 percent reduction over the 2005 per capita emissions levels. The Connect SoCal include new initiatives of land use, transportation and technology to meet the 2035 new 19 percent GHG emission reduction target for 2035. CARB is also charged with reviewing SCAG's RTP/SCS for consistency with its assigned targets.

City and County land use policies, including General Plans, are not required to be consistent with the RTP and associated SCS. However, new provisions of CEQA incentivize, through streamlining and other provisions, qualified projects that are consistent with an approved SCS and categorized as "transit priority projects."

Assembly Bill 1109

AB 1109 requires reductions in energy usage for lighting and is described in more detail above in Section 5.1 under Energy Conservation Management.

Executive Order S-1-07

Executive Order S-1-07 was issued in 2007 and proclaims that the transportation sector is the main source of GHG emissions in the State, since it generates more than 40 percent of the State's GHG emissions. It establishes a goal to reduce the carbon intensity of transportation fuels sold in the State by at least ten percent by 2020. This Executive Order also directs CARB to determine whether this Low Carbon Fuel Standard (LCFS) could be adopted as a discrete early-action measure as part of the effort to meet the mandates in AB 32.

In 2009 CARB approved the proposed regulation to implement the LCFS. The standard was challenged in the courts, but has been in effect since 2011 and was re-approved by the CARB in 2015. The LCFS is anticipated to reduce GHG emissions by about 16 MMT per year by 2020. The LCFS is designed to provide a framework that uses market mechanisms to spur the steady introduction of lower carbon fuels. The framework establishes performance standards that fuel producers and importers must meet annually. Reformulated gasoline mixed with corn-derived ethanol and low-sulfur diesel fuel represent the baseline fuels. Lower carbon fuels may be ethanol, biodiesel, renewable diesel, or blends of these fuels with gasoline or diesel. Compressed natural gas and liquefied natural gas also may be low-carbon fuels. Hydrogen and electricity, when used in fuel cells or electric vehicles, are also considered as low-carbon fuels.

Senate Bill 97

Senate Bill 97 (SB 97) was adopted August 2007 and acknowledges that climate change is a prominent environmental issue that requires analysis under CEQA. SB 97 directed the Governor's Office of Planning and Research (OPR), which is part of the State Natural Resources Agency, to prepare, develop, and transmit to the CARB guidelines for the feasible mitigation of GHG emissions or the effects of GHG emissions, as required by CEQA, by July 1, 2009. The Natural Resources Agency was required to certify and adopt those guidelines by January 1, 2010.

Pursuant to the requirements of SB 97 as stated above, on December 30, 2009 the Natural Resources Agency adopted amendments to the State CEQA guidelines that addresses GHG emissions. The CEQA Guidelines Amendments changed 14 sections of the Guidelines for Implementation of the California

Environmental Quality Act (CEQA Guidelines) and incorporated GHG language throughout the CEQA Guidelines. However, no GHG emissions thresholds of significance were provided and no specific mitigation measures were identified. The GHG emission reduction amendments went into effect on March 18, 2010 and are summarized below:

- Climate Action Plans and other greenhouse gas reduction plans can be used to determine whether a project has significant impacts, based upon its compliance with the plan.
- Local governments are encouraged to quantify the GHG emissions of proposed projects, noting that they have the freedom to select the models and methodologies that best meet their needs and circumstances. The section also recommends consideration of several qualitative factors that may be used in the determination of significance, such as the extent to which the given project complies with state, regional, or local GHG reduction plans and policies. OPR does not set or dictate specific thresholds of significance. Consistent with existing CEQA Guidelines, OPR encourages local governments to develop and publish their own thresholds of significance for GHG impacts assessment.
- When creating their own thresholds of significance, local governments may consider the thresholds of significance adopted or recommended by other public agencies or recommended by experts.
- New amendments include guidelines for determining methods to mitigate the effects of GHG emissions in Appendix F of the CEQA Guidelines.
- OPR is clear to state that "to qualify as mitigation, specific measures from an existing plan must be identified and incorporated into the project; general compliance with a plan, by itself, is not mitigation."
- OPR's emphasizes the advantages of analyzing GHG impacts on an institutional, programmatic level. OPR therefore approves tiering of environmental analyses and highlights some benefits of such an approach.
- Environmental impact reports must specifically consider a project's energy use and energy efficiency potential.

Assembly Bill 32

In 2006, the California State Legislature adopted AB 32, the California Global Warming Solutions Act of 2006. AB 32 requires CARB, to adopt rules and regulations that would achieve GHG emissions equivalent to statewide levels in 1990 by 2020 through an enforceable statewide emission cap which will be phased in starting in 2012. Emission reductions shall include carbon sequestration projects that would remove carbon from the atmosphere and utilize best management practices that are technologically feasible and cost effective.

In 2007, the CARB released the calculated Year 1990 GHG emissions of 431 MMTCO$_2$e. The 2020 target of 431 MMTCO$_2$e requires the reduction of 78 MMTCO$_2$e, or approximately 16 percent from the State's projected 2020 business as usual emissions of 509 MMTCO$_2$e (CARB, 2014). Under AB 32, CARB was required to adopt regulations by January 1, 2011 to achieve reductions in GHGs to meet the 1990 cap by 2020. Early measures CARB took to lower GHG emissions included requiring operators of the largest industrial facilities that emit 25,000 metric tons of CO_2 in a calendar year to submit verification of GHG emissions by December 1, 2010. The CARB Board also approved nine discrete early action measures that include regulations affecting landfills, motor vehicle fuels, refrigerants in cars, port operations and other sources, all of which became enforceable on or before January 1, 2010.

The CARB's Scoping Plan that was adopted in 2009, proposes a variety of measures including: strengthening energy efficiency and building standards; targeted fees on water and energy use; a market-based cap-and-trade system; achieving a 33 percent renewable energy mix; and a fee regulation to fund the program. The 2014 update to the Scoping Plan identifies strategies moving beyond the 2020 targets to the year 2050.

The Cap-and-Trade Program established under the Scoping Plan sets a statewide limit on sources responsible for 85 percent of California's GHG emissions and has established a market for long-term investment in energy efficiency and cleaner fuels since 2012.

Executive Order S-3-05

In 2005 the California Governor issued Executive Order S 3-05, GHG Emission, which established the following reduction targets:

- 2010: Reduce greenhouse gas emissions to 2000 levels;
- 2020: Reduce greenhouse gas emissions to 1990 levels;
- 2050: Reduce greenhouse gas emissions to 80 percent below 1990 levels.

The Executive Order directed the secretary of the California Environmental Protection Agency (CalEPA) to coordinate a multi-agency effort to reduce GHG emissions to the target levels. To comply with the Executive Order, the secretary of CalEPA created the California Climate Action Team (CAT), made up of members from various state agencies and commissions. The team released its first report in March 2006. The report proposed to achieve the targets by building on the voluntary actions of businesses, local governments, and communities and through State incentive and regulatory programs. The State achieved its first goal of reducing GHG emissions to 2000 levels by 2010.

Assembly Bill 1493

AB 1493 or the Pavley Bill sets tailpipe GHG emissions limits for passenger vehicles in California as well as fuel economy standards and is described in more detail above in Section 5.1 under Energy Conservation Management.

6.4 Regional – Southern California

The SCAQMD is the agency principally responsible for comprehensive air pollution control in the Air Basin. To that end, as a regional agency, the SCAQMD works directly with SCAG, county transportation commissions, and local governments and cooperates actively with all federal and state agencies.

South Coast Air Quality Management District

SCAQMD develops rules and regulations, establishes permitting requirements for stationary sources, inspects emission sources, and enforces such measures through educational programs or fines, when necessary. SCAQMD is directly responsible for reducing emissions from stationary, mobile, and indirect sources. The SCAQMD is also responsible for GHG emissions for projects where it is the lead agency. However, for other projects in the SCAB where it is not the lead agency, it is limited to providing resources to other lead agencies in order to assist them in determining GHG emission thresholds and GHG reduction measures. In 2008 SCAQMD adopted a 10,000 $MTCO_2e$ annual threshold for industrial projects, where SCAQMD is the lead agency.

Southern California Association of Governments

SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties and addresses regional issues relating to transportation, the economy, community development and the environment. SCAG is the federally designated Metropolitan Planning Organization (MPO) for the majority of the southern California region and is the largest MPO in the nation. With respect to air quality planning, SCAG has prepared the Connect SoCal and 2019 FTIP addresses regional development and growth forecasts. Although the Connect SoCal and 2019 FTIP are primarily planning documents for future transportation projects a key component of these plans are to integrate land use planning with transportation planning that promotes higher density infill development in close proximity to existing transit service. These plans form the basis for the land use and transportation components of the AQMP, which are utilized in the preparation of air quality forecasts and in the consistency analysis included in the AQMP. Connect SoCal, the 2019 FTIP, and the AQMP are based on projections originating within the City and County General Plans.

6.5 Local – City of Torrance

City of Torrance General Plan

The City of Torrance General Plan Community Resources Element provides the following GHG emissions-related objectives and policies that are applicable to the proposed project.

Objective CR.14

To reduce the City's overall carbon footprint and counteract the effects of global warming through a reduction in the emissions of greenhouse gases within Torrance.

Policies

CR.14.1: Support the California Air Resources Board in its ongoing plans to implement AB32, and fully follow any new AB32-related regulations.

CR.14.2: Develop and implement greenhouse gas emissions reduction measures, including discrete, early-action greenhouse gas-reducing measures that are technologically feasible and cost-effective.

CR.14.3: Pursue actions recommended in the U.S. Mayors Climate Protection Agreement to meet AB32 requirements.

CR.14.4: Act as a leader and example in sustainability and reduction in greenhouse gas emissions by conducting City business in the most greenhouse gas-sensitive way.

City of Torrance Climate Action Plan

The South Bay Cities Council of Governments prepared the *City of Torrance Climate Action Plan* (CAP), December 2017. The pre-amble of the CAP states the following: *The South Bay Cities Council of Governments CAP framework is unqualified, and offers cities a planning tool with optional strategies. The analysis and optional strategies in the CAP can be used in the future, by way of example, to help create a Qualified Climate Reduction Strategy under CEQA, to create GHG thresholds to be used in CEQA analysis and can be used to update the City's General Plan.* Although the CAP provides GHG emissions reduction target for the City to meet of 49 percent below 2005 levels by 2035, the CAP does not provide any project level thresholds that could be utilized and only provides one strategy that is applicable to the proposed warehouse development projects to meet, which is provided below:

LUT: D2.3 Require new developments to provide pedestrian, bicycle, and transit amenities.

All of the other strategies provided in the CAP are for the City to implement or are only applicable to residential or mixed-use developments.

7.0 ATMOSPHERIC SETTING

7.1 South Coast Air Basin

The project site is located within Los Angeles County, which is part of the South Coast Air Basin (Air Basin) that includes the non-desert portions of Riverside, San Bernardino, and Los Angeles Counties and all of Orange County. The Air Basin is located on a coastal plain with connecting broad valleys and low hills to the east. Regionally, the Air Basin is bounded by the Pacific Ocean to the southwest and high mountains to the east forming the inland perimeter.

7.2 Local Climate

The climate of southwestern Los Angeles County is characterized by hot dry summers, mild moist winters with infrequent rainfall, moderate afternoon breezes, and generally fair weather. Occasional periods of strong Santa Ana winds and winter storms interrupt the otherwise mild weather pattern. Although the Air Basin is semi-arid, the air near the surface in southwestern Los Angeles County is typically moist because of the presence of a shallow marine layer. Except for infrequent periods when dry air is brought into the Air Basin by offshore winds, the ocean effect is dominant. Periods of heavy fog are frequent and low stratus clouds, often referred to as "high fog" are a characteristic feature.

Winds are an important parameter in characterizing the air quality environment of a project site because they both determine the regional pattern of air pollution transport and control the rate of dispersion near a source. Daytime winds in southwestern Los Angeles County are usually light breezes from off the coast as air moves regionally onshore from the cool Pacific Ocean to the warm Mojave Desert interior of Southern California. These winds allow for good local mixing, but as discussed above, these coastal winds carry significant amounts of industrial and automobile air pollutants from the densely urbanized western portion of the Air Basin into the interior valleys which become trapped by the mountains that border the eastern and northern edges of the Air Basin. The wind rose that shows the wind patterns for Hawthorne Airport Monitoring Station is shown in Figure 3.

In the summer, strong temperature inversions may occur that limit the vertical depth through which air pollution can be dispersed. Air pollutants concentrate because they cannot rise through the inversion layer and disperse. These inversions are more common and persistent during the summer months. Over time, sunlight produces photochemical reactions within this inversion layer that creates ozone, a particularly harmful air pollutant. Occasionally, strong thermal convections occur which allows the air pollutants to rise high enough to pass over the mountains and ultimately dilute the smog cloud.

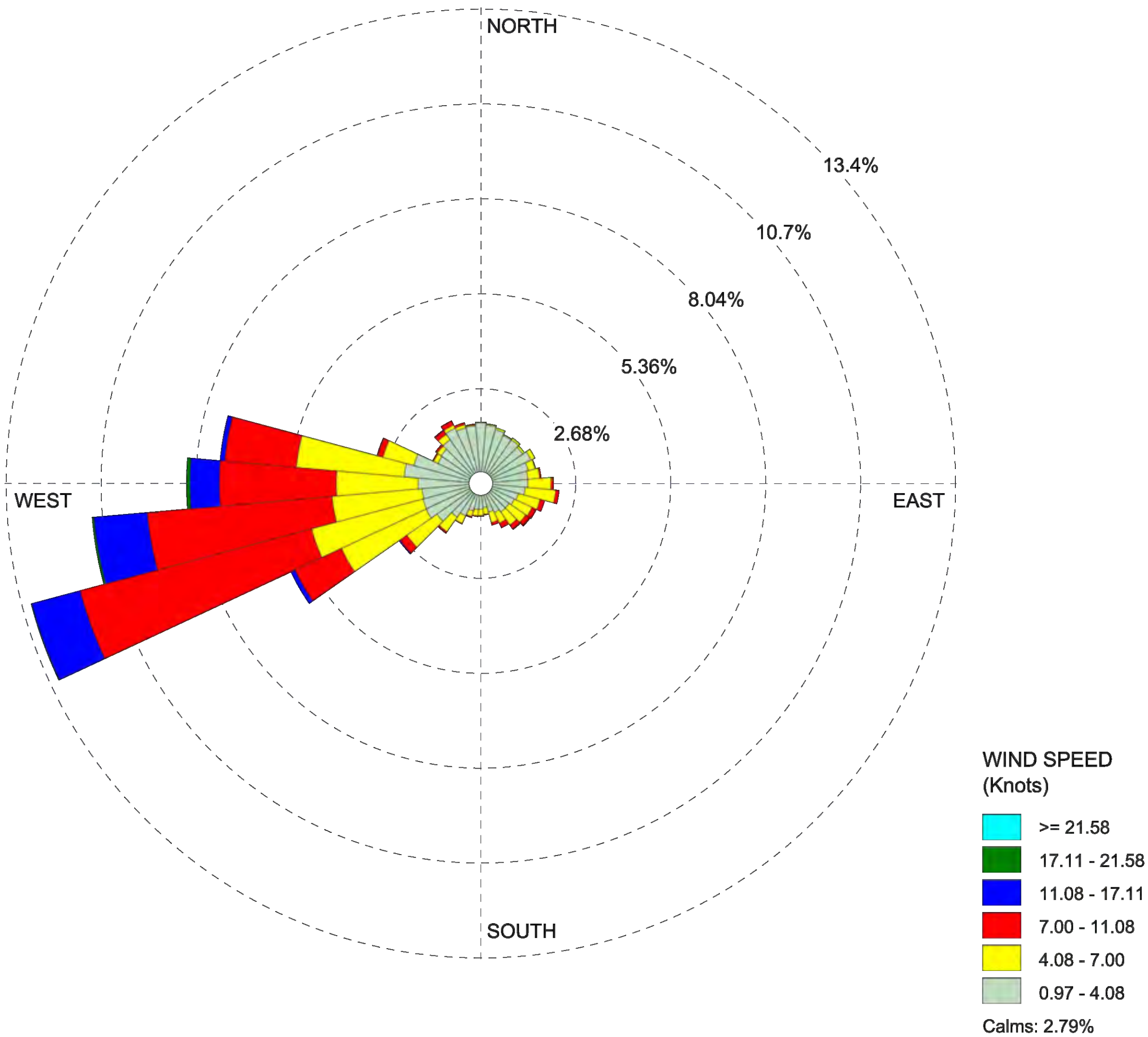
In the winter, light nocturnal winds result mainly from the drainage of cool air off of the mountains toward the valley floor while the air aloft over the valley remains warm. This forms a type of inversion known as a radiation inversion. Such winds are characterized by stagnation and poor local mixing and trap pollutants such as automobile exhaust near their source. While these inversions may lead to air pollution "hot spots" in heavily developed coastal areas of the Air Basin, there is not enough traffic in inland valleys to cause any winter air pollution problems. Despite light wind conditions, especially at night and in the early morning, winter is generally a period of good air quality in the project vicinity.

WIND ROSE PLOT:

Station #3167

DISPLAY:

Wind Speed
Direction (blowing from)



COMMENTS:	DATA PERIOD:	COMPANY NAME:	
	Start Date: 1/1/2012 - 00:00 **End Date: 12/31/2016 - 23:59**	MODELER:	
	CALM WINDS: **2.79%**	TOTAL COUNT: **43707 hrs.**	
	AVG. WIND SPEED: **4.83 Knots**	DATE: **5/22/2023**	PROJECT NO.:

WRPLOT View - Lakes Environmental Software

VISTA ENVIRONMENTAL

Figure 3
Hawthorne Airport Monitoring Station Wind Rose

The temperature and precipitation levels for the Torrance AP Station, which is the nearest weather station to the project site with historical data are shown below in Table F. Table F shows that August is typically the warmest month and January is typically the coolest month. Rainfall in the project area varies considerably in both time and space. Almost all the annual rainfall comes from the fringes of mid-latitude storms from late November to early April, with summers being almost completely dry.

Table F – Monthly Climate Data

Month	Average Maximum Temperature (°F)	Average Minimum Temperature (°F)	Average Total Precipitation (inches)
January	65.9	44.3	3.04
February	66.5	45.8	3.23
March	67.4	47.4	2.03
April	69.6	49.9	0.84
May	71.6	53.5	0.18
June	73.8	56.7	0.06
July	77.6	60.2	0.02
August	78.6	61.1	0.06
September	78.0	59.5	0.22
October	75.4	55.4	0.42
November	71.5	48.9	1.31
December	66.9	45.0	2.15
Annual	**71.9**	**52.3**	**13.55**

Source: https://wrcc.dri.edu/cgi-bin/cliMAIN.pl?ca8973

7.3 Monitored Local Air Quality

The air quality at any site is dependent on the regional air quality and local pollutant sources. Regional air quality is determined by the release of pollutants throughout the Air Basin. Estimates of the existing emissions in the Air Basin provided in the 2012 AQMP, indicate that collectively, mobile sources account for 59 percent of the VOC, 88 percent of the NOx emissions and 40 percent of directly emitted PM2.5, with another 10 percent of PM2.5 from road dust. The 2016 AQMP found that since 2012 AQMP projections were made stationary source VOC emissions have decreased by approximately 12 percent, but mobile VOC emissions have increased by 5 percent. The percentage of NOx emissions remain unchanged between the 2012 and 2016 projections.

SCAQMD has divided the Air Basin into 38 air-monitoring areas. The project site is located in Air Monitoring Area 3, the coastal portion of Southwest Los Angeles County. Since not all air monitoring stations measure all of the tracked pollutants, the data from the following two monitoring stations, listed in the order of proximity to the project site have been used: South Long Beach Monitoring Station (South Long Beach Station) and Long Beach-Signal Hill Monitoring Station (Signal Hill Station).

The South Long Beach Station is located approximately 9.4 miles northeast of the project site at 1305 E Pacific Coast Highway, Long Beach and the Signal Hill Station is located approximately 9.5 miles southeast of the project site at 1710 E 20th Street, Signal Hill. The monitoring data is presented in Table G and shows the most recent three years of monitoring data available from CARB. Ozone and NO_2 were measured at the Signal Hill Station and PM10 and PM2.5 were measured at the South Long Beach Station.

Table G – Local Area Air Quality Monitoring Summary

Pollutant (Standard)	Year 2019	2020	2021
Ozone: [1]			
Maximum 1-Hour Concentration (ppm)	ND	0.105	0.086
Days > CAAQS (0.09 ppm)	ND	**4**	0
Maximum 8-Hour Concentration (ppm)	ND	0.083	0.064
Days > NAAQS (0.070 ppm)	ND	**4**	0
Days > CAAQs (0.070 ppm)	ND	**4**	0
Nitrogen Dioxide:[1]			
Maximum 1-Hour Concentration (ppb)	ND	75.3	59.0
Days > NAAQS (100 ppb)	0	0	0
Days > CAAQS (180 ppb)	0	0	0
Inhalable Particulates (PM10):[2]			
Maximum 24-Hour National Measurement (ug/m^3)	72.7	68.3	48.7
Days > NAAQS (150 ug/m^3)	0	0	0
Days > CAAQS (50 ug/m^3)	**2**	**3**	0
Annual Arithmetic Mean (AAM) (ug/m^3)	21.5	26.9	23.2
Annual > NAAQS (50 ug/m^3)	No	No	No
Annual > CAAQS (20 ug/m^3)	**Yes**	**Yes**	**Yes**
Ultra-Fine Particulates (PM2.5):[2]			
Maximum 24-Hour California Measurement (ug/m^3)	30.6	63.7	42.9
Days > NAAQS (35 ug/m^3)	0	10	4
Annual Arithmetic Mean (AAM) (ug/m^3)	10.6	12.1	13.8
Annual > NAAQS and CAAQS (12 ug/m^3)	No	No	**Yes**

Notes: Exceedances are listed in **bold.** CAAQS = California Ambient Air Quality Standard; NAAQS = National Ambient Air Quality Standard; ppm = parts per million; ppb = parts per billion; ND = no data available.
[1] Data obtained from the Signal Hill Station.
[2] Data obtained from the South Long Beach Station.
Source: http://www.arb.ca.gov/adam/

Ozone

During the last three years, the State 1-hour concentration standard for ozone has only been exceeded for 4 days in the year 2020 at the Signal Hill Station. The State 8-hour ozone standard has only been exceeded between 0 and 4 days each year over the last three years at the Signal Hill Station. The Federal 8-hour ozone standard has been exceeded between 0 and 4 days each year over the last three years at the Signal Hill Station. Ozone is a secondary pollutant as it is not directly emitted. Ozone is the result of chemical reactions between other pollutants, most importantly hydrocarbons and NO_2, which occur only in the presence of bright sunlight. Pollutants emitted from upwind cities react during transport downwind to produce the oxidant concentrations experienced in the area. Many areas of Southern California contribute to the ozone levels experienced at this monitoring station, with the more significant areas being those directly upwind.

Nitrogen Dioxide

The Signal Hill Station did not record an exceedance of either the Federal or State 1-hour NO_2 standards for the last three years.

Particulate Matter

The State 24-hour concentration standard for PM10 has been exceeded between 0 and 3 days each year over the past three years at the South Long Beach Station. Over the past three years the Federal 24-hour standard for PM10 has not been exceeded at the South Long Beach Station. The annual PM10 concentration at the South Long Beach Station has exceeded the State standard for the past three years and has not exceeded the Federal standard for the past three years.

Over the past three years the federal 24-hour concentration standard for PM2.5 has been exceeded between 0 and 10 days each year at the South Long Beach Station. The annual PM2.5 concentrations at the Lake Elsinore Station has exceeded both the State and Federal standards for the one of the past three years. There seems to be a peak in PM2.5 emissions in 2020, which is currently decreasing and was likely caused by the increased shipping and associated activities at the two harbors. Particulate levels in the area are due to natural sources, grading operations, and motor vehicles.

According to the EPA, some people are much more sensitive than others to breathing fine particles (PM10 and PM2.5). People with influenza, chronic respiratory and cardiovascular diseases, and the elderly may suffer worsening illness and premature death due to breathing these fine particles. People with bronchitis can expect aggravated symptoms from breathing in fine particles. Children may experience decline in lung function due to breathing in PM10 and PM2.5. Other groups considered sensitive are smokers and people who cannot breathe well through their noses. Exercising athletes are also considered sensitive, because many breathe through their mouths during exercise.

7.4 Toxic Air Contaminant Levels in the Air Basin

In order to determine the Air Basin-wide risks associated with major airborne carcinogens, the SCAQMD has conducted a series of Multiple Air Toxics Exposure Study (MATES) studies. According to the MATES V study (SCAQMD, 2021), the project area has an estimated cancer risk of 365 per million persons chance of cancer. In comparison, the average cancer risk for the Air Basin is 457 per million persons. The MATES V study monitored air toxins between May 1, 2018 to April 30, 2019, found that cancer risk from air toxics has declined significantly in the Air Basin with a 40 percent decrease in cancer risk since the monitoring for the MATES IV study that occurred between July 1, 2012 and June 30, 2013 and an 84 percent decrease in cancer risk since the monitoring for the MATES II study that occurred between April 1, 1998 and March 31, 1999.

The MATES V study also analyzed impacts specific to the communities experiencing environmental injustices (EJ communities) that were evaluated using the Senate Bill 535 definition of disadvantaged communities, which found that between MATES IV and MATES V, the cancer risk from air toxics decreased by 57 percent in EJ communities overall, compared to a 53 percent reduction in non-EJ communities.

In order to provide a perspective of risk, it is often estimated that the incidence in cancer over a lifetime for the U.S. population ranges between 1 in 3 to 4 and 1 in 3, or a risk of about 300,000 per million persons.

The MATES-III study referenced a Harvard Report on Cancer Prevention, which estimated that of cancers associated with known risk factors, about 30 percent were related to tobacco, about 30 percent were related to diet and obesity, and about 2 percent were associated with environmental pollution related exposures that includes hazardous air pollutants.

8.0 MODELING PARAMETERS AND ASSUMPTIONS

8.1 CalEEMod Model Input Parameters

The criteria air pollution and GHG emissions impacts created by the proposed project have been analyzed through use of the California Emissions Estimator Model (CalEEMod) Version 2022.1.1.13. CalEEMod is a computer model published by the California Air Pollution Control Officers Association (CAPCOA) for estimating air pollutant and GHG emissions. The CalEEMod program uses the EMFAC2021 computer program to calculate the emission rates specific for the South Coast Air Basin portion of Los Angeles County for employee, vendor and haul truck vehicle trips and the OFFROAD2007 and OFFROAD2011 computer programs to calculate emission rates for heavy equipment operations. EMFAC2021, OFFROAD2007 and OFFROAD2011 are computer programs generated by CARB that calculates composite emission rates for vehicles. Emission rates are reported by the program in grams per trip and grams per mile or grams per running hour.

The project characteristics in the CalEEMod models were set to a project location of the South Coast Air Basin portion of Los Angeles County, utility companies of Southern California Edison and Southern California Gas (with 2025 forecast factors), and project opening year of 2025.

Land Use Parameters

The proposed project consists of demolition of the existing business park on the project site and construction of a new light industrial building totaling approximately 132,425 square feet that would include 5,000 square feet of ground floor office space, 5,000 square feet of mezzanine office space, and up to 20 percent (26,485 square feet) would be utilized for cold storage.

In order to determine the project impacts and compare to the impacts creating from the existing business park on the project site, two CalEEMod model runs have been performed. The land use parameters that were entered into the CalEEMod model for both the proposed project and existing business park are shown in Table H. The CalEEMod model printouts are provided in Appendix A for the proposed project and Appendix B for the existing business park.

Table H – CalEEMod Land Use Parameters

Proposed Land Use	Land Use Subtype in CalEEMod	Land Use Size[1]	Lot Acreage[2]	Building Area[3] (sq ft)	Landscaped Area[3] (sq ft)
Proposed Project					
Unrefrigerated Warehouse	Unrefrigerated Warehouse No Rail	96 TSF	3.00	95,940	18,351
Refrigerated Warehouse	Refrigerated Warehouse No Rail	26 TSF	0.72	26,485	4,404
Office Space	General Office Building	10 TSF	0.20	10,000	1,223
Paved Area (Truck Loading Area, Driveways, & Parking Lots)	Parking Lot	2 AC	2.34	--	14,298
Existing Business Park on Project Site					
Business Park	Industrial Park	87 TSF	3.92	86,995	23,995
Paved Area (Driveways, and Parking Lots)	Parking Lot	2 AC	2.34	--	14,298

Notes:
[1] TSF = Thousand Square Feet; AC = Acre
[2] Lot acreage calculated based on the total project site of 6.26-acres.
[3] Building square feet represent area where architectural coatings will be applied. Paved area based on CalEEMod default values.
[4] Landscaped area based on a total of 38,293 square feet of landscaped spread proportionally between land uses.

Construction Parameters

Construction of the proposed project is anticipated to start around January 2024 and was modeled based on the CalEEMod default timing of 15 months. Construction of the existing business park was not analyzed in CalEEMod, since it already exists. The construction-related GHG emissions were based on a 30-year amortization rate as recommended in the SCAQMD GHG Working Group meeting on November 19, 2009. The phases of construction activities that have been analyzed are detailed below and include: 1) Demolition; 2) Site Preparation; 3) Grading, 4) Building construction, 5) Paving; and 6) Application of architectural coatings.

CalEEMod provides the selection of "mitigation" to account for project conditions that would result in less emissions than a project without these conditions, however it should be noted that this "mitigation" may represent regulatory requirements. This includes the required to adherence to SCAQMD Rule 403, which requires that the Best Available Control Measures be utilized to reduce fugitive dust emissions and was modeled in CalEEMod by selection of mitigation of water all exposed areas three times per day.

<u>Demolition</u>

The demolition phase would consist of demolishing the existing structures on the project site that total approximate 86,995 square feet of building space. In addition, the existing parking lots and driveways on the project site would also need to be demolished, which has been estimated to cover approximately 4 acres or 174,200 square feet of pavement to be demolished. The pavement was assumed to be an average of 4-inches thick and weigh 145 pounds per square foot, which results in 4,211 tons of pavement that would be removed from the project site. For the existing structures to be demolished, CalEEMod utilizes a factor of 0.046 tons of debris of building material per building square foot. This results in 4,002 tons of debris that would be generated from demolition of the existing structures. Therefore, the combined demolition of the structures and pavement area would require the removal of 8,213 tons of debris that would be exported from the site and would generate an average of 103 haul truck trips per day over duration of demolition phase.

The demolition phase has been modeled as starting in January 2024 and would occur over four weeks, which is based on the CalEEMod default timing. The demolition activities would generate 15 worker trips per day. In order to account for water truck emissions, one onsite truck trip per day with a one-mile length was added to the demolition phase. The onsite equipment would consist of one concrete/industrial saw, three excavators, and two rubber-tired dozers, which is based on the CalEEMod default equipment mix. In order to account for SCAQMD Rule 403 minimum requirements water demolished area two times per day was selected.

<u>Site Preparation</u>

The site preparation phase would consist of removing any vegetation, tree stumps, and stones onsite prior to grading. The site preparation phase is anticipated to start after completion of the demolition phase and was modeled as occurring over two weeks, which is based on the CalEEMod default timing. The site preparation activities would generate 17.5 worker trips per day. In order to account for water truck emissions, one onsite truck trip per day with a one-mile length were added to the site preparation phase. The onsite equipment would consist of three rubber-tired dozers, and four crawler tractors, which replaced the CalEEMod default value of four of either tractors, loaders, or backhoes, in order to provide a more conservative analysis.

Grading

The grading phase would occur after completion of the site preparation phase and was modeled as occurring over four weeks, which is based on the CalEEMod default timing. Grading of the project site is anticipated to require the import of 1,579 cubic yards of fill. The import of dirt would generate an average of 9.9 haul truck trips per day over the duration of the grading phase. The grading activities would generate 15 worker trips per day. In order to account for water truck emissions, one onsite truck trip per day with a one-mile length were added to the grading phase. The onsite equipment would consist of two excavators, one grader, one rubber-tired dozer, two scrapers, and two crawler tractors, which replaced the CalEEMod default value of two of either tractors, loaders, or backhoes, in order to provide a more conservative analysis.

Building Construction

The building construction would occur after the completion of the grading phase and was modeled as occurring over 10 months, which is based on the CalEEMod default timing. The building construction phase would generate 54.6 worker trips and 21.7 vendor trips per day. The onsite equipment would consist of the simultaneous operation of one crane, three forklifts, one generator, one welder, and three of either tractors, loaders, or backhoes, which is based on the CalEEMod default equipment mix.

Paving

The paving phase would consist of paving the truck loading area, driveways, and parking lots. The paving phase would occur after completion of the building construction phase and was modeled as occurring over four weeks, which is based on the CalEEMod default timing. The paving phase would generate 15 worker trips per day. The onsite equipment would consist of the simultaneous operation of two pavers, two paving equipment, and two rollers, which is based on the CalEEMod default equipment mix.

Architectural Coating

The application of architectural coatings would occur after completion of the paving phase and was modeled as occurring over four weeks, which is based on the CalEEMod default timing. The architectural coating phase was modeled based on covering 198,638 square feet of non-residential interior area, 66,213 square feet of non-residential exterior area, and 6,116 square feet of parking area. The architectural coating phase would generate 10.9 worker trips per day. The onsite equipment would consist of one air compressor, which is based on the CalEEMod default equipment mix.

Operational Emissions Modeling

The operations-related criteria air pollutant emissions and GHG emissions created by the proposed project and existing business park on the project site have been analyzed through use of the CalEEMod model. The proposed project and existing business park were analyzed in the CalEEMod model based on the land use parameters provided above and the parameters entered for each operational emission source are described below.

Mobile Sources

Mobile sources include emissions the additional vehicle miles generated from the proposed project. The daily vehicle trip rates associated with the proposed project have been obtained from the *205th Torrance Industrial Project Trip Generation and Vehicle Miles Traveled (VMT) Screening Analysis* (Traffic Analysis), prepared by EPD Solutions, Inc., February 14, 2023. The Traffic Analysis found that the existing business park currently generates 1,082 daily trips with nominal truck trips and the proposed project would generate a total of 561 daily trips, of which would consist of the following breakdown: 387 passenger cars, 38 2-axle trucks, 31 3-axle trucks, and 105 4+ axle trucks.

According to the *WAIRE Implementation Guidelines,* prepared by SCAQMD, June 2021, , the SCAG's Heavy-Duty Truck Regional Demand model found that the average trip length for 2-axle and 3-axle trucks is 15.3 miles and 4+ axle trucks is 39.9 miles. In order to account for the longer truck trip length in CalEEMod, the 105 4+ axle daily truck trips were analyzed under the "Unrefrigerated Warehouse" land use, where the trip length was set to 39.9 miles and the 60 2-axle and 3-axle daily truck trips were analyzed under the "General Office Building" land use, where the trip length was set to 15.3 miles. For the 387 passenger car daily trips, the trips were analyzed under the "Refrigerated Warehouse" land use in CalEEMod. The passenger car trip lengths were based on the default trip lengths. The vehicle trips rate utilized in the CalEEMod model are provided in Table I.

Table I – Operational Inventory of Vehicle Trips

Land Use Type in CalEEMod	Vehicle Type	Land Use Size[1]	Daily Trip Generation Rates	
			Trips Rates[2]	Total Daily Trips
Proposed Project				
Unrefrigerated Warehouse No Rail	4+ Axle Trucks	96 TSF	1.09 per TSF	105
General Office Building	2 & 3-Axle Trucks	10 TSF	6.90 per TSF	69
Refrigerated Warehouse No Rail	Passenger Cars	26 TSF	14.88 per TSF	387
Existing Business Park on Project Site				
Industrial Park	All Vehicles	87 TSF	12.44 per TSF	1,082

Notes:
[1] TSF = Thousand Square Foot.
[2] Daily Trip rates obtained from the Traffic Analysis (EPD Solutions, Inc., 2023).

The vehicle mix utilized in CalEEMod for the unrefrigerated warehouse and general office building land uses were adjusted to match the truck generation rates provided in the Traffic Analysis. In addition, the vehicle mix for the Refrigerated Warehouse land use was also adjusted to remove the truck trips from this land use, since it only analyzed the passenger cars. The vehicle mixes utilized in CalEEMod for the proposed project are shown in Table J and the existing business park was based on the default CalEEMod vehicle mix. No other changes were made to the CalEEMod default mobile source parameters.

Table J – Fleet Mix During Operation of Proposed Project

Land Use	Percent of Vehicles Analyzed under each Vehicle Class							
	LDA	LDT1	LDT2	MDV	LHD2	MHD	HHD	MCY
Unrefrigerated Warehouse No Rail (4+ Axle Trucks)	0	0	0	0	0	0	100	0
General Office Building (2 & 3 Axle Trucks)	0	0	0	0	55.07	44.93	0	0
Refrigerated Warehouse No Rail (Passenger Cars)	53.607	4.652	24.601	14.875	0	0	0	2.265

Notes:
LDA = Light Duty Auto; LDT1 = Light-Duty Trucks (less than 3,750 pounds gross vehicle weight rating [GVWR]); LDT2 = Light-Duty Trucks (3,751 to 6,000 pounds GVWR); MDV = Medium-Duty Trucks (6,000 to 8,500 pounds GVWR); LHD2 = Light-Heavy-Duty Trucks 2 (GVWR 10,001 to 14,000 pounds); MHD = Medium-Heavy-Duty Trucks (GVWR 19,501 to 33,000 pounds); HHD = Heavy-Heavy-Duty Trucks (GVWR 33,000+ pounds); and MCY = motorcycles.

[1] The Unrefrigerated Warehouse fleet mix was based on the Truck Fleet Mix provided in the Traffic Analysis (EPD Solutions, Inc., 2023), with 2-axle trucks analyzed as LHD2, 3-axle trucks analyzed as MHD, and 4+-axle trucks analyzed as HHD.

As detailed above in the Project Description (see Section 1.3), up to 20 percent of the warehouse would be utilized for cold storage, as such it can be reasonably assumed that 20 percent (35 of the 200) daily truck trips would have an operational transport refrigeration unit (TRU). This would equate to 17.5 truck deliveries per day that may have an operational TRU. The TRUs operating at the proposed warehouse have been modeled as operating for 30 minutes per delivery, which equates to 8.75 hours of TRU operating time per day.

The OFFROAD2021 version 1.0.4 Emissions Inventory Tool provided at: https://arb.ca.gov/emfac/emissions-inventory was utilized to calculate the PM10 emissions from the diesel-powered TRUs and the OFFROAD2021 output file is provided in Appendix C. The criteria pollutant emissions rates were calculated by converting the tons per day of each pollutant to pounds per year and then dividing by the total activity hours to find the pounds per hour per TRU, which was then multiplied by the 8.75 hours per day of TRU operating time.

Area Sources

Area sources include emissions from consumer products, landscape equipment, and architectural coatings. The area source emissions were based on the default area source emissions rates for both the proposed project and existing project in CalEEMod. No changes were made to the default area source parameters in CalEEMod.

Energy Usage

Energy usage includes emissions from electricity and natural gas used onsite. The energy usage was based on the default energy use for the proposed project and existing project in CalEEMod. No changes were made to the default energy usage parameters in CalEEMod.

Solid Waste

Waste includes the GHG emissions associated with the processing of waste as well as the GHG emissions from the waste once it is interred into a landfill. The analysis was based on the default CalEEMod waste generation rates for both the proposed project and existing project. No changes were made to the default solid waste parameters in CalEEMod.

Water and Wastewater

Water includes the water used for the interior of the buildings as well as for landscaping and is based on the GHG emissions associated with the energy used to transport and filter the water. The analysis was based on the default CalEEMod water usage rates for both the proposed project and existing project. No changes were made to the default water and wastewater parameters in CalEEMod.

Off-Road Equipment

The primary activity that would require the use of off-road equipment would be associated with forklifts unloading/loading of truck deliveries from the proposed project. No off-road equipment was analyzed for the existing project. As detailed above, operation of the proposed project is anticipated to generate 174 daily truck trips. Based on 15 minutes of unloading/loading activities per truck trip, this would result in 43.5 hours of forklift activities per day, which was analyzed in CalEEMod as five forklifts operating 9 hours per day. In order to account for Project Design Feature 1, that restricts the operation of diesel-powered off-road equipment on the project site during long-term operations of the project, the forklifts were analyzed as being powered with compressed natural gas (CNG).

Diesel-Powered Fire Pump

The proposed project would require the installation of a diesel-powered fire pump. No fire pumps were analyzed for the existing project. The diesel-powered fire pump was modeled in CalEEMod as a 236 horse-powered engine that would be operational up to 30 minutes per day and 50 hours per year for engine cycling and maintenance activities.

Backup Diesel Generator

The proposed project would also include the installation of a diesel-powered backup generator. No backup generators were analyzed for the existing project. The backup diesel-powered generator would be located on the west side of the proposed warehouse, near the proposed fire pump. Pursuant to SCAQMD Rule 1470, the backup generator would be located a minimum of 50 meters south of the shared property line with the adjacent homes. The backup generator would provide backup power for critical systems in the proposed warehouse, such as emergency lighting, security, and refrigeration. The exact size of the backup generator has not yet been determined, however similar projects that Vista Environmental has worked on have utilized a 350 horsepower backup generator for these power requirements. As such, this analysis has analyzed the emissions created from a 350 horsepower diesel-powered backup generator that would be operational up to 30 minutes per day and 50 hours per year for engine cycling and maintenance activities.

8.2 Energy Use Calculations

The proposed project is anticipated to consume energy during both construction and operation of the proposed project and the parameters utilized to calculate energy use from construction and operation of the proposed project are detailed separately below.

Construction-Related Energy Use

Construction of the proposed project is anticipated to use energy in the forms of petroleum fuel for both off-road equipment as well as from the transport of workers and materials to and from the project site and the calculations for each source are described below.

Off-Road Construction Equipment

The off-road construction equipment fuel usage was calculated through use of the CalEEMod model's default off-road equipment assumptions detailed above in Section 8.1. For each piece of off-road equipment, the fuel usage was calculated through use of the *2017 Off-road Diesel Emission Factors* spreadsheet, prepared by the CARB (https://ww3.arb.ca.gov/msei/ordiesel.htm). The Spreadsheet provides the following formula to calculate fuel usage from off-road equipment:

Fuel Used = Load Factor x Horsepower x Total Operational Hours x BSFC / Unit Conversion

Where:

Load Factor - Obtained from CalEEMod default values

Horsepower – Obtained from CalEEMod default values

Total Operational Hours – Calculated by multiplying CalEEMod default daily hours by CalEEMod default number of working days for each phase of construction

BSFC – Brake Specific Fuel Consumption (pounds per horsepower-hour) – If less than 100 Horsepower = 0.408, if greater than 100 Horsepower = 0.367

Unit Conversion – Converts pounds to gallons = 7.109

Table K shows the off-road construction equipment fuel calculations based on the above formula. Table K shows that the off-road equipment utilized during construction of the proposed project would consume approximately 35,923 gallons of diesel fuel.

Table K – Off-Road Equipment and Fuel Consumption from Construction of the Proposed Project

Equipment Type	Equipment Quantity	Horse-power	Load Factor	Operating Hours per Day	Total Operational Hours[1]	Fuel Used (gallons)
Demolition						
Concrete/Industrial Saw	1	33	0.73	8	160	221
Excavators	3	36	0.38	8	480	377
Rubber Tired Dozers	2	367	0.4	8	320	2,425
Site Preparation						
Rubber Tired Dozers	3	367	0.4	8	240	1,819
Crawler Tractors	4	87	0.43	8	320	687
Grading						
Excavator	1	36	0.38	8	160	126
Grader	1	148	0.41	8	160	501
Rubber Tired Dozer	1	367	0.4	8	160	1,213
Crawler Tractors	3	87	0.43	8	480	1,031
Building Construction						
Crane	1	367	0.29	7	1,610	8,846
Forklifts	3	82	0.2	8	5,520	5,196
Generator Set	1	14	0.74	8	1,840	1,094
Tractors/Loaders/Backhoes	3	84	0.37	7	4,830	8,615
Welder	1	46	0.45	8	1,840	2,186
Paving						
Pavers	2	81	0.42	8	320	625
Paving Equipment	2	89	0.36	8	320	588
Rollers	2	36	0.38	8	320	251
Architectural Coating						
Air Compressor	1	37	0.48	6	120	122
Total Off-Road Equipment Diesel Fuel Used during Construction (gallons)						**35,923**

Notes:

[1] Based on: 20 days for Demolition, 10 days for Site Preparation, 20 days for Grading; 230 days for Building Construction; 20 days for Paving; and 20 days for Architectural Coating.

Source: CalEEMod Version 2022.1 (see Appendix A); CARB, 2017.

On-Road Construction-Related Vehicle Trips

The on-road construction-related vehicle trips fuel usage was calculated through use of the construction vehicle trip assumptions from the CalEEMod model run as detailed above in Section 8.1. The calculated total construction miles were then divided by the fleet average for the South Coast Air Basin miles per gallon rates for the year 2023 calculated through use of the EMFAC2017 model (https://www.arb.ca.gov/emfac/2017/) and the EMFAC2017 model printouts are shown in Appendix D. It should be noted that the EMFAC2021 model was not utilized, since it does not provide the information required to calculate the fleet average miles per gallon rates.

The worker trips were based on the entire fleet average miles per gallon rate for gasoline powered vehicles and the vendor trips were based on the Heavy-Heavy Duty Truck (HHDT), Medium Duty Vehicle (MDV), and Medium Heavy Duty Vehicle (MHDV) fleet average miles per gallon rate for diesel-powered vehicles. Table L shows the on-road construction vehicle trips modeled in CalEEMod and the fuel usage calculations.

Table L – On-Road Vehicle Trips and Fuel Consumption from Construction of Proposed Project

Vehicle Trip Types / Fuel Type	Daily Trips	Trip Length (miles)	Total Miles per Day	Total Miles per Phase[1]	Fleet Average Miles per Gallon[2]	Fuel Used (gallons)
Demolition						
Worker (Gasoline)	15	18.5	278	5,550	27.5	202
Haul (Diesel)	103	20	2,060	41,200	8.8	4,666
Water Trucks (Diesel)	1	1	1	20	8.8	2
Site Preparation						
Worker (Gasoline)	17.5	18.5	324	3,238	27.5	118
Water Trucks (Diesel)	1	1	1	10	8.8	1
Grading						
Worker (Gasoline)	15	18.5	278	5,550	27.5	202
Haul (Diesel)	9.9	20	198	3,960	8.8	448
Water Trucks (Diesel)	1	1	1	20	8.8	2
Building Construction						
Worker (Gasoline)	54.6	18.5	1,010	232,323	27.5	8,456
Vendor (Diesel)	21.7	10.2	221	50,908	8.8	5,765
Paving						
Worker (Gasoline)	15	18.5	278	5,550	27.5	202
Architectural Coating						
Worker (Gasoline)	10.9	18.5	202	4,033	27.5	147
Total Gasoline Fuel Used from On-Road Construction Vehicles (gallons)						**9,326**
Total Diesel Fuel Used from On-Road Construction Vehicles (gallons)						**10,885**

Notes:
[1] Based on: 20 days for Demolition; 10 days for Site Preparation, 20 days for Grading; 230 days for Building Construction; 20 days for Paving; and 20 days for Architectural Coating.
[2] From EMFAC 2017 model (see Appendix D). Worker Trips based on entire fleet of gasoline vehicles and Vendor Trips based on only truck fleet of diesel vehicles.
Source: CalEEMod Version 2022.1; CARB, 2018.

Table L shows that the on-road construction-related vehicle trips would consume approximately 5,441 gallons of gasoline and approximately 10,885 gallons of diesel fuel. As detailed above, Table K shows that the off-road construction equipment would consume approximately 35,923 gallons of diesel fuel. This would result in the total consumption of approximately 9,326 gallons of gasoline and 46,808 gallons of diesel fuel from construction of the proposed project.

Operations-Related Energy Use

The operation of the proposed project is anticipated to use energy in the forms of petroleum fuel, electricity, and natural gas, and the calculations for each source are described below.

Operational Petroleum Fuel

The on-road operations-related vehicle trips fuel usage was calculated through use of the total annual vehicle miles traveled assumptions from the CalEEMod model run (see Appendix A), which found that operation of the proposed project would generate 1,529,419 vehicle miles traveled per year from autos and would generate 2,915,328 vehicle miles traveled per year from trucks. The calculated total operational miles were then divided by the South Coast Air Basin fleet average rates of 27.5 miles per gallon of gasoline for automobiles and the fleet average rate of 8.8 miles per gallon of diesel for trucks, which was calculated through use of the EMFAC2017 model and based on the year 2024. The EMFAC2017 model printouts are shown in Appendix D.

The diesel-powered fire pump and backup generator fuel use was calculated based on the same formula provided above for off-road equipment. The fire pump was based on a 236 horsepower engine, a 73 percent load factor, and operating for 50 hours per year, which calculated that the fire pump would utilize 445 gallons per year. The backup generator was based on a 350 horsepower engine, a 73 percent load factor, and operating for 50 hours per year, which calculated that the backup generator would utilize 660 gallons per year.

The diesel-powered TRUs fuel use that would operate on the project site was calculated through use of the OFFROAD2021 model (see Appendix C) that provides total gallons per year consumed by all 25 horsepower Instate Trailer TRUs, which was divided by the total TRU hours per year, which found that a TRU consumes 0.656 gallons per hour. The TRU diesel consumption rate was then multiplied by 10 hours per day and 365 day per year, which resulted in the project TRUs consuming 2,395 gallons of diesel per year.

Based on the above calculation methodology, the operation of automobiles would consume approximately 55,665 gallons of gasoline per year and the operation of trucks, fire pump, generator, and TRUs would consume approximately 333,647 gallons of diesel per year.

Operational Electricity Use

The operations-related electricity usage was calculated in the CalEEMod model, that depicts the electricity use from each land use that are shown below in kilo-watt hours (kWh) per year:

- Unrefrigerated Warehouse – 449,034 kWh/year
- Refrigerated Warehouse – 512,169 kWh/year
- Office – 178,203 kWh/year
- Parking Lot (Truck Loading Area, Driveways, and Parking Lots) – 89,291 kWh/year

Based on the above, it is anticipated that the proposed project would utilize 1,228,697 kWh per year of electricity.

Operational Natural Gas Use

The operations-related natural gas usage was calculated in the CalEEMod model that depicts the natural gas use from each land use that are shown below in kilo British Thermal Units (kBTU) per year (CalEEMod land use shown in brackets):

- Unrefrigerated Warehouse – 1,849,353 kBTU/year
- Refrigerated Warehouse – 663,556 kBTU/year
- Office – 253,465 kBTU/year
- Parking Lot (Truck Loading Area, Driveways, and Parking Lots) – 0 kBTU/year

Based on the above, it is anticipated that the proposed project will use approximately 2,766,374 kBTU per year, which is equivalent to 2,766 mega-British Thermal units (MBTU) per year of natural gas.

8.3 Toxic Air Contaminant Emissions Modeling

The dispersion modeling utilized for analyzing the TAC emissions in this analysis has been based on the recommended methodology described in *Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel idling Emissions for CEQA Air Quality Analysis* (SCAQMD HRA Guidance), prepared by SCAQMD, 2003, *Air Toxics Hot Spots Program Risk Assessment Guidelines* (OEHHA Guidelines), prepared by Office of Environmental Health Hazard, February 2015, and *Risk Assessment Procedures for Rules 1401, 1401.1 and 212* (SCAQMD Risk Assessment Procedures), prepared by SCAQMD, September 1, 2017. Important issues that affect the dispersion modeling include the following: 1) Model Selection, 2) Source Treatment, 3) Meteorological Data, and 4) Receptor Grid. Each of these issues is addressed below.

Model Selection

The Lakes AERMOD View Version 11.2.0 using the latest version of the AERMOD model (22112) was used for all dispersion modeling. Key dispersion modeling options selected included the regulatory default options and urban modeling option for Los Angeles County with a population of 9,818,605. Flagpole receptor height was set to 0 meters, which is based on SCAQMD recommended modeling parameters. AERMAP model (16216), the terrain pre-processor for AERMOD, was run with a USGS 1 degree map of Long Beach. The averaging time options of 1-hour and Period were selected in all AERMOD model runs.

Meteorological Data

Meteorological data from the Hawthorne Airport Monitoring Site was selected for this modeling application. The SCAQMD's meteorological data is provided at: https://www.aqmd.gov/home/air-quality/meteorological-data/data-for-aermod. Five full years of meteorological data were collected at the Hawthorne Airport Station by the SCAQMD for 2012 to 2016. The SCAQMD processed the data for input to the model. An elevation of 19 meters was utilized for the Hawthorne Airport Station per SCAQMD guidance.

Receptor Grid

The nearest sensitive receptors to the project site are residents at the single-family homes located as near as 10 feet north of the project site and the patrons of Pueblo Park that is adjacent to the north side of the project site. There are also residents at the multi-family homes located on the south side of Dominguez Street, that are as near as 1,700 feet south of the project site. The nearest school is Switzer Learning

Center, which is a non-profit school that specializes in educating neurodiverse students and is located as near as 260 feet southeast of the project site. There is also Graceway Korean Preschool located as near as 400 feet south of the project site. The nearest public school is Fern Elementary School that is located as near as 0.7 mile southwest of the project site. Discrete receptors were placed at 18 representative nearby sensitive receptors. Figure 4 shows the locations of the sources and receptors modeled in the AERMOD model for TAC emissions.

Building Inputs

In order to account for building downwash (air turbulence caused by wind blowing over the proposed warehouse) attributes associated with the proposed project, the proposed warehouse structure was inputted into the AERMOD model as a polygonal building with a 45-foot height.

EMFAC2021 Model

The truck travel and truck idling emission rates were obtained from the EMFAC2021 model Version 1.0.2. The EMFAC2021 model is the latest emissions inventory model released by CARB that calculates motor vehicle emissions from vehicles operating on roads in California. The EMFAC2021 includes the latest data on California's car and truck fleets and travel activity and also reflects the emissions reductions associated with CARB's recent rulemaking, including on-road diesel fleet rules, Advanced Clean Car Standards, and the Smartway/Phase I Heavy-Duty Vehicle GHG Regulations.

The operational 3-axle and 4+-axle truck trips were modeled in the EMFAC2021 model through use of the Truck 2 Vehicle Category that covers all truck classifications over 14,000 pounds. The operational 2-axle (small truck) trips were modeled in the EMFAC2021 model through use of the Truck 1 Vehicle Category that covers all truck classifications between 8,500 and 14,000 pounds. Since vehicle emission factors are dependent on vehicle speed, emission factors were obtained for 10, 25, and 35 miles per hour and idling rates. The EMFAC2021 model run printout is provided in Appendix C.

The cancer risk analysis is based on a 30-year analysis period. Therefore, the analysis period was segmented into a construction and three operational age sensitivity time periods, consistent with the cancer risk estimation methodology. Although, DPM is a subset of PM2.5 emission, in order to provide a conservative analysis, DPM has been analyzed as PM10 emissions, which includes all of PM2.5 emission plus particulates that range between 2.5 and 10 micrometers. The DPM PM10 truck running emission rates utilized in this assessment are shown in Table M; the DPM PM10 truck idling emission rates utilized in this assessment are shown in Table N.

Table M – EMFAC2021 Diesel Truck Running PM10 Emission Rates

Vehicle Class	Speed (mph)	EMFAC2021 PM10 Running Emissions Rates (grams/mile)			
		2024 to 2025	2025 to 2026	2026 to 2040	2040 to 2053
Truck 1 (2-axle)	10	0.0547	0.0503	0.0382	0.0323
	25	0.0313	0.0291	0.0233	0.0206
	35	0.0219	0.0205	0.0168	0.0152
Truck 2 (3 & 4+ axle)	10	0.0192	0.0172	0.0105	0.0077
	25	0.0085	0.0078	0.0053	0.0042
	35	0.0085	0.0080	0.0060	0.0052

Source: EMFAC2021 version 1.0.2.

Table N – EMFAC2021 Diesel Truck Idling PM10 Emission Rates

Vehicle Class	EMFAC2021 PM10 Idling Emissions Rates (grams/hour)			
	2024 to 2025	2025 to 2026	2026 to 2040	2040 to 2053
Truck 1	0.807	0.805	0.798	0.797
Truck 2	0.024	0.021	0.013	0.010

Source: EMFAC2021 version 1.0.2.

TAC Emission Sources

The proposed project would create DPM emissions from both construction and operational activities, which have been modeled separately and are described below.

Construction-Related DPM Emissions

Construction activities would generate DPM emissions from off-road construction equipment operating on the project site and from diesel truck trips to the project site. Since construction activities would typically be limited to a 9-hour workday, all sources modeled in AERMOD for the construction scenario were set to be operational between the hours of 7 a.m. and 4 p.m. and the calculated emissions rates were set so that daily emissions are averaged over nine hours, instead of 24 hours. Construction of the proposed project has been modeled as starting January 2024 and would be completed in 15 months. All construction activities have been assumed to occur in the first analysis period of the third trimester of a pregnancy to 2 years of age.

Off-Road Construction Equipment DPM Emissions

TAC emissions from construction activities would be primarily from DPM emissions associated with the onsite operation of off-road diesel equipment. The off-road equipment exhaust emissions that would be created from construction of the proposed project has been calculated by the CalEEMod Model, based on the parameters detailed above in Section 8.1. Although DPM would typically be in the form of PM2.5, which is a subset of PM10, in order to provide a conservative analysis, this analysis has analyzed the exhaust PM10 emissions as DPM emissions. The CalEEMod model (see Appendix A) calculated that the off-road equipment would generate the following emissions rates:

- Unmitigated Off-Road Equipment: 0.09 tons of PM10 exhaust in 2024 and 0.01 tons of PM10 exhaust in 2025, for a total of 0.10 tons of PM10 exhaust. This equals 0.442 pounds (200.26 grams) of PM10 per day averaged over the 15-month (453 day) construction period.

- With Tier 4 Final Off-Road Equipment (Mitigation Measure 1): 0.02 tons of PM10 exhaust in 2024 and 0.004 tons of PM10 exhaust in 2025, for a total of 0.024 tons of PM10 exhaust. This equals 0.106 pounds (48.06 grams) of PM10 per day averaged over the 15-month (453 day) construction period.

The off-road construction equipment was modeled as a point source located approximately in the middle of the project site. The point source was modeled in the AERMOD model with a 13-foot height, a 0.1-meter diameter, a velocity of 50 meters per second, a temperature of 366°K and an emission rates of: 6.36E-03 grams per second for unmitigated condition and 1.48E-03 grams per second with Mitigation Measure 1 condition, which are based on a 9-hour workday. The placement of the off-road equipment point source in the AERMOD model is shown in Figure 4.

Construction-Related Truck Running Emissions

According to the CalEEMod model printouts shown in Appendix A, construction activities would generate a total of 7,249 truck trips, which results in an average of 16 daily truck trips over the 15-month (453 day) construction period. The construction-related truck trips are anticipated to access the project site from Interstate 405, utilizing the same path as the operational trips, which is based on the *Street Map of Established Truck Routes in the City of Torrance*, March 2022, which shows that the only truck route in the vicinity of the project site is Crenshaw Boulevard. As such, it is anticipated that half of the truck trips would travel from the east driveway south on Amapola Avenue to 208th Street to 208th Street and then north on Crenshaw Boulevard. The other half of the truck trips would travel from the west driveway west on 205th Street, to Beech Avenue to 208th Street and then north on Crenshaw Boulevard.

The truck travel emissions were modeled in the AERMOD model by using line volume sources. The line volume sources were modeled with a plume height of 6 feet and plume width of 12 feet for the onsite paths, a 30-foot width on 205th Street, Beech Avenue, Amapola Avenue, and 208th Street, and a 60-foot width on Crenshaw Boulevard. The emission rates utilized in the AERMOD model were obtained from the EMFAC2021 model for the Truck 2 vehicle class, which represents all trucks greater than 14,000 pounds. The emissions rates were calculated by converting the emissions created for one truck to grams per second and then calculating the time it takes to travel the road length and multiplying this time by the per day and then dividing by 9 hours. The road source emissions rates entered into the AERMOD model are shown in Table O. The placement of the construction-related truck travel line volume sources in the AERMOD model is shown in Figure 4.

Table O – AERMOD Model Construction-Related Truck Travel Emissions Sources

Source ID	Road Location	Daily Truck Trips[1]	Road Speed (mph)	Length of Road (Meters)	DPM Emission Rates (grams/second)
RDEAST	East Driveway, Amapola Ave, 208th St E	8	25	521	6.77E-07
RDWEST	West Driveway, 205th St, Beech Ave	8	25	306	3.98E-07
RD208TH	208th St - Beech Ave to Crenshaw Blvd	16	25	128	3.33E-07
RDCREN	Crenshaw Blvd	16	35	1,059	2.78E-06
RDONE	Onsite – East Driveway to Center	8	10	109	3.21E-07
RDONW	Onsite – West Driveway to Center	8	10	109	3.21E-07

Notes:
[1] Daily truck trips on offsite roads based on one way trips and for the onsite loop road based on truck deliveries that represent two trips, one entering and one leaving the site.
Source: EMFAC2021

Construction-Related Truck Idling Emissions

The construction diesel truck idling was modeled as a point source located approximately in the middle of the project site. The analysis was based on an average of 16 construction truck trips per day, with each truck idling on the project site for 5 minutes. The 5-minute period is based on Section 2485 of the California Code of Regulations that limits commercial truck idling to 5 minutes at any location. The emissions factor used for the truck idling point source was based on the EMFAC2021 years 2024 to 2025 Idling Emission Rate of 0.024 grams per hour (see Table N, above). The idling point source was modeled in the AERMOD model with a 12-foot height, a 0.1-meter diameter, a velocity of 50 meters per second, a temperature of 366°K and an emission rate of 9.77E-07 grams per second, which is based on a 9-hour workday. The placement of the construction idling point source in the AERMOD model is shown in Figure 4.

Operational TAC Emission Sources

Operational DPM emissions would be generated from diesel truck running and idling emissions, and from TRUs. The proposed project would also include diesel-powered fire pump and backup generator that would create DPM emissions. Project Design Feature 1 requires all off-road equipment used during operation of the project, including forklifts, are required to be non-diesel-powered. As such, no DPM emissions would be created from off-road equipment during operation of the proposed project.

As detailed above in Section 8.1 and in the Traffic Analysis (EPD Solutions, Inc., 2023), the proposed project would generate 38 2-axle, 31 3-axle, and 105 4+-axle daily truck trips generated by the proposed project. The 38 2-axle truck trips were analyzed based on the Truck 1 emission rates and the 136 3-axle and 4+-axle trucks were analyzed based on the Truck 2 emission rates from the EMFAC2021 model.

The Advanced Clean Fleets (ACF) and Advanced Clean Trucks (ACT) regulations that have been adopted by CARB, https://ww2.arb.ca.gov/resources/fact-sheets/advanced-clean-fleets-regulation-summary, that provide the following milestones for zero emission vehicle (ZEV) fleets: Group 1 (2-axle trucks): 10% by 2025, 25% by 2028, 50% by 2031, 75% by 2033 and 100% by 2035. Group 2 (3-axle and 4+ axle trucks): 10% by 2027, 25% by 2030, 50% by 2033, 75% by 2036, and 100% by 2039. Table P shows the portion of trucks for each analysis period that are required to ZEV and the resulting project-generated diesel truck trips per day for each analysis period.

Table P – Portion of Truck Fleet that is ZEV and Project Truck Trips that are Diesel-Powered

	2-Axle Trucks		3-Axle & 4+-Axle Trucks	
Analysis Period	Percent ZEV	Project Diesel Truck Trips/Day	Percent ZEV	Project Diesel Truck Trips/Day
2025-2026	10%	34.2	0%	136
2026-2040	63%	18.5	45%	74.3
2040-2053	100%	0	100%	0

Source: CARB, 2022; EPD Solutions, 2023.

Operational Truck Travel

The truck route to the project site was based on the *Street Map of Established Truck Routes in the City of Torrance*, March 2022, which shows that the only truck route in the vicinity of the project site is Crenshaw Boulevard. As such, it is anticipated that half of the truck trips would travel from the east driveway south on Amapola Avenue to 208th Street to 208th Street and then north on Crenshaw Boulevard. The other half of the truck trips would travel from the west driveway west on 205th Street, to Beech Avenue to 208th Street and then north on Crenshaw Boulevard.

The emission rates utilized in the AERMOD model were calculated by converting the emissions created for one truck to grams per second and then calculating the time it takes to travel the road length and multiplying this time by the per day and then dividing by 24 hours, since the proposed warehouse will be operational 24 hours per day. The calculated emission rates are shown in Table Q. The diesel truck line volume source truck routes were modeled with a 6-foot plume height, a 3-foot release height, and 12-foot plume width for the onsite travel ways and a 30-foot width on 205th Street, Beech Avenue, Amapola Avenue, and 208th Street, and a 60-foot width on Crenshaw Boulevard. The placement of the operation-related truck travel line volume sources in the AERMOD model is shown in Figure 5.

Table Q – AERMOD Model Operational DPM Truck Travel Emissions Sources

Source ID	Description	Diesel Truck Trips per Day[1] 2025-2026	2026-2040	2040-2053	DPM Emission Rates (grams/sec) 2025-2026	2026-2040	2040-2053
RDEAST	2-axle Truck Trips	17.1	7.0	0	2.97E-07	5.09E-07	0
	3-axle and 4+-axle Truck Trips	68.0	37.2	0	1.64E-06	6.13E-07	0
	East DW, Amapola Ave, 208th St	**85.1**	**44.2**	**0**	**3.19E-06**	**1.12E-06**	**0**
RDWEST	2-axle Truck Trips	17.1	7.0	0	2.97E-07	9.77E-08	0
	3-axle and 4+-axle Truck Trips	68.0	37.2	0	3.16E-07	1.18E-07	0
	West DW, 205th St, Beech Ave	**85.1**	44.2	**0**	**6.13E-07**	**2.15E-07**	**0**
RD208TH	2-axle Truck Trips	34.2	14.1	0	5.94E-07	1.95E-07	0
	3-axle and 4+-axle Truck Trips	136.0	74.3	0	6.32E-07	2.35E-07	0
	208th St-Beech Ave to Crenshaw Blvd	**170.2**	88.4	**0**	**1.23E-06**	**4.31E-07**	**0**
RDCREN	2-axle Truck Trips	34.2	14.1	0	4.18E-07	1.41E-07	0
	3-axle and 4+-axle Truck Trips	136.0	74.3	0	6.50E-07	2.35E-07	0
	Crenshaw Blvd	**170.2**	88.4	**0**	**1.07E-06**	**4.09E-07**	**0**
RDONE	2-axle Truck Trips	17.1	7.0	0	9.22E-07	2.88E-07	0
	3-axle and 4+-axle Truck Trips	68.0	37.2	0	1.25E-06	4.20E-07	0
	Onsite – East DW to Loading Area	85.1	44.2	**0**	**2.18E-06**	**7.08E-07**	**0**
RDONW	2-axle Truck Trips	17.1	7.0	0	1.37E-06	4.29E-07	0
	3-axle and 4+-axle Truck Trips	68.0	37.2	0	1.87E-06	6.25E-07	0
	Onsite – West DW to Loading Area	85.1	44.2	**0**	**3.24E-06**	**1.05E-06**	**0**

Notes:
[1] Diesel truck trips per day represent one-way trips (i.e., entering the project site or leaving the project site equal one trip).
Source: EPD Solutions, Inc., 2023.

Operational Truck Idling

The onsite diesel truck idling emissions were modeled as two point sources, with one point source located at the northernmost loading dock and the other point source located at the southernmost loading dock, with the truck idling emissions split evenly between the two point sources. The analysis was based on each truck delivery idling on the project site for 15 minutes or 5 minutes for arriving to the loading area, 5 minutes for leaving the loading area, and 5 minutes for queueing activities at the loading area. The 5-minute period is based on Section 2485 of the California Code of Regulations that limits commercial truck idling to 5 minutes at any location.

The idling point source was modeled in the AERMOD model with a 3.84-meter height, a 0.1-meter diameter, a velocity of 50 meters per second, and a temperature of 366°K, which were obtained from *Guidance for Air Dispersion Modeling*, prepared by San Joaquin Valley Air Pollution Control District. The idling point source emission rates entered into the AERMOD model are shown in Table R. The idling source emissions were determined by multiplying 15 minutes by the daily truck operations and dividing it by 24 hours in order to determine the percent of daily idling time. The daily idling time was then multiplied by the EMFAC2017 emissions rates that are detailed above and were converted to grams per second. The placement of the operational idling point source in the AERMOD model is shown in Figure 5.

Table R – AERMOD Model Operational DPM Truck Idling Emissions Sources

Source ID	Description	Daily Diesel Truck Deliveries[1]			DPM Emission Rates (grams/second)		
		2025-2026	2026-2040	2040-2053	2025-2026	2026-2040	2040-2053
IDLE	2-axle Truck Trips	17.1	7.0	0	3.98E-05	1.62E-05	0
	3-axle and 4+-axle Truck Trips	68.0	37.2	0	4.18E-06	1.42E-06	0
	Total Idling	**85.1**	**44.2**	**0**	**4.40E-05**	**1.76E-05**	**0**

Notes:
[1] Each daily truck delivery represent two trips (i.e., one entering the project site and one leaving the project site).
Source: EMFAC2021; EPD Solutions, Inc., 2023.

Transport Refrigeration Units

As detailed above in the Project Description (see Section 1.3), up to 20 percent of the warehouse would be utilized for cold storage, as such it can be reasonably assumed that 20 percent (34.8 of the 174) daily truck trips would have an operational TRU. This would equate to 17.4 truck deliveries per day (a truck delivery represents two truck trips) that may have an operational TRU. The TRUs operating at the proposed warehouse have been modeled as operating for 30 minutes per delivery.

According to the *Regulatory Advisory 22-30 2022 Amendments to the TRU ATCM,* prepared by CARB and found at: https://ww2.arb.ca.gov/sites/default/files/2022-09/advisory_22_30_0.pdf, since the proposed warehouse is greater than 20,000 square feet in size, any tenant that utilizes TRUs will be required to register the facility with CARB, pay fees every three years and report all TRUs that operate at their facility quarterly to CARB. In addition, starting December 31, 2023, a minimum of 15% of the TRU fleet is required to be turned over and replaced with zero-emission technology each year and by December 31, 2029 all TRUs operating in California will be zero-emission. Based on the 15 percent reduction per year, 11.6 of the 17.4 truck deliveries per day would be diesel-powered for the analysis period of years 2025 to 2026, 2.3 of the 17.4 truck deliveries per day would be diesel-powered for the analysis period of years 2026 to 2040, and zero truck deliveries per day would be diesel-powered for the analysis period of 2040 to 2053.

The OFFROAD2021 version 1.0.4 Emissions Inventory Tool provided at: https://arb.ca.gov/emfac/emissions-inventory was utilized to calculate the PM10 emissions from the diesel-powered TRUs and the OFFROAD2021 output file is provided in Appendix C and the calculated OFFROAD2021 TRU emissions rates are shown in Table S.

Table S – OFFROAD2021 TRU Emission Rates

Analysis Period	OFFROAD2021 PM10 Emission Rates[1]	
	(pounds/per hour per Diesel TRU)	(grams/hour per TRU)
Average Year 2025 to 2026	0.0027	1.24
Average Years 2026 to 2040	0.0011	0.49

Notes:
[1] Calculated based on a diesel 25 horsepower TRU on an Instate Trailer
Source: OFFROAD2021 (see Appendix C).

The TRU emissions have been analyzed in the AERMOD model as a point source located at the middle of the loading dock area. The TRU point source was analyzed based on each TRU operating onsite for 30 minutes per truck delivery, a release height of 3.84 meters, a gas exit temperature of 501°K, a stack inside diameter of 0.04 meter, and an exit velocity of 50 meters per second, which were obtained from *Guidance for Air Dispersion Modeling*, prepared by San Joaquin Valley Air Pollution Control District. The TRU emission rates used in the AERMOD model are shown in Table T.

Table T – AERMOD Model DPM Transport Refrigeration Unit Emissions Sources

Source ID	Description	Analysis Period	Diesel-Powered TRU Deliveries per Day	DPM Emission Rate (grams/second)
TRU	TRUs at Loading Dock Area	2025-2026	11.6	8.32E-05
		2026-2040	2.3	6.47E-06
		2040-2053	0	0

Source: CARB 2021; CARB 2022.

Diesel-Powered Fire Pump

The onsite diesel-powered fire pump emissions was modeled as a point source located on the west side of the proposed warehouse, with the diesel-engine exhaust vent on the roof. The DPM emissions from the fire pump were based on the CalEEMod model run (see Appendix A) that calculated that the fire pump would create an average of 0.009 pound per day of PM10 emissions. This was converted to an emission rate of 4.50E-05 grams per second that was entered into AERMOD. The point source was modeled with a 48-foot height (exhaust vent runs to on top of roof), a 0.1-meter diameter stack, a velocity of 50 meters per second, and a temperature of 366°K. The same emission rate was utilized for all scenarios, since there is a possibility that the fire pump installed during construction of the proposed project would still be in use 30 years later.

Diesel-Powered Backup Generator

The onsite diesel-powered backup generator emissions was modeled as a point source located on the west side of the proposed warehouse, near the fire pump. The backup generator is anticipated to be located outside on ground level with a 10 foot high exhaust stack. The DPM emissions from the fire pump were based on the CalEEMod model run (see Appendix A) that calculated that the fire pump would create an average of 0.011 pound per day of PM10 emissions. This was converted to an emission rate of 6.00E-05 grams per second that was entered into AERMOD. For the mitigated condition that requires the backup generator to meet US EPA TIER 4 emission requirements, which limits PM10 emissions to 0.01 gram per bhp-hour, this rate was multiplied by 350 horsepower and multiplied by 50 hours to account for the maximum allowed maintenance running time per year, and then divided by 365 days. This results in 0.48 grams per day of PM10 that would be created from the generator, or 5.55E-o6 grams per second that was entered into AERMOD.

The generator point source was modeled with a 10-foot height, a 0.1-meter diameter stack, a velocity of 50 meters per second, and a temperature of 366°K. The same emission rates were utilized for all scenarios, since there is a possibility that the backup generator installed during construction of the proposed project would still be in use 30 years later.

SOURCE: AERMOD View Version 11.2.0.

VISTA ENVIRONMENTAL

Figure 4
AERMOD Model Construction Sources and Receptors Placement

SOURCE: AERMOD View Version 11.2.0.

VISTA ENVIRONMENTAL

Figure 5
AERMOD Model Operational Sources and Receptors Placement

9.0 THRESHOLDS OF SIGNIFICANCE

9.1 Regional Air Quality

Many air quality impacts that derive from dispersed mobile sources, which are the dominate pollution generators in the Air Basin, often occurs hours later and miles away after photochemical processes have converted primary exhaust pollutants into secondary contaminants such as ozone. The incremental regional air quality impact of an individual project is generally very small and difficult to measure. Therefore, the SCAQMD has developed significance thresholds based on the volume of pollution emitted rather than on actual ambient air quality because the direct air quality impact of a project is not quantifiable on a regional scale. The SCAQMD CEQA Handbook states that any project in the Air Basin with daily emissions that exceed any of the identified significance thresholds should be considered as having an individually and cumulatively significant air quality impact. For the purposes to this air quality impact analysis, a regional air quality impact would be considered significant if emissions exceed the SCAQMD significance thresholds identified in Table U.

Table U – SCAQMD Regional Criteria Pollutant Emission Thresholds of Significance

	Pollutant Emissions (pounds/day)						
	VOC	**NOx**	**CO**	**SOx**	**PM10**	**PM2.5**	**Lead**
Construction	75	100	550	150	150	55	3
Operation	55	55	550	150	150	55	3

Source: http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2

9.2 Local Air Quality

Project-related construction air emissions may have the potential to exceed the State and Federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the Air Basin. In order to assess local air quality impacts the SCAQMD has developed Localized Significant Thresholds (LSTs) to assess the project-related air emissions in the project vicinity. The SCAQMD has also provided *Final Localized Significance Threshold Methodology* (LST Methodology), July 2008, which details the methodology to analyze local air emission impacts. The LST Methodology found that the primary emissions of concern are NO_2, CO, PM10, and PM2.5.

The LST Methodology provides Look-Up Tables with different thresholds based on the location and size of the project site and distance to the nearest sensitive receptors. As detailed above in Section 7.3, the project site is located in Air Monitoring Area 3, which covers the coastal portion of Southwest Los Angeles County.

The Look-Up Tables include site acreage sizes of 1-acre, 2-acres and 5-acres. The *Fact Sheet for Applying CalEEMod to Localized Significance Thresholds*, prepared by SCAQMD, 2015, provides guidance on how to determine the appropriate site acreage size to utilize for a project. The Fact Sheet details the site acreage should be based on the maximum number of acres disturbed on the peak day of construction that is calculated on the construction equipment list utilized in the CalEEMod model, where crawler tractors, graders, and rubber tired dozers are all assumed to disturb 0.5-acre in an 8-hour day and scrapers are assumed to disturb 1.0-acre in an 8-hour day. It should be noted that the methodology in the Fact Sheet was developed from the CalEEMod User Guide Appendix A, page 9, where the same acres disturbed per equipment type is detailed and is utilized in the CalEEMod model in order to determine the acres per day disturbed during site preparation and grading phases.

Table V lists all of the construction equipment modeled in CalEEMod and utilizes the methodology in the Fact Sheet to calculate the acres disturbed per day. As shown in Table V, the maximum disturbed per day would occur during the grading phase when 3.5 acres would be disturbed. As such, the 2-acre and 5-acre thresholds were interpolated in order to develop the threshold for the 3.5-acre thresholds.

Table V – Construction Equipment Modeled in CalEEMod and Acres Disturbed per Day

Construction Activity	Equipment Type	Equipment Quantity	Acres Disturbed per piece of Equipment per Day[1]	Operating Hours per Day	Acres Disturbed per Day
Demolition	Concrete Saw	1	0	8	0
	Excavators	3	0	8	0
	Rubber Tired Dozers	2	0.5	8	1.0
	Total Acres Disturbed per Day During Demolition				1.0
Site Preparation	Rubber Tired Dozers	3	0.5	8	1.5
	Crawler Tractors	4	0.5	8	2.0
	Total Acres Disturbed per Day During Site Preparation				3.5
Grading	Excavators	1	0	8	0
	Graders	1	0.5	8	0.5
	Rubber Tired Dozers	1	0.5	8	0.5
	Crawler Tractors	3	0.5	8	1.5
	Total Acres Disturbed per Day During Grading				2.5
Building Construction	Cranes	1	0	7	0
	Forklifts	3	0	8	0
	Generator Sets	1	0	8	0
	Tractors/Loaders/Backhoes	3	0	7	0
	Welders	1	0	8	0
	Total Acres Disturbed per Day During Building Construction				0
Paving	Pavers	2	0	8	0
	Paving Equipment	2	0	8	0
	Rollers	2	0	8	0
	Total Acres Disturbed per Day During Paving				0
Architectural Coating	Air Compressor	1	0	6	0
	Total Acres Disturbed per Day During Architectural Coating				0
	Maximum Acres Disturbed during All Construction Activities				**3.5**

Notes:
[1] Based on the Fact Sheet for Applying CalEEMod to Localized Significance Thresholds where crawler tractors, graders, and rubber tired dozers disturb 0.5-acre in an 8-hour day and scrapers disturb 1.0-acre in an 8-hour day. All other equipment disturb 0 acres per 8-hour day.
Source: CalEEMod Version 2022.1; SCAQMD, 2015.

The nearest sensitive receptors to the project site are residents at the single-family homes located as near as 10 feet north of the project site and the patrons of Pueblo Park that is adjacent to the north side of the project site. According to LST Methodology, any receptor located closer than 25 meters (82 feet) shall be based on the 25-meter thresholds. Table W below shows the LSTs for NO_2, PM10 and PM2.5 for both construction and operational activities.

Table W – SCAQMD Local Air Quality Thresholds of Significance

Activity	Allowable Emissions (pounds/day)[1]			
	NOx	CO	PM10	PM2.5
Construction	164	1,381	11.5	6.5
Operation	164	1,381	3.0	1.5

Notes:
[1] The nearest sensitive receptors to the project site are single-family homes and Pueblo Park that are adjacent to the north side of the project site. According to SCAQMD methodology, all receptors closer than 25 meters are based on the 25 meter threshold.
Source: Calculated from SCAQMD's Mass Rate Look-up Tables for two and five acres in Air Monitoring Area 3, Southwest Coastal LA County.

9.3 Toxic Air Contaminants

According to the SCAQMD CEQA Handbook, any project that has the potential to expose the public to toxic air contaminants in excess of the following thresholds would be considered to have a significant air quality impact:

- If the Maximum Incremental Cancer Risk is 10 in one million or greater; or
- Toxic air contaminants from the proposed project would result in a Hazard Index increase of 1 or greater.

In order to determine if the proposed project may have a significant impact related to toxic air contaminants (TACs), the *Health Risk Assessment Guidance for analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*, (Diesel Analysis) prepared by the SCAQMD, August 2003, recommends that if a proposed project is anticipated to create TACs through stationary sources or regular operations of diesel trucks on the project site, then the proximity of the nearest receptors to the source of the TAC and the toxicity of the HAP should be analyzed through a comprehensive facility-wide health risk assessment (HRA).

The comprehensive HRA for both construction and operation of the proposed project can be found below in Section 10.4.

9.4 Odor Impacts

The SCAQMD CEQA Handbook states that an odor impact would occur if the proposed project creates an odor nuisance pursuant to SCAQMD Rule 402, which states:

> "A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.
>
> The provisions of this rule shall not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals."

If the proposed project results in a violation of Rule 402 with regards to odor impacts, then the proposed project would create a significant odor impact.

9.5 Energy Conservation

The *2022 CEQA California Environmental Quality Act Statutes & Guidelines* (2022 CEQA Guidelines) include an Energy Section that analyzes the proposed project's energy consumption in order to avoid or reduce inefficient, wasteful or unnecessary consumption of energy. Appendix F of the 2022 CEQA Statute and Guidelines, states the following:

> The goal of conserving energy implies the wise and efficient use of energy. The means of achieving this goal include:
>
> (1) Decreasing overall per capita energy consumption,
>
> (2) Decreasing reliance on fossil fuels such as coal, natural gas and oil, and
>
> (3) Increasing reliance on renewable energy sources.

Since the Energy Section was recently added, no state or local agencies have adopted specific criteria or thresholds to be utilized in an energy impact analysis. However, Appendix F, Subsection II.C of the 2022 CEQA Guidelines provides the following criteria for determining significance.

1. The project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project life cycle including construction, operation, maintenance and/or removal. If appropriate, the energy intensiveness of materials may be discussed.
2. The effects of the project on local and regional energy supplies and on requirement for additional capacity.
3. The effects of the project on peak and base period demands for electricity and other forms of energy.
4. The degree to which the project complies with existing energy standards.
5. The effects of the project on energy resources.
6. The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.

If the proposed project creates inefficient, wasteful or unnecessary consumption of energy during construction or operation activities or conflicts with a state or local plan for renewable energy or energy efficiency, then the proposed project would create a significant energy impact.

9.6 Greenhouse Gas Emissions

There are several unique challenges to analyzing greenhouse gas emissions and climate change under CEQA, largely because of climate change's "global" nature. Typical CEQA analyses address local actions that have local—or, at most, regional—impacts, whereas climate change presents the considerable challenge of analyzing the relationship between local activities and the resulting potential, if any, for global environmental impacts. Most environmental analyses examine the "project-specific" impacts that a particular project is likely to generate. With regard to global warming, however, it is generally accepted that while the magnitude of global warming effects may be substantial, the GHG emissions from a single general development project would have no noticeable effect on global climate.

Global climate change is also fundamentally different from other types of air quality impact analyses under CEQA in which the impacts are all measured within, and are linked to, a discrete region or area. Instead, a global climate change analysis must be considered on a global level, rather than the typical local or regional setting, and requires consideration of not only emissions from the project under consideration, but also the extent of the displacement, translocation, and redistribution of emissions. In the usual context, where air quality is linked to a particular location or area, it is appropriate to consider the creation of new emissions in that specific area to be an environmental impact whether or not the emissions are truly “new” emissions to the overall globe. When the impact is a global one, however, it makes more sense to consider whether the emissions really are new emissions or are merely being moved from one place to another. For example, the approval of a new developmental plan or project does not necessarily create new automobile drivers - the primary source of a land use project’s emissions. Rather, due to the “relocation” factor, new land use projects sometimes merely redistribute existing mobile emissions; accordingly, the use of models that measure overall emissions increases without accounting for existing emissions will substantially overstate the impact of the development project on global warming. This makes an accurate analysis of GHG emissions substantially different from other air quality impacts, where the “addition” of redistributed emissions to a new locale can make a substantial difference to overall air quality.

For GHG emissions and global warming, there is not, at this time, one established, universally agreed-upon “threshold of significance” by which to measure an impact. While the CARB published some draft thresholds in 2008, they were never adopted, and the CARB recommended that local air districts and lead agencies adopt their own thresholds for GHG impacts.

Since the proposed project is located within the jurisdiction of the SCAQMD, the SCAQMD’s draft GHG emissions thresholds have been utilized in this analysis. In order to identify significance criteria under CEQA for development projects, SCAQMD initiated a Working Group, which provided detailed methodology for evaluating significance under CEQA. At the September 28, 2010 Working Group meeting, the SCAQMD released its most current version of the draft GHG emissions thresholds, which recommends a tiered approach that provides a quantitative annual threshold of 3,000 $MTCO_2e$ for all land use projects. Although the SCAQMD provided substantial evidence supporting the use of the above threshold, as of April 2019, the SCAQMD Board has not yet considered or approved the Working Group’s thresholds.

It should be noted that SCAQMD’s Working Group’s thresholds were prepared prior to the issuance of Executive Order B-30-15 on April 29, 2015 that provided a reduction goal of 40 percent below 1990 levels by 2030. This target was codified into statute through passage of AB 197 and SB 32 in September 2016. However. it should be noted that the California Supreme Court’s ruling on *Cleveland National Forest Foundation v. San Diego Association of Governments* (Cleveland v. SANDAG), Filed July 13, 2017 stated:

> SANDAG did not abuse its discretion in declining to adopt the 2050 goal as a measure of significance in light of the fact that the Executive Order does not specify any plan or implementation measures to achieve its goal. In its response to comments, the EIR said: “It is uncertain what role regional land use and transportation strategies can or should play in achieving the EO’s 2050 emissions reduction target. A recent California Energy Commission report concludes, however, that the primary strategies to achieve this target should be major ‘decarbonization’ of electricity supplies and fuels, and major improvements in energy efficiency [citation].

Although, the above court case was referencing California’s GHG emission targets for the year 2050, at this time it is also unclear what role land use strategies can or should play in achieving the AB 197 and SB 32 reduction goal of 40 percent below 1990 levels by 2030. As such this analysis has relied on the SCAQMD Working Group’s recommended thresholds. Therefore, the proposed project would be considered to create a significant cumulative GHG impact if the proposed project would exceed the annual threshold of 3,000 $MTCO_2e$.

The GHG emissions analysis for both construction and operation of the proposed project can be found below in Sections 10.8 and 10.9.

10.0 IMPACT ANALYSIS

10.1 CEQA Thresholds of Significance

Consistent with CEQA and the CEQA Guidelines, a significant impact related to air quality, energy, and GHG emissions would occur if the proposed project is determined to:

- Conflict with or obstruct implementation of the applicable air quality plan;
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard;
- Expose sensitive receptors to substantial pollutant concentrations;
- Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people;
- Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation;
- Conflict with or obstruct a state or local plan for renewable energy;
- Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; or
- Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs.

10.2 Air Quality Plan Consistency

The proposed project would not conflict with or obstruct implementation of the SCAQMD Air Quality Management Plan (AQMP). The following section discusses the proposed project's consistency with the SCAQMD AQMP.

SCAQMD Air Quality Management Plan

The CEQA Guidelines require a discussion of any inconsistencies between a proposed project and applicable General Plans and regional plans (CEQA Guidelines Section 15125). The regional plan that applies to the proposed project includes the SCAQMD AQMP. Therefore, this section discusses any potential inconsistencies of the proposed project with the AQMP.

The purpose of this discussion is to set forth the issues regarding consistency with the assumptions and objectives of the AQMP and discuss whether the proposed project would interfere with the region's ability to comply with Federal and State air quality standards. If the decision-makers determine that the proposed project is inconsistent, the lead agency may consider project modifications or inclusion of mitigation to eliminate the inconsistency.

The SCAQMD CEQA Handbook states that "New or amended GP Elements (including land use zoning and density amendments), Specific Plans, and significant projects must be analyzed for consistency with the AQMP." Strict consistency with all aspects of the plan is usually not required. A proposed project should be considered to be consistent with the AQMP if it furthers one or more policies and does not obstruct other policies. The SCAQMD CEQA Handbook identifies two key indicators of consistency:

(1) Whether the project will result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.

(2) Whether the project will exceed the assumptions in the AQMP or increments based on the year of project buildout and phase.

Both of these criteria are evaluated in the following sections.

Criterion 1 - Increase in the Frequency or Severity of Violations?

Based on the air quality modeling analysis contained in this report, short-term regional construction air emissions would not result in significant impacts based on the SCAQMD regional thresholds of significance discussed above in Section 9.1 or local thresholds of significance discussed above in Section 9.2. The ongoing operation of the proposed project would generate air pollutant emissions that are inconsequential on a regional basis and would not result in significant impacts based on SCAQMD thresholds of significance discussed above in Section 9.1. The analysis for long-term local air quality impacts showed that local pollutant concentrations would not exceed the air quality standards. Therefore, a less than significant long-term impact would occur, and no mitigation would be required.

Therefore, based on the information provided above, the proposed project would be consistent with the first criterion.

Criterion 2 - Exceed Assumptions in the AQMP?

Consistency with the AQMP assumptions is determined by performing an analysis of the proposed project with the assumptions in the AQMP. The emphasis of this criterion is to ensure that the analyses conducted for the proposed project are based on the same forecasts as the AQMP. The AQMP is developed through use of the planning forecasts provided in the Connect SoCal and 2019 FTIP. Connect SoCal is a major planning document for the regional transportation and land use network within Southern California. The Connect SoCal is a long-range plan that is required by federal and state requirements placed on SCAG and is updated every four years. The 2019 FTIP provides long-range planning for future transportation improvement projects that are constructed with state and/or federal funds within Southern California. Local governments are required to use these plans as the basis of their plans for the purpose of consistency with applicable regional plans under CEQA. For this project, the City of Torrance General Plan's Land Use Plan defines the assumptions that are represented in AQMP.

The project site is currently designated Business Park (I-BP) in the General Plan. The proposed warehouse building is an allowed use under the I-BP General Plan land use designation. Since the proposed project would not require a General Plan Amendment, implementation of the proposed project would not result in an inconsistency with the current land use designations with respect to the regional forecasts utilized by the AQMPs. As such, the proposed project is not anticipated to exceed the AQMP assumptions for the project site and is found to be consistent with the AQMP for the second criterion.

Based on the above, the proposed project will not result in an inconsistency with the SCAQMD AQMP. Therefore, a less than significant impact will occur in relation to implementation of the AQMP.

Level of Significance

Less than significant impact.

10.3 Cumulative Net Increase in Non-Attainment Pollution

The proposed project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard.

The SCAQMD has published a report on how to address cumulative impacts from air pollution: White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution (http://www.aqmd.gov/docs/default-source/Agendas/Environmental-Justice/cumulative-impacts-working-group/cumulative-impacts-white-paper.pdf). In this report the AQMD clearly states (Page D-3):

> "*…the AQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or Environmental Impact Report (EIR). The only case where the significance thresholds for project specific and cumulative impacts differ is the Hazard Index (HI) significance threshold for TAC emissions. The project specific (project increment) significance threshold is HI > 1.0 while the cumulative (facility- wide) is HI > 3.0. It should be noted that the HI is only one of three TAC emission significance thresholds considered (when applicable) in a CEQA analysis. The other two are the maximum individual cancer risk (MICR) and the cancer burden, both of which use the same significance thresholds (MICR of 10 in 1 million and cancer burden of 0.5) for project specific and cumulative impacts. Projects that exceed the project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable. This is the reason project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant."*

Therefore, this analysis assumes that individual projects that do not generate operational or construction emissions that exceed the SCAQMD's recommended daily thresholds for project-specific impacts would also not cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment, and, therefore, would not be considered to have a significant, adverse air quality impact. Alternatively, individual project-related construction and operational emissions that exceed SCAQMD thresholds for project-specific impacts would be considered cumulatively considerable. The following section calculates the potential air emissions associated with the construction and operations of the proposed project and compares the emissions to the SCAQMD standards.

Construction Emissions

The construction activities for the proposed project are anticipated to include demolition of the existing structures on the project site, site preparation and grading of the 6.26-acre project site, building construction of the warehouse, paving of the truck loading area, driveways, and parking lots, and application of architectural coatings. The CalEEMod model has been utilized to calculate the construction-related emissions from the proposed project and the input parameters utilized in this analysis have been detailed in Section 8.1. The maximum daily construction-related criteria pollutant emissions from the proposed project are shown below in Table X.

Table X – Construction-Related Criteria Pollutant Emissions

Season and Year of Construction	Maximum Daily Pollutant Emissions (pounds/day)					
	VOC	NOx	CO	SO_2	PM10	PM2.5
Winter 2024	4.57	42.6	36.4	0.08	10.5	4.95
Summer 2024	1.47	12.3	17.6	0.03	1.41	0.69
Winter 2025	63.0	11.5	16.6	0.03	1.34	0.62
Maximum Daily Construction Emissions	**63.0**	**42.6**	**36.4**	**0.08**	**10.5**	**4.95**
SCQAMD Regional Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
SCAQMD Local Thresholds[1]	**--**	**164**	**1,382**	**--**	**12**	**7**
Exceeds Thresholds?	No	No	No	No	No	No

Notes:
[1] The nearest sensitive receptors to the project site are single-family homes and Pueblo Park that are adjacent to the north side of the project site. According to SCAQMD methodology, all receptors closer than 25 meters are based on the 25 meter threshold. Calculated from SCAQMD's Mass Rate Look-up Tables for two and five acres in Air Monitoring Area 3, Southwest Coastal LA County.
Source: CalEEMod Version 2022.1.

Table X shows that none of the analyzed criteria pollutants would exceed either the regional or local emissions thresholds during construction of the proposed project. Therefore, a less than significant regional or local air quality impact would occur from construction of the proposed project.

Operational Emissions

The ongoing operation of the proposed project would result in a long-term increase in air quality emissions. This increase would be due to emissions from the project-generated vehicle trips, emissions from energy usage, onsite area source emissions, off-road equipment, fire pump, backup generator, and TRU emissions created from the on going operation of the proposed project. The following section provides an analysis of potential long-term air quality impacts due to regional air quality and local air quality impacts with the on going operations of the proposed project.

Operations-Related Regional Criteria Pollutant Analysis

The operations-related regional criteria air quality impacts created by the proposed project have been analyzed through use of the CalEEMod model and the input parameters utilized in this analysis have been detailed in Section 8.1. The worst-case summer or winter VOC, NOx, CO, SO_2, PM10, and PM2.5 daily emissions created from the proposed project's long-term operations have been calculated and are summarized below in Table Y and the CalEEMod daily emissions printouts for the proposed project are shown in Appendix A and for the existing business park are shown in Appendix B.

Table Y – Operational Regional Criteria Pollutant Emissions

Activity	Pollutant Emissions (pounds/day)					
	VOC	NOx	CO	SO_2	PM10	PM2.5
Proposed Project						
Area Sources[1]	3.19	0.00	<0.01	<0.01	<0.01	<0.01
Energy Usage[2]	0.04	0.74	0.62	<0.01	0.06	0.06
Mobile Sources[3]	1.62	18.70	19.40	0.18	3.49	1.01
Off-Road Equipment[4]	<0.01	4.97	49.50	<0.01	<0.01	<0.01
Fire Pump & Backup Generator[5]	0.48	1.34	1.23	<0.01	0.07	0.07
Transport Refrigeration Units[6]	0.68	0.73	<0.01	<0.01	0.03	0.03
Proposed Project Total Emissions	**6.01**	**26.48**	**70.75**	**0.18**	**3.65**	**1.17**

Activity	Pollutant Emissions (pounds/day)					
	VOC	**NOx**	**CO**	**SO_2**	**PM10**	**PM2.5**
Existing Business Park on Project Site						
Area Sources[1]	2.72	0.03	3.78	<0.01	0.01	0.01
Energy Usage[2]	0.03	0.59	0.50	<0.01	0.05	0.05
Mobile Sources[3]	3.78	3.30	34.40	0.08	2.89	0.55
Existing Total Emissions	**6.53**	**3.92**	**38.68**	**0.08**	**2.95**	**0.61**
Project Increase in Emissions	**-0.52**	**22.56**	**32.07**	**0.10**	**0.70**	**0.56**
SCQAMD Operational Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Exceeds Threshold?	No	No	No	No	No	No

Notes:
[1] Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.
[2] Energy usage consist of emissions from electricity and natural gas usage.
[3] Mobile sources consist of emissions from vehicles and road dust.
[4] Off-road equipment consists of emissions from forklifts utilized onsite (Project Design Feature 1 restricts the operation of diesel-powered forklifts, so forklifts have been analyzed as CNG-powered.
[5] Fire Pump analyzed based on a 236 horsepower diesel-powered fire pump operational up to 30 minutes in a day. Backup generator based on a 350 horsepower diesel powered generator operational up to 30 minutes in a day.
[6] The TRU emissions were calculated with same methodology as the TRU emissions analyzed above in Section 8.3 and based on the OFFROAD2021 output files provided in Appendix C.
Source: Calculated from CalEEMod Version 2022.1 (see Appendices A and B).

The data provided in Table Y shows that the analyzed criteria pollutants would be well below the regional emissions thresholds. Therefore, a less than significant regional air quality impact would occur from operation of the proposed project.

Friant Ranch Case

The operations-related regional criteria air quality impacts In *Sierra Club v. County of Fresno* (2018) 6 Cal.5th 502 (also referred to as "*Friant Ranch*"), the California Supreme Court held that when an EIR concluded that when a project would have significant impacts to air quality impacts, an EIR should "make a reasonable effort to substantively connect a project's air quality impacts to likely health consequences." In order to determine compliance with this Case, the Court developed a multi-part test that includes the following:

1) The air quality discussion shall describe the specific health risks created from each criteria pollutant, including diesel particulate matter.

This Analysis details the specific health risks created from each criteria pollutant above in Section 4.1 and specifically in Table C. In addition, the specific health risks created from diesel particulate matter is detailed above in Section 2.2 of this analysis. As such, this analysis meets the part 1 requirements of the Friant Ranch Case.

2) The analysis shall identify the magnitude of the health risks created from the Project. The Ruling details how to identify the magnitude of the health risks. Specifically, on page 24 of the ruling it states "The Court of Appeal identified several ways in which the EIR could have framed the analysis so as to adequately inform the public and decision makers of possible adverse health effects. The County could have, for example, identified the Project's impact on the days of nonattainment per year."

The Friant ranch Case found that an EIR's air quality analysis must meaningfully connect the identified air quality impacts to the human health consequences of those impacts, or meaningfully explain why that analysis cannot be provided. As noted in the Brief of Amicus Curiae by the SCAQMD in the Friant Ranch case (https://www.courts.ca.gov/documents/9-s219783-ac-south-coast-air-quality-mgt-dist-041315.pdf) (Brief), the SCAQMD has among the most sophisticated air quality modeling and health impact evaluation capability of any of the air districts in the State, and thus it is uniquely situated to express an opinion on how lead agencies should correlate air quality impacts with specific health outcomes. The SCAQMD discusses that it may be infeasible to quantify health risks caused by projects similar to the proposed Project, due to many factors. It is necessary to have data regarding the sources and types of air toxic contaminants, location of emission points, velocity of emissions, the meteorology and topography of the area, and the location of receptors (worker and residence). The Brief states that it may not be feasible to perform a health risk assessment for airborne toxics that will be emitted by a generic industrial building that was built on "speculation" (i.e., without knowing the future tenant(s)). Even where a health risk assessment can be prepared, however, the resulting maximum health risk value is only a calculation of risk, it does not necessarily mean anyone will contract cancer as a result of the Project. The Brief also cites the author of the CARB methodology, which reported that a PM2.5 methodology is not suited for small projects and may yield unreliable results. Similarly, SCAQMD staff does not currently know of a way to accurately quantify ozone-related health impacts caused by NO_X or VOC emissions from relatively small projects, due to photochemistry and regional model limitations. The Brief concludes, with respect to the Friant Ranch EIR, that although it may have been technically possible to plug the data into a methodology, the results would not have been reliable or meaningful.

On the other hand, for extremely large regional projects (unlike the proposed project), the SCAQMD states that it has been able to correlate potential health outcomes for very large emissions sources – as part of their rulemaking activity, specifically 6,620 pounds per day of NOx and 89,180 pounds per day of VOC were expected to result in approximately 20 premature deaths per year and 89,947 school absences due to ozone. As shown above in Table X, project-related construction activities would generate a maximum of 63.0 pounds per day of VOC and 42.6 pounds per day of NOx and as shown above in Table Y, operation of the proposed project would generate 6.01 pounds per day of VOC and 26.48 pounds per day NOx. The proposed project would not generate anywhere near these levels of 6,620 pounds per day of NOx or 89,190 pounds per day of VOC emissions. Therefore, the proposed project's emissions are not sufficiently high enough to use a regional modeling program to correlate health effects on a basin-wide level.

Notwithstanding, this analysis does evaluate the proposed project's localized impact on air quality for emissions of CO, NOX, PM10, and PM2.5 by comparing the proposed project's onsite emissions to the SCAQMD's applicable LST thresholds. As evaluated in this analysis, the proposed project would not result in emissions that exceeded the SCAQMD's LSTs. Therefore, the proposed project would not be expected to exceed the most stringent applicable federal or state ambient air quality standards for emissions of CO, NOX, PM10, and PM2.5.

<u>Operations-Related Local Air Quality Impacts</u>

Project-related air emissions may have the potential to exceed the State and Federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the Air Basin. The proposed project has been analyzed for the potential local CO emission impacts from the project-generated vehicular trips and from the potential local air quality impacts from on-site operations. The following analyzes the vehicular CO emissions and local impacts from on-site operations.

Local CO Hotspot Impacts from Project-Generated Vehicular Trips

CO is the pollutant of major concern along roadways because the most notable source of CO is motor vehicles. For this reason, CO concentrations are usually indicative of the local air quality generated by a roadway network and are used as an indicator of potential local air quality impacts. Local air quality impacts can be assessed by comparing future without and with project CO levels to the State and Federal CO standards of 20 ppm over one hour or 9 ppm over eight hours.

At the time of the 1993 Handbook, the Air Basin was designated nonattainment under the CAAQS and NAAQS for CO. With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations in the Air Basin and in the state have steadily declined. In 2007, the Air Basin was designated in attainment for CO under both the CAAQS and NAAQS. SCAQMD conducted a CO hot spot analysis for attainment at the busiest intersections in Los Angeles during the peak morning and afternoon periods and did not predict a violation of CO standards[3]. Since the nearby intersections to the proposed project are much smaller with less traffic than what was analyzed by the SCAQMD, no local CO Hotspot are anticipated to be created from the proposed project and no CO Hotspot modeling was performed. Therefore, a less than significant long-term air quality impact is anticipated to local air quality with the on-going use of the proposed project.

Local Criteria Pollutant Impacts from Onsite Operations

Project-related air emissions from onsite sources such as architectural coatings, landscaping equipment, onsite usage of natural gas appliances, and onsite off-road equipment may have the potential to create emissions areas that exceed the State and Federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the Air Basin.

The local air quality emissions from onsite operations were analyzed using the SCAQMD's Mass Rate LST Look-up Tables and the methodology described in LST Methodology. The Look-up Tables were developed by the SCAQMD in order to readily determine if the daily emissions of CO, NOx, PM10, and PM2.5 from the proposed project could result in a significant impact to the local air quality. Table X shows the onsite emissions from the CalEEMod model that includes area sources, energy usage, onsite off-road equipment, and vehicles operating in the immediate vicinity of the project site and the calculated emissions thresholds.

Table Z – Operations-Related Localized Criteria Pollutant Emissions

Onsite Emission Source	Pollutant Emissions (pounds/day)			
	NOx	CO	PM10	PM2.5
Area Sources	<0.01	<0.01	<0.01	<0.01
Energy Usage	0.74	0.62	0.06	0.06
Mobile Sources[1]	2.34	2.43	0.44	0.13
Off-Road Equipment[2]	4.97	49.50	<0.01	<0.01
Fire Pump & Backup Generator[3]	1.34	1.23	0.07	0.07
TRUs[4]	0.73	<0.01	0.03	0.03
Total Emissions	**10.12**	**53.78**	**0.60**	**0.29**

[3] The four intersections analyzed by the SCAQMD were: Long Beach Boulevard and Imperial Highway; Wilshire Boulevard and Veteran Avenue; Sunset Boulevard and Highland Avenue; and La Cienega Boulevard and Century Boulevard. The busiest intersection evaluated (Wilshire and Veteran) had a daily traffic volume of approximately 100,000 vehicles per day with LOS E in the morning and LOS F in the evening peak hour.

Onsite Emission Source	Pollutant Emissions (pounds/day)			
	NOx	CO	PM10	PM2.5
SCAQMD Local Operational Thresholds[5]	**164**	**1,382**	**3**	**2**
Exceeds Threshold?	No	No	No	No

Notes:
[3] Mobile sources based on 1/8 of the gross vehicular emissions, which is the estimated portion of vehicle emissions occurring within a quarter mile of the project site.
[2] Off-road equipment consists of emissions from forklifts utilized onsite (Project Design Feature 1 restricts the operation of diesel-powered forklifts, so forklifts have been analyzed as CNG-powered.
[3] Fire Pump analyzed based on a 236 horsepower diesel-powered fire pump operational up to 30 minutes in a day. Backup generator based on a 350 horsepower diesel powered generator operational up to 30 minutes in a day.
[4] The TRU emissions were calculated with same methodology as the TRU emissions analyzed above in Section 8.3 and based on the OFFROAD2021 output files provided in Appendix C.
[5] The nearest sensitive receptor to the project site are single-family homes and Pueblo Park that are adjacent to the north side of the project site. According to SCAQMD methodology, all receptors closer than 25 meters are based on the 25 meter threshold.
Source: Calculated from SCAQMD's Mass Rate Look-up Tables for two and five acres in Air Monitoring Area 3, Southwest Coastal LA County.

The data provided in Table X shows that the on going operations of the proposed project would not exceed the LSTs discussed above in Section 9.2. Therefore, the on-going operations of the proposed project would create a less than significant operations-related impact to localized air quality due to onsite emissions and no mitigation would be required.

Therefore, the proposed project would not result in a cumulatively considerable net increase of any criteria pollutant.

Level of Significance

Less than significant impact.

10.4 Sensitive Receptors

The proposed project would not expose sensitive receptors to substantial pollutant concentrations. The local concentrations of criteria pollutant emissions produced in the nearby vicinity of the proposed project, which may expose sensitive receptors to substantial concentrations have been calculated above in Section 10.3 for both construction and operations, which are discussed separately below. The discussion below also includes an analysis of the potential impacts from local criteria pollutant and toxic air contaminant emissions. The nearest sensitive receptors to the project site are residents at the single-family homes located as near as 10 feet north of the project site and the patrons of Pueblo Park that is adjacent to the north side of the project site.

The proposed project would have the potential to expose sensitive receptors to substantial pollutant concentrations of localized criteria pollutant concentrations, vehicular CO emissions, and from toxic air contaminant emissions that include DPM emissions from off-road equipment and from diesel trucks as well as from asbestos emissions associated with demolition of the existing structures.

Local Criteria Pollutant Impacts

The local air quality impacts from construction and operation of the proposed project have been analyzed above in Section 10.3, which found that construction and operation of the proposed project would not exceed the local NOx, CO, PM10 and PM2.5 thresholds of significance discussed above in Section 9.2. Therefore, construction and operation of the proposed project would create a less than significant impact to local air quality and no mitigation would be required.

Local CO Hotspot Impacts from Project-Generated Vehicle Trips

CO is the pollutant of major concern along roadways because the most notable source of CO is motor vehicles. For this reason, CO concentrations are usually indicative of the local air quality generated by a roadway network and are used as an indicator of potential impacts to sensitive receptors. The analysis provided above in Section 10.3 shows that no local CO Hotspots are anticipated to be created at any nearby intersections from the vehicle traffic generated by the proposed project. Therefore, the proposed project would create a less than significant local CO hotspots impact.

Diesel Particulate Matter Emissions Impacts

The proposed project consists of development of a warehouse that would generate DPM emissions during construction from off-road diesel-powered equipment and from diesel-powered trucks delivering equipment and building materials to the project site and during operation of the proposed warehouse from diesel-powered trucks and associated diesel-powered TRUs. The proposed project would also include a diesel-powered fire pump that would create DPM emissions. Per Project Design Feature 1, all off-road equipment utilized during operation of the proposed warehouse is required to be non-diesel powered. As such, no DPM emissions would be created from operational off-road equipment.

The TAC impacts to the nearby sensitive receptors have been analyzed through use of the AERMOD model and the model input parameters detailed above in Section 8.3. Health risks from TACs are twofold. First, TACs are carcinogens according to the State of California. Second, short-term acute and long-term chronic exposure to TACs can cause health effects to the respiratory system. Each of these health risks is discussed below.

<u>Cancer Risks</u>

According to the OEHHA Guidance (OEHHA, 2015) and *Risk Assessment Procedures for Rules 1401, 1401.1 and 212*, (SCAQMD, 2017), the cancer risk should be calculated using the following formula:

Cancer Risk = [Dose-inhalation (mg/(Kg-day)] * [Cancer Potency Factor (kg-day)/mg]*[1×10^6] * Age Sensitivity Factor * Fraction of Time at Home

$$\text{Dose-inhalation} = (C_{air} * DBR * A * EF * ED * 10^6) / AT$$

Where:

C_{air}	[Concentration in air ($\mu g/m^3$)] = (Calculated by AERMOD Model)
DBR	[Daily breathing rate (L/kg body weight – day)]
A	[Inhalation absorption factor]
EF	[Exposure frequency (days/year)]
ED	[Exposure duration (years)]
10^6	[Micrograms to milligrams conversion]
AT	[Average time period over which exposure is averaged in days]

The cancer risk parameters used in this evaluation for the nearby sensitive receptors are shown in Table AA. It should be noted that this provides a worst-case analysis for the receptors located at the nearby parks and schools, since no person would be at those locations for 24 hours per day.

Table AA – DPM Cancer Risk Calculation Parameters

Parameter	Construction	Operations		
	2024 – 2025 (3rd Trimester to 1 yr)	2025 – 2026 (1 to 2 yrs)	2026 – 2040 (2 to 16 yrs)	2040 – 2053 (16 to 30 yrs)
Cancer Potency Factor (mg/kg-day) for DPM	1.1	1.1	1.1	1.1
Daily Breathing Rate (L/kg body weight-day)	944[(1)]	1,090	572	261
Inhalation Absorption Factor	1	1	1	1
Exposure Frequency (days/year)	350	350	350	350
Exposure Duration (years)	1.25	1	14	13.75
Age Sensitivity Factor	10	10	3	1
Fraction of Time at Home	1.0	1.0	1.0	0.73
Averaging Time[2] (days)	25,550	25,550	25,550	25,550
Potential Cancer Risk =	C_{air} * 178	C_{air} * 164	C_{air} * 362	C_{air} * 39.5

Notes:
[1] Based on 95th percentile breathing rate of 361 for 3rd trimester for 3 months and 1,090 for 0 to 2 years for 7 months (OEHHA, 2015; SCAQMD, 2017).
[2] Based on a 70-year average lifetime (OEHHA, 2015; SCAQMD, 2017)

Table BB provides a summary of the calculated DPM concentrations at the nearby sensitive receptors. Appendices F, G, H and I provide the AERMOD printouts.

Table BB – Project DPM Emissions Cancer Risks at Nearby Sensitive Receptors

Sensitive Receptor[1]	Receptor Location		Annual DPM (PM10) Concentration (µg/m³)				Cancer Risk Per Million People[2]
	X	Y	Construction 2024-2025	Operations 2025-2026	Operations 2026-2040	Operations 2040-2053	
1	377,296	3,745,919	0.0155	0.0060	0.0032	0.0005	5.0
2	377,329	3,745,921	0.0225	0.0078	0.0040	0.0006	6.8
3	377,374	3,745,918	0.0416	0.0094	0.0041	0.0009	**10.5**
4	377,429	3,745,918	0.0695	0.0138	0.0044	0.0010	**16.3**
5	377,494	3,745,918	0.0764	0.0209	0.0060	0.0014	**19.3**
6	377,517	3,745,916	0.0841	0.0224	0.0067	0.0016	**21.2**
7	377,547	3,745,916	0.0730	0.0222	0.0073	0.0018	**19.4**
8	377,578	3,745,920	0.0552	0.0148	0.0051	0.0011	**14.2**
9	377,630	3,745,915	0.0382	0.0094	0.0035	0.0007	9.7
10	377,630	3,745,744	0.0094	0.0052	0.0000	0.0000	2.5
11	377,421	3,745,655	0.0072	0.0063	0.0000	0.0000	2.3
12	377,718	3,745,293	0.0007	0.0013	0.0000	0.0000	0.3
13	377,589	3,745,291	0.0008	0.0016	0.0000	0.0000	0.4
14	377,431	3,745,293	0.0009	0.0018	0.0000	0.0000	0.5
15	377,264	3,745,290	0.0009	0.0014	0.0000	0.0000	0.4
16	377,105	3,745,293	0.0007	0.0010	0.0000	0.0000	0.3

Sensitive Receptor[1]	Receptor Location		Annual DPM (PM10) Concentration (µg/m³)				Cancer Risk Per Million People[2]
	X	Y	Construction 2024-2025	Operations 2025-2026	Operations 2026-2040	Operations 2040-2053	
17	376,823	3,744,785	0.0002	0.0002	0.0000	0.0000	0.1
18	377,135	3,745,991	0.0036	0.0021	0.0000	0.0000	1.0
						Threshold of Significance	**10**
						Exceed Threshold?	**Yes**

Notes:
[1] The locations of each Sensitive Receptor are shown above in Figures 4 and 5.
[2] The residential cancer risk based on: C_{air} (2024-2025) * 178 + C_{air} (2025-2026) * 164 + C_{air} (2026-2040) * 362 + C_{air} (2040-2053) * 39.5.
Source: Calculated from ISC-AERMOD View Version 11.2.0.

Table BB shows that the combined cancer risk from construction and operation of the proposed project's DPM emissions would exceed the SCAQMD's threshold of 10 per million persons at Receptors 4, 5, 6, 7, and 8, which are all located at the homes and park on the north side of the project site. This would be considered a significant impact.

Mitigation Measure AIR-1 has been provided that requires all off-road construction equipment greater than 50 horsepower that will be used on the project site during construction of the proposed project to be registered with CARB and shall meet the US EPA Tier 4 Final emission standards.

The AERMOD model run for construction activities was re-run with implementation of Mitigation Measure AIR-1 and the results are shown in Table CC. Table CC shows that with implementation of Mitigation Measure AIR-1, the DPM concentrations at all of the nearby sensitive receptors would be within the SCAQMD's threshold of 10 per million persons. Therefore, with implementation of Mitigation Measure AIR-1, construction and operation of the proposed project would result in a less than significant impact due to the cancer risk from DPM emissions.

Table CC – Mitigated Project DPM Emissions Cancer Risks at Nearby Sensitive Receptors

Sensitive Receptor[1]	Receptor Location		Annual DPM (PM10) Concentration (µg/m³)				Cancer Risk Per Million People[2]
	X	Y	Construction 2024-2025	Operations 2025-2026	Operations 2026-2040	Operations 2040-2053	
1	377,296	3,745,919	0.0037	0.0060	0.0032	0.0006	2.9
2	377,329	3,745,921	0.0054	0.0078	0.0040	0.0008	3.8
3	377,374	3,745,918	0.0100	0.0094	0.0041	0.0009	4.9
4	377,429	3,745,918	0.0167	0.0138	0.0044	0.0010	6.9
5	377,494	3,745,918	0.0183	0.0209	0.0060	0.0014	9.0
6	377,517	3,745,916	0.0202	0.0224	0.0067	0.0015	9.8
7	377,547	3,745,916	0.0175	0.0222	0.0073	0.0017	9.6
8	377,578	3,745,920	0.0132	0.0148	0.0051	0.0011	6.8
9	377,630	3,745,915	0.0092	0.0094	0.0035	0.0008	4.5
10	377,630	3,745,744	0.0023	0.0052	0.0000	0.0006	1.3
11	377,421	3,745,655	0.0017	0.0063	0.0000	0.0007	1.3
12	377,718	3,745,293	0.0002	0.0013	0.0000	0.0002	0.2

Sensitive Receptor[1]	Receptor Location X	Y	Annual DPM (PM10) Concentration (μg/m³) Construction 2024-2025	Operations 2025-2026	Operations 2026-2040	Operations 2040-2053	Cancer Risk Per Million People[2]
13	377,589	3,745,291	0.0002	0.0016	0.0000	0.0002	0.3
14	377,431	3,745,293	0.0002	0.0018	0.0000	0.0002	0.3
15	377,264	3,745,290	0.0002	0.0014	0.0000	0.0002	0.3
16	377,105	3,745,293	0.0002	0.0010	0.0000	0.0001	0.2
17	376,823	3,744,785	0.0001	0.0002	0.0000	0.0000	0.0
18	377,135	3,745,991	0.0009	0.0021	0.0000	0.0003	0.5
						Threshold of Significance	**10**
						Exceed Threshold?	**No**

Notes:
[1] The locations of each Sensitive Receptor are shown above in Figures 4 and 5.
[2] The residential cancer risk based on: C_{air} (2024-2025) * 178 + C_{air} (2025-2026) * 164 + C_{air} (2026-2040) * 362 + C_{air} (2040-2053) * 39.5.
Source: Calculated from ISC-AERMOD View Version 11.2.0.

Non-Cancer Risks

In addition to the cancer risk from exposure to TAC emissions there is also the potential TAC exposure may result in adverse health impacts from chronic illnesses, which is detailed below. According to the OEHHA, no acute risk had been found to be created from DPM, so there is no acute AREL assigned to DPM, and no further analysis is provided as no acute impact would be created from the DPM emissions created by the proposed project.

Chronic Health Impacts

Chronic health effects are characterized by prolonged or repeated exposure to a TAC over many days, months, or years. Symptoms from chronic health impacts may not be immediately apparent and are often irreversible. The chronic hazard index is based on the most impacted sensitive receptor from the proposed project and is calculated from the annual average concentrations of PM10. The relationship for non-cancer chronic health effects is given by the equation:

$$HI_{DPM} = C_{DPM} / REL_{DPM}$$

Where,

HI_{DPM} = Hazard Index; an expression of the potential for non-cancer health effects.
C_{DPM} = Annual average diesel particulate matter concentration in μg/m³.
REL_{DPM}= Reference Exposure Level (REL) for diesel particulate matter; the diesel particulate matter concentration at which no adverse health effects are anticipated.

The REL_{DPM} is 5 μg/m³. The Office of Environmental Health Hazard Assessment has established this concentration as protective for the respiratory system. As shown above in Table CC, the AERMOD model found that the highest annual off-site concentration from either construction or operation of the proposed project is 0.0841 μg/m³ for DPM chronic non-cancer risk emissions. The resulting Hazard Index is:

$$HI_{DPM} = 0.0841 / 5 = 0.00168$$

The criterion for significance is a Chronic Hazard Index increase of 1.0 or greater, which is detailed above in Section 9.3. Therefore, construction and operation of the proposed project would result in a less than significant impact due to the non-cancer chronic health risk from TAC emissions created by the proposed project.

Asbestos Emissions

It is possible that the existing onsite structures to be demolished contain asbestos. According to SCAQMD Rule 1403 requirements, prior to the start of demolition activities, the existing structures located onsite shall be thoroughly surveyed for the presence of asbestos by a person that is certified by Cal/OSHA for asbestos surveys. Rule 1403 requires that the SCAQMD be notified a minimum of 10 days before any demolition activities begin with specific details of all asbestos to be removed, start and completion dates of demolition, work practices and engineering controls to be used to contain the asbestos emissions, estimates on the amount of asbestos to be removed, the name of the waste disposal site where the asbestos will be taken, and names and addresses of all contractors and transporters that will be involved in the asbestos removal process. Therefore, through adherence to the asbestos removal requirements, detailed in SCAQMD Rule 1403, a less than significant asbestos impact would occur during construction of the proposed project.

Based on the above, with implementation of Mitigation Measure AIR-1, construction and operation of the proposed project would result in a less than significant exposure of sensitive receptors to substantial pollutant concentrations.

Level of Significance Before Mitigation

Potentially significant impact.

Mitigation Measures

Mitigation Measure AIR-1

The project applicant shall require that construction contractor only utilize off-road equipment on the project site that has been registered with CARB and all off-road equipment that is greater than 50 horsepower shall meet the US EPA Tier 4 Final emission standards.

Level of Significance After Mitigation

Less than significant impact.

10.5 Odor Emissions

The proposed project would not result in other emissions, such as those leading to odors that would adversely affect a substantial number of people. The local concentrations of criteria pollutant emissions, TAC emissions, and CO concentrations that may adversely impact a substantial number of people have been analyzed above in Section 10.4 for both construction and operations, which found that these types of emissions would create less than significant impacts. As such, the following analysis is limited to odors that would have the potential to adversely affect a substantial number of people.

Individual responses to odors are highly variable and can result in a variety of effects. Generally, the impact of an odor results from a variety of factors such as frequency, duration, offensiveness, location, and sensory perception. The frequency is a measure of how often an individual is exposed to an odor in the ambient environment. The intensity refers to an individual's or group's perception of the odor strength or concentration. The duration of an odor refers to the elapsed time over which an odor is experienced. The offensiveness of the odor is the subjective rating of the pleasantness or unpleasantness of an odor. The location accounts for the type of area in which a potentially affected person lives, works, or visits; the type of activity in which he or she is engaged; and the sensitivity of the impacted receptor.

Sensory perception has four major components: detectability, intensity, character, and hedonic tone. The detection (or threshold) of an odor is based on a panel of responses to the odor. There are two types of thresholds: the odor detection threshold and the recognition threshold. The detection threshold is the lowest concentration of an odor that will elicit a response in a percentage of the people that live and work in the immediate vicinity of the project site and is typically presented as the mean (or 50 percent of the population). The recognition threshold is the minimum concentration that is recognized as having a characteristic odor quality, this is typically represented by recognition by 50 percent of the population. The intensity refers to the perceived strength of the odor. The odor character is what the substance smells like. The hedonic tone is a judgment of the pleasantness or unpleasantness of the odor. The hedonic tone varies in subjective experience, frequency, odor character, odor intensity, and duration. Potential odor impacts have been analyzed separately for construction and operations below.

Construction-Related Odor Impacts

Potential sources that may emit odors during construction activities include the application of coatings such as asphalt pavement, paints and solvents and from emissions from diesel equipment. Standard construction requirements that limit the time of day when construction may occur as well as SCAQMD Rule 1108 that limits VOC content in asphalt and Rule 1113 that limits the VOC content in paints and solvents would minimize odor impacts from construction. As such, the objectionable odors that may be produced during the construction process would be temporary and would not likely be noticeable for extended periods of time beyond the project site's boundaries. Through compliance with the applicable regulations that reduce odors and due to the transitory nature of construction odors, a less than significant odor impact would occur, and no mitigation would be required.

Operations-Related Odor Impacts

The proposed project would consist of the development of a warehouse. Operation of the proposed project may create odors from diesel-powered trucks, fire pump, and backup generator emissions, and from trash storage bins. Pursuant to City regulations, permanent trash enclosures that protect trash bins from rain as well as limit air circulation would be required for the trash storage areas. Diesel truck emissions odors would be generated intermittently from truck loading and unloading activities at the project site and would not likely be noticeable for extended periods of time beyond the project site boundaries. The diesel-powered fire pump would only operate for approximately 30 minutes per week for maintenance cycling and would include an exhaust stack with a diesel particulate filter that would limit the exhaust and associated odors to negligible levels. Due to the distance of the nearest receptors from the project site and through compliance with SCAQMD's Rule 402 and City trash storage regulations, no significant impact related to odors would occur during the on-going operations of the proposed project. Therefore, a less than significant odor impact would occur, and no mitigation would be required.

Level of Significance

Less than significant impact

10.6 Energy Consumption

The proposed project would impact energy resources during construction and operation. Energy resources that would be potentially impacted include electricity, natural gas, and petroleum-based fuel supplies and distribution systems. This analysis includes a discussion of the potential energy impacts of the proposed projects, with particular emphasis on avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy. A general definition of each of these energy resources is provided below.

Electricity, a consumptive utility, is a man-made resource. The production of electricity requires the consumption or conversion of energy resources, including water, wind, oil, gas, coal, solar, geothermal, and nuclear resources, into energy. The delivery of electricity involves a number of system components, including substations and transformers that lower transmission line power (voltage) to a level appropriate for on-site distribution and use. The electricity generated is distributed through a network of transmission and distribution lines commonly called a power grid. Conveyance of electricity through transmission lines is typically responsive to market demands. In 2021, Los Angeles County consumed 65,374 Gigawatt-hours per year of electricity[4].

Natural gas is a combustible mixture of simple hydrocarbon compounds (primarily methane) that is used as a fuel source. Natural gas consumed in California is obtained from naturally occurring reservoirs, mainly located outside the State, and delivered through high-pressure transmission pipelines. The natural gas transportation system is a nationwide network and, therefore, resource availability is typically not an issue. Natural gas satisfies almost one-third of the State's total energy requirements and is used in electricity generation, space heating, cooking, water heating, industrial processes, and as a transportation fuel. Natural gas is measured in terms of cubic feet. In 2021, Los Angeles County consumed 2,881 Million Therms of natural gas[5].

Petroleum-based fuels currently account for a majority of California's transportation energy sources and primarily consist of diesel and gasoline types of fuels. However, the state has been working on developing strategies to reduce petroleum use. Over the last decade California has implemented several policies, rules, and regulations to improve vehicle efficiency, increase the development and use of alternative fuels, reduce air pollutants and GHG emissions from the transportation sector, and reduce vehicle miles traveled (VMT). Accordingly, petroleum-based fuel consumption in California has declined. In 2017, 3,659 million gallons of gasoline and 300 million gallons of diesel was sold in Los Angeles County[6].

The following section calculates the potential energy consumption associated with the construction and operations of the proposed project and provides a determination if any energy utilized by the proposed project is wasteful, inefficient, or unnecessary consumption of energy resources.

Construction Energy

The construction activities for the proposed project are anticipated to include demolition of the existing structures on the project site, site preparation and grading of the 6.26-acre project site, building construction of the warehouse, paving of the truck loading area, driveways, and parking lots, and

4 Obtained from: http://www.ecdms.energy.ca.gov/elecbycounty.aspx
5 Obtained from: http://www.ecdms.energy.ca.gov/gasbycounty.aspx
6 Obtained from: https://ww2.energy.ca.gov/almanac/transportation_data/gasoline/

application of architectural coatings. The proposed project would consume energy resources during construction in three (3) general forms:

1. Petroleum-based fuels used to power off-road construction vehicles and equipment on the project site, construction worker travel to and from the project site, as well as delivery and haul truck trips (e.g., hauling of material to disposal facilities);
2. Electricity associated with the conveyance of water that would be used during project construction for dust control (supply and conveyance) and electricity to power any necessary lighting during construction, electronic equipment, or other construction activities necessitating electrical power; and,
3. Energy used in the production of construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

Construction-Related Electricity

During construction the proposed project would consume electricity to construct the proposed warehouse and infrastructure. Electricity would be supplied to the project site by Southern California Edison and would be obtained from the existing electrical lines in the vicinity of the project site. The use of electricity from existing power lines rather than temporary diesel or gasoline powered generators would minimize impacts on fuel consumption. Electricity consumed during project construction would vary throughout the construction period based on the construction activities being performed. Various construction activities include electricity associated with the conveyance of water that would be used during project construction for dust control (supply and conveyance) and electricity to power any necessary lighting during construction, electronic equipment, or other construction activities necessitating electrical power. Such electricity demand would be temporary, nominal, and would cease upon the completion of construction. Overall, construction activities associated with the proposed project would require limited electricity consumption that would not be expected to have an adverse impact on available electricity supplies and infrastructure. Therefore, the use of electricity during project construction would not be wasteful, inefficient, or unnecessary.

Since there are currently power lines that serve the project site, it is anticipated that only nominal improvements would be required to Southern California Edison distribution lines and equipment with development of the proposed project. Compliance with County's guidelines and requirements would ensure that the proposed project fulfills its responsibilities relative to infrastructure installation, coordinates any electrical infrastructure removals or relocations, and limits any impacts associated with construction of the project. Construction of the project's electrical infrastructure is not anticipated to adversely affect the electrical infrastructure serving the surrounding uses or utility system capacity.

Construction-Related Natural Gas

Construction of the proposed project typically would not involve the consumption of natural gas. Natural gas would not be supplied to support construction activities, thus there would be no demand generated by construction. Since the project site currently has natural gas service to the project site, construction of the proposed project would be limited to installation of new natural gas connections within the project site. Development of the proposed project would likely not require extensive infrastructure improvements to serve the project site. Construction-related energy usage impacts associated with the installation of natural gas connections are expected to be confined to trenching in order to place the lines below surface. In addition, prior to ground disturbance, the proposed project would notify and coordinate with SoCal Gas to identify the locations and depth of all existing gas lines and avoid disruption of gas service. Therefore, construction-related impacts to natural gas supply and infrastructure would be less than significant.

Construction-Related Petroleum Fuel Use

Petroleum-based fuel usage represents the highest amount of transportation energy potentially consumed during construction, which would be utilized by both off-road equipment operating on the project site and on-road automobiles transporting workers to and from the project site and on-road trucks transporting equipment and supplies to the project site.

The off-road construction equipment fuel usage was calculated through use of the off-road equipment assumptions and fuel use assumptions shown above in Section 8.2, which found that construction of the proposed project would consume approximately 9,326 gallons of gasoline and 46,808 gallons of diesel fuel. This equates to 0.0003 percent of the gasoline and 0.016 percent of the diesel used annually in Los Angeles County. As such, the construction-related petroleum use would be nominal, when compared to current county-wide petroleum usage rates.

Construction activities associated with the proposed project would be required to adhere to all State and SCAQMD regulations for off-road equipment and on-road trucks, which provide minimum fuel efficiency standards. As such, construction activities for the proposed project would not result in the wasteful, inefficient, and unnecessary consumption of energy resources. Impacts regarding transportation energy would be less than significant. Development of the project would not result in the need to manufacture construction materials or create new building material facilities specifically to supply the proposed project. It is difficult to measure the energy used in the production of construction materials such as asphalt, steel, and concrete, it is reasonable to assume that the production of building materials such as concrete, steel, etc., would employ all reasonable energy conservation practices in the interest of minimizing the cost of doing business.

Operational Energy

The on-going operation of the proposed project would require the use of energy resources for multiple purposes including, but not limited to, heating/ventilating/air conditioning (HVAC), refrigeration, lighting, appliances, and electronics. Energy would also be consumed during operations related to water usage, solid waste disposal, landscape equipment, vehicle trips, TRUs, a fire pump, and backup generator.

Operations-Related Electricity

Operation of the proposed project would result in consumption of electricity at the project site. As detailed above in Section 8.3 the proposed project would consume approximately 1,228,697 kilowatt-hours per year of electricity. This equates to 0.0019 percent of the electricity consumed annually in Los Angeles County. As such, the operations-related electricity use would be nominal, when compared to current electricity usage rates in the County.

It should be noted that, the proposed project would comply with all Federal, State, and City requirements related to the consumption of electricity, that includes CCR Title 24, Part 6 *Building Energy Efficiency Standards* and CCR Title 24, Part 11: *California Green Building Standards.* The CCR Title 24, Part 6 and Part 11 standards require numerous energy efficiency measures to be incorporated into the proposed warehouse, including enhanced insulation, use of energy efficient lighting and appliances as well as requiring a variety of other energy-efficiency measures to be incorporated into the proposed structure.

Therefore, it is anticipated the proposed project will be designed and built to minimize electricity use and that existing and planned electricity capacity and electricity supplies would be sufficient to support the proposed project's electricity demand. Thus, the project would not result in the wasteful or inefficient use of electricity and no mitigation measures would be required.

<u>Operations-Related Natural Gas</u>

Operation of the proposed project would result in increased consumption of natural gas at the project site. As detailed above in Section 8.3 the proposed project would consume approximately 2,766 MBTU per year of natural gas. This equates to 0.00096 percent of the natural gas consumed annually in Los Angeles County. As such, the operations-related natural gas use would be nominal, when compared to current natural gas usage rates in the County.

It should be noted that, the proposed project would comply with all Federal, State, and County requirements related to the consumption of natural gas, that includes CCR Title 24, Part 6 *Building Energy Efficiency Standards* and CCR Title 24, Part 11: *California Green Building Standards.* The CCR Title 24, Part 6 and Part 11 standards require numerous energy efficiency measures to be incorporated into the proposed warehouse, including enhanced insulation as well as use of efficient natural gas appliances and HVAC units. Therefore, it is anticipated the proposed project will be designed and built to minimize natural gas use and that existing and planned natural gas capacity and natural gas supplies would be sufficient to support the proposed project's natural gas demand. Thus, impacts with regard to natural gas supply and infrastructure capacity would be less than significant and no mitigation measures would be required.

<u>Operations-Related Vehicular Petroleum Fuel Usage</u>

Operation of the proposed project would result in increased consumption of petroleum-based fuels related to vehicular travel to and from the project site. As detailed above in Section 8.2 the proposed project would consume approximately 55,665 gallons of gasoline per year from automobile vehicle travel and 333,647 gallons of diesel per year from truck travel, the fire pump, backup generator, and TRUs. This equates to 0.0015 percent of the gasoline and 0.11 percent of the diesel consumed annually in Los Angeles County. As such, the operations-related petroleum use would be nominal, when compared to current petroleum usage rates.

It should be noted that the proposed project will be designed and built to minimize transportation energy and it is anticipated that existing and planned capacity and supplies of transportation fuels would be sufficient to support the proposed project's demand. Thus, impacts with regard transportation energy supply and infrastructure capacity would be less than significant and no mitigation measures would be required.

In conclusion, the proposed project would comply with regulatory compliance measures outlined by the State and City related to Air Quality, Greenhouse Gas Emissions (GHG), Transportation/Circulation, and Water Supply. Additionally, the proposed project would be constructed in accordance with all applicable City Building and Fire Codes. Therefore, the proposed project would not result in the wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation. Impacts would be less than significant.

Level of Significance

Less than significant impact.

10.7 Energy Plan Consistency

The proposed project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. The applicable energy plan for the proposed project is the *City of Torrance General Plan Community Resources Element*, adopted April 6, 2010. The proposed project's consistency with the applicable energy-related policies in the General Plan are shown in Table DD.

Table DD – Proposed Project Compliance with Applicable General Plan Energy Policies

Policy No.	General Plan Policy	Proposed Project Implementation Actions
CR.21.1	Promote and encourage energy resource conservation by the public sector, private sector, and local school district.	**Not Applicable.** This policy is for the City to implement, however the proposed warehouse will be designed with Green Building techniques in order to conserve energy resources.
CR.21.2	Partner with utility providers and regional agencies to inform residents and business of the financial benefits of energy conservation	**Not Applicable.** This policy is for the City to implement, however the proposed warehouse will be designed with Green Building techniques in order to conserve energy.
CR.21.3	Support the development and use of non-polluting, renewable energy resources.).	**Consistent.** The proposed warehouse will be designed to meet the 2021 or latter Title 24 Part 6 building standards that require that the warehouse be designed to be solar ready, which includes structurally designing the roof to be able to support solar PV panels as well as installing electrical conduit to the roof for a solar PV system..
CR.21.4	Encourage the construction of homes and buildings that exceed Title 24 standards. Consider adoption of regulations requiring greater energy efficiency in new or remodeled larger homes and businesses.	**Consistent.** The proposed warehouse will be designed to exceed the 2021 Title 24 Part 6 building standards that require the installation of enhanced insulation, energy efficient lights, appliances and ventilation systems and occupant sensors that will increase the energy efficiency of the proposed warehouse.
CR.21.5	Educate residents and businesses about the benefits of energy efficiency technologies and practices, such as solar panels and low-energy appliances.	**Not Applicable.** This policy is for the City to implement, however the proposed warehouse will be designed with Green Building techniques that require installation of energy-star appliances and requires that the warehouse is designed to be solar-ready.
CR.21.6	Promote energy-efficient design features, including appropriate site orientation, use of light-colored roofing and building materials, and use of trees to reduce fuel consumption for heating and cooling	**Consistent.** The proposed warehouse has been designed in a north south orientation with the loading dock doors located on the north side to minimize sun exposure. The proposed warehouse will be designed per Title 24 Part 6 and Part 11 building standards that require the installation of light-colored roofing and building materials as well as planting of trees for shade.
CR.21.7	Encourage owners to retrofit existing buildings with energy conserving lighting fixtures. Also encourage owners to equip new buildings with energy-efficient lighting devices and to design projects to take full advantage of natural lighting.	**Consistent.** The proposed warehouse will be designed per Title 24 Part 6 and Part 11 building standards that require the installation of energy-efficient lighting devices and to take full advantage of natural lighting.
CR.21.8	Explore and consider the cost/benefits of alternative fuel vehicles—including hybrid,	**Not Applicable.** This policy is for the City to implement, however the occupant of the proposed warehouse will be required to adhere to the ACF and

Policy No.	General Plan Policy	Proposed Project Implementation Actions
	natural gas, and hydrogen-powered vehicles—when purchasing new City vehicles	ACT regulations that will require them to replace their truck fleets and TRUs with ZEV based on preset turnover rates and by 2039 no diesel powered trucks or TRUs will be allowed to operate on the project site.
CR.21.9	Support legislation that requires improved fuel economy in private and commercial vehicles.	**Not Applicable.** This policy is for the City to implement.

Source: City of Torrance, 2010.

As shown in Table DD, the proposed project would be consistent with all applicable energy-related policies from the General Plan. Therefore, the proposed project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Impacts would be less than significant.

Level of Significance

Less than significant impact.

10.8 Generation of Greenhouse Gas Emissions

The proposed project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment. The proposed project would consist of the development of a warehouse. The proposed project is anticipated to generate GHG emissions from area sources, energy usage, mobile sources, waste disposal, water usage, refrigeration, a fire pump, TRUs, and construction equipment. The project's GHG emissions have been calculated with the CalEEMod model based on the construction and operational parameters detailed in Section 8.1 above. A summary of the results is shown below in Table EE and the CalEEMod model 2022.1 run annual printouts are provided in Appendix A for the proposed project and Appendix B for the existing business park.

Table EE – Project Related Greenhouse Gas Annual Emissions

	Greenhouse Gas Emissions (Metric Tons per Year)			
Category	CO_2	CH_4	N_2O	CO_2e
Proposed Project				
Mobile Sources[1]	3,126	0.14	0.43	3,261
Area Sources[2]	<0.01	<0.01	<0.01	<0.01
Energy Usage[3]	443	0.03	<0.01	445
Water and Wastewater[4]	59.5	0.98	0.02	91.0
Solid Waste[5]	11.1	1.11	0.00	38.7
Refrigeration[6]	--	--	--	117
Off-Road Equipment[7]	129	<0.01	<0.01	130
Fire Pump & Backup Generator[8]	11.2	<0.01	<0.01	11.2
TRU[9]	23.52	0.00	0.00	23.52
Construction[8]	19.37	<0.01	<0.01	19.69
Proposed Project Total Emissions	3,823	2.26	0.45	**4,137**
Existing Business Park				
Mobile Sources[1]	1,310	0.07	0.06	1,330
Area Sources[2]	1.76	<0.01	<0.01	1.77
Energy Usage[3]	376	0.03	<0.01	378
Water and Wastewater[4]	28.5	0.66	0.02	49.6
Solid Waste[5]	9.63	0.96		33.7

Category	Greenhouse Gas Emissions (Metric Tons per Year)			
	CO_2	CH_4	N_2O	CO_2e
Refrigeration[6]	--	--	--	3.75
Existing Total Emissions	1,726	1.72	0.08	1,797
Project Increase	2,097	0.54	0.37	**2,340**
SCAQMD Draft Threshold of Significance				**3,000**
Exceed Threshold?				**No**

Notes:
[1] Mobile sources consist of GHG emissions from vehicles.
[2] Area sources consist of GHG emissions from consumer products, architectural coatings, and landscaping equipment.
[3] Energy usage consists of GHG emissions from electricity and natural gas usage.
[4] Water includes GHG emissions from electricity used for transport of water and processing of wastewater.
[5] Waste includes the CO_2 and CH_4 emissions created from the solid waste placed in landfills.
[6] Refrigeration includes GHG emissions from refrigerants (unrefrigerated warehouse space not refrigerated).
[7] Off-road equipment consists of emissions from forklifts utilized onsite (Project Design Feature 1 restricts the operation of diesel-powered forklifts, so forklifts have been analyzed as CNG-powered.
[8] Fire Pump analyzed based on a 236 horsepower diesel-powered fire pump operational up to 50 hours per year. Backup generator based on a 350 horsepower diesel powered generator operational up to 50 hours per year.
[9] TRU emissions were calculated with same methodology as the TRU emissions analyzed above in Section 8.3 and based on the OFFROAD2021 output files provided in Appendix C.
[8] Construction emissions amortized over 30 years as recommended in the SCAQMD GHG Working Group on November 19, 2009.
Source: CalEEMod Version 2022.1 (see Appendices A and B).

The data provided in Table EE shows that the proposed project would increase emissions over existing conditions by 2,340 $MTCO_2e$ per year. According to the SCAQMD interim threshold of significance detailed above in Section 8.5, a cumulative global climate change impact would occur if the GHG emissions created from the on-going operations would exceed 3,000 $MTCO_2e$ per year. It should also be noted, that the proposed warehouse will be required to meet the 2022 Title 24 Part 6 building standards that require all new structures to install enhanced insulation as well as require the installation of energy-efficient lighting and appliances and Title 24 Part 11 CalGreen standards require a number of sustainability measures that must be incorporated into all new non-residential projects and include requiring bicycle parking, providing shade trees in parking lots, and utilization of high-efficiency lighting in parking lots. For these reasons, a less than significant generation of greenhouse gas emissions would occur from construction and operation of the proposed project.

Level of Significance

Less than significant impact.

10.9 Greenhouse Gas Plan Consistency

The proposed project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing GHG emissions. The City of Torrance General Plan Community Resources Element analyzed GHG emissions and provides objectives and policies to reduce GHG emissions that are detailed above in Section 6.5. All of the GHG related objectives and policies provided in the General Plan are for the City to implement and are not for new development projects to implement. In addition, the South Bay Cities Council of Governments prepared the *City of Torrance Climate Action Plan* (CAP), December 2017 that provides a GHG emission reduction target for the City to meet of 49 percent below 2005 levels by 2035. The CAP provides several strategies to meet this reduction target, however only Strategy LUT: D2.3 applies to new warehouse development projects and it requires new developments to provide pedestrian, bicycle and transit amenities. As detailed on the Site Plan, the proposed project would include improvements to the existing sidewalk on the project site that is adjacent to 205th Street, as well as provide an interior pedestrian walkway system that may be utilized for bicycles as well. As such, the proposed project would implement the applicable strategies in the CAP.

It should also be noted, that the proposed warehouse will be required to meet the 2021 Title 24 Part 6 building standards that require the installation of enhanced insulation as well as require the installation of energy-efficient lighting and appliances into the proposed warehouse. The 2021 Title 24 Part 11 CalGreen requires all new developments to institute the water conservation measures, parking lot shade trees, provide bicycle parking spaces and numerous other measures that would reduce the GHG emissions created from the proposed project. In addition, through implementation of the State's ACF and ACT regulation all 2-axle trucks will be ZEV by 2035 and all 3-axle and 4+ axle trucks will be ZEV by 2039. For these reasons, the proposed project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.

Level of Significance

Less than significant impact.

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APPENDIX A

CalEEMod Model Run for Proposed Project Printouts

205th Torrance Warehouse Detailed Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	205th Torrance Warehouse
Construction Start Date	1/1/2024
Operational Year	2025
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.50
Precipitation (days)	17.4
Location	33.84623517696592, -118.32484724510334
County	Los Angeles-South Coast
City	Torrance
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4669
EDFZ	7
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas
App Version	2022.1.1.13

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description

Unrefrigerated Warehouse-No Rail	96.0	1000sqft	3.00	95,940	18,351	—	—	—
Refrigerated Warehouse-No Rail	26.0	1000sqft	0.72	26,485	4,404	—	—	—
Parking Lot	2.00	Acre	2.34	0.00	14,298	—	—	—
General Office Building	10.0	1000sqft	0.20	10,000	1,223	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Construction	C-5	Use Advanced Engine Tiers

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.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.47	12.3	17.6	0.03	0.51	0.90	1.41	0.47	0.22	0.69	3,869	0.16	0.14	4.94	3,920
Mit.	0.76	4.29	19.5	0.03	0.13	0.90	1.03	0.12	0.22	0.34	3,869	0.16	0.14	4.94	3,920
% Reduced	48%	65%	-11%	—	74%	—	27%	74%	—	50%	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	63.0	42.6	36.4	0.08	2.25	9.36	10.5	2.07	2.88	4.95	10,875	0.54	1.20	0.45	11,245
Mit.	63.0	15.0	31.1	0.08	0.28	9.36	9.64	0.27	2.88	2.98	10,875	0.54	1.20	0.45	11,245

% Reduced	—	65%	15%	—	88%	—	8%	87%	—	40%	—	—	—	—	—
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	3.60	11.5	13.5	0.02	0.49	1.44	1.93	0.45	0.35	0.80	3,177	0.14	0.16	1.70	3,229
Mit.	3.54	3.60	14.2	0.02	0.10	1.44	1.54	0.09	0.35	0.45	3,177	0.14	0.16	1.70	3,229
% Reduced	2%	69%	-5%	—	80%	—	20%	79%	—	44%	—	—	—	—	—
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.66	2.10	2.46	< 0.005	0.09	0.26	0.35	0.08	0.06	0.15	526	0.02	0.03	0.28	535
Mit.	0.65	0.66	2.58	< 0.005	0.02	0.26	0.28	0.02	0.06	0.08	526	0.02	0.03	0.28	535
% Reduced	2%	69%	-5%	—	80%	—	20%	79%	—	44%	—	—	—	—	—
Exceeds (Daily Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	75.0	100	550	150	—	—	150	—	—	55.0	—	—	—	—	—
Unmit.	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—
Mit.	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—
Exceeds (Average Daily)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	75.0	100	550	150	—	—	150	—	—	55.0	—	—	—	—	—
Unmit.	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—
Mit.	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—

2.2. Construction Emissions by Year, Unmitigated

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

Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2T	CH4	N2O	R	CO2e

Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	1.47	12.3	17.6	0.03	0.51	0.90	1.41	0.47	0.22	0.69	3,869	0.16	0.14	4.94	3,920
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	4.57	42.6	36.4	0.08	2.25	9.36	10.5	2.07	2.88	4.95	10,875	0.54	1.20	0.45	11,245
2025	63.0	11.5	16.6	0.03	0.44	0.90	1.34	0.40	0.22	0.62	3,802	0.16	0.14	0.12	3,849
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	1.26	11.5	13.5	0.02	0.49	1.44	1.93	0.45	0.35	0.80	3,177	0.14	0.16	1.70	3,229
2025	3.60	1.14	1.68	< 0.005	0.05	0.07	0.12	0.04	0.02	0.06	333	0.01	0.01	0.15	336
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.23	2.10	2.46	< 0.005	0.09	0.26	0.35	0.08	0.06	0.15	526	0.02	0.03	0.28	535
2025	0.66	0.21	0.31	< 0.005	0.01	0.01	0.02	0.01	< 0.005	0.01	55.1	< 0.005	< 0.005	0.02	55.7

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	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.76	4.29	19.5	0.03	0.13	0.90	1.03	0.12	0.22	0.34	3,869	0.16	0.14	4.94	3,920
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.98	15.0	31.1	0.08	0.28	9.36	9.64	0.27	2.88	2.98	10,875	0.54	1.20	0.45	11,245
2025	63.0	4.24	18.6	0.03	0.12	0.90	1.02	0.11	0.22	0.33	3,802	0.16	0.14	0.12	3,849
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

2024	0.53	3.60	14.2	0.02	0.10	1.44	1.54	0.09	0.35	0.45	3,177	0.14	0.16	1.70	3,229
2025	3.54	0.44	1.83	< 0.005	0.01	0.07	0.08	0.01	0.02	0.03	333	0.01	0.01	0.15	336
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.10	0.66	2.58	< 0.005	0.02	0.26	0.28	0.02	0.06	0.08	526	0.02	0.03	0.28	535
2025	0.65	0.08	0.33	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	0.01	55.1	< 0.005	< 0.005	0.02	55.7

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.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	5.33	25.7	70.7	0.18	0.38	3.49	3.86	0.37	0.77	1.14	23,425	13.7	2.73	760	25,340
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	5.24	19.8	67.4	0.13	0.29	2.67	2.96	0.29	0.57	0.86	17,653	13.4	1.84	707	19,243
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	4.96	24.4	54.8	0.18	0.33	3.49	3.81	0.31	0.77	1.08	22,836	13.7	2.74	729	24,722
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.90	4.45	10.0	0.03	0.06	0.64	0.70	0.06	0.14	0.20	3,781	2.26	0.45	121	4,093
Exceeds (Daily Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	55.0	55.0	550	150	—	—	150	—	—	55.0	—	—	—	—	—
Unmit.	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—
Exceeds (Average Daily)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Threshold	55.0	55.0	550	150	—	—	150	—	—	55.0	—	—	—	—	—
Unmit.	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—
Exceeds (Annual)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Yes

2.5. Operations Emissions by Sector, Unmitigated

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

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.62	18.7	19.4	0.18	0.25	3.49	3.74	0.24	0.77	1.01	18,978	0.85	2.57	53.8	19,819
Area	3.19	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.04	0.74	0.62	< 0.005	0.06	—	0.06	0.06	—	0.06	2,677	0.19	0.02	—	2,687
Water	—	—	—	—	—	—	—	—	—	—	359	5.91	0.14	—	549
Waste	—	—	—	—	—	—	—	—	—	—	66.8	6.68	0.00	—	234
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	706	706
Off-Road	0.00	4.97	49.5	0.00	0.00	—	0.00	0.00	—	0.00	1,098	0.02	< 0.005	—	1,099
Stationary	0.48	1.34	1.23	< 0.005	0.07	0.00	0.07	0.07	0.00	0.07	246	0.01	< 0.005	0.00	247
Total	5.33	25.7	70.7	0.18	0.38	3.49	3.86	0.37	0.77	1.14	23,425	13.7	2.73	760	25,340
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.53	12.8	16.0	0.12	0.17	2.67	2.83	0.16	0.57	0.73	13,206	0.57	1.68	1.05	13,722
Area	3.19	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.04	0.74	0.62	< 0.005	0.06	—	0.06	0.06	—	0.06	2,677	0.19	0.02	—	2,687
Water	—	—	—	—	—	—	—	—	—	—	359	5.91	0.14	—	549

Waste	—	—	—	—	—	—	—	—	—	—	66.8	6.68	0.00	—	234
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	706	706
Off-Road	0.00	4.97	49.5	0.00	0.00	—	0.00	0.00	—	0.00	1,098	0.02	< 0.005	—	1,099
Stationary	0.48	1.34	1.23	< 0.005	0.07	0.00	0.07	0.07	0.00	0.07	246	0.01	< 0.005	0.00	247
Total	5.24	19.8	67.4	0.13	0.29	2.67	2.96	0.29	0.57	0.86	17,653	13.4	1.84	707	19,243
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.60	19.7	18.6	0.17	0.25	3.49	3.74	0.24	0.77	1.01	18,884	0.86	2.58	23.2	19,696
Area	3.19	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.04	0.74	0.62	< 0.005	0.06	—	0.06	0.06	—	0.06	2,677	0.19	0.02	—	2,687
Water	—	—	—	—	—	—	—	—	—	—	359	5.91	0.14	—	549
Waste	—	—	—	—	—	—	—	—	—	—	66.8	6.68	0.00	—	234
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	706	706
Off-Road	0.00	3.54	35.3	0.00	0.00	—	0.00	0.00	—	0.00	782	0.01	< 0.005	—	783
Stationary	0.13	0.37	0.34	< 0.005	0.02	0.00	0.02	0.02	0.00	0.02	67.4	< 0.005	< 0.005	0.00	67.6
Total	4.96	24.4	54.8	0.18	0.33	3.49	3.81	0.31	0.77	1.08	22,836	13.7	2.74	729	24,722
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.29	3.60	3.40	0.03	0.05	0.64	0.68	0.04	0.14	0.18	3,126	0.14	0.43	3.85	3,261
Area	0.58	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.01	0.14	0.11	< 0.005	0.01	—	0.01	0.01	—	0.01	443	0.03	< 0.005	—	445
Water	—	—	—	—	—	—	—	—	—	—	59.5	0.98	0.02	—	91.0
Waste	—	—	—	—	—	—	—	—	—	—	11.1	1.11	0.00	—	38.7
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	117	117
Off-Road	0.00	0.65	6.44	0.00	0.00	—	0.00	0.00	—	0.00	129	< 0.005	< 0.005	—	130
Stationary	0.02	0.07	0.06	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	11.2	< 0.005	< 0.005	0.00	11.2
Total	0.90	4.45	10.0	0.03	0.06	0.64	0.70	0.06	0.14	0.20	3,781	2.26	0.45	121	4,093

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	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.62	18.7	19.4	0.18	0.25	3.49	3.74	0.24	0.77	1.01	18,978	0.85	2.57	53.8	19,819
Area	3.19	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.04	0.74	0.62	< 0.005	0.06	—	0.06	0.06	—	0.06	2,677	0.19	0.02	—	2,687
Water	—	—	—	—	—	—	—	—	—	—	359	5.91	0.14	—	549
Waste	—	—	—	—	—	—	—	—	—	—	66.8	6.68	0.00	—	234
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	706	706
Off-Road	0.00	4.97	49.5	0.00	0.00	—	0.00	0.00	—	0.00	1,098	0.02	< 0.005	—	1,099
Stationary	0.48	1.34	1.23	< 0.005	0.07	0.00	0.07	0.07	0.00	0.07	246	0.01	< 0.005	0.00	247
Total	5.33	25.7	70.7	0.18	0.38	3.49	3.86	0.37	0.77	1.14	23,425	13.7	2.73	760	25,340
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.53	12.8	16.0	0.12	0.17	2.67	2.83	0.16	0.57	0.73	13,206	0.57	1.68	1.05	13,722
Area	3.19	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.04	0.74	0.62	< 0.005	0.06	—	0.06	0.06	—	0.06	2,677	0.19	0.02	—	2,687
Water	—	—	—	—	—	—	—	—	—	—	359	5.91	0.14	—	549
Waste	—	—	—	—	—	—	—	—	—	—	66.8	6.68	0.00	—	234
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	706	706
Off-Road	0.00	4.97	49.5	0.00	0.00	—	0.00	0.00	—	0.00	1,098	0.02	< 0.005	—	1,099
Stationary	0.48	1.34	1.23	< 0.005	0.07	0.00	0.07	0.07	0.00	0.07	246	0.01	< 0.005	0.00	247
Total	5.24	19.8	67.4	0.13	0.29	2.67	2.96	0.29	0.57	0.86	17,653	13.4	1.84	707	19,243
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Mobile	1.60	19.7	18.6	0.17	0.25	3.49	3.74	0.24	0.77	1.01	18,884	0.86	2.58	23.2	19,696
Area	3.19	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.04	0.74	0.62	< 0.005	0.06	—	0.06	0.06	—	0.06	2,677	0.19	0.02	—	2,687
Water	—	—	—	—	—	—	—	—	—	—	359	5.91	0.14	—	549
Waste	—	—	—	—	—	—	—	—	—	—	66.8	6.68	0.00	—	234
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	706	706
Off-Road	0.00	3.54	35.3	0.00	0.00	—	0.00	0.00	—	0.00	782	0.01	< 0.005	—	783
Stationary	0.13	0.37	0.34	< 0.005	0.02	0.00	0.02	0.02	0.00	0.02	67.4	< 0.005	< 0.005	0.00	67.6
Total	4.96	24.4	54.8	0.18	0.33	3.49	3.81	0.31	0.77	1.08	22,836	13.7	2.74	729	24,722
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.29	3.60	3.40	0.03	0.05	0.64	0.68	0.04	0.14	0.18	3,126	0.14	0.43	3.85	3,261
Area	0.58	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.01	0.14	0.11	< 0.005	0.01	—	0.01	0.01	—	0.01	443	0.03	< 0.005	—	445
Water	—	—	—	—	—	—	—	—	—	—	59.5	0.98	0.02	—	91.0
Waste	—	—	—	—	—	—	—	—	—	—	11.1	1.11	0.00	—	38.7
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	117	117
Off-Road	0.00	0.65	6.44	0.00	0.00	—	0.00	0.00	—	0.00	129	< 0.005	< 0.005	—	130
Stationary	0.02	0.07	0.06	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	11.2	< 0.005	< 0.005	0.00	11.2
Total	0.90	4.45	10.0	0.03	0.06	0.64	0.70	0.06	0.14	0.20	3,781	2.26	0.45	121	4,093

3. Construction Emissions Details

3.1. Demolition (2024) - Unmitigated

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

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

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.62	24.9	21.7	0.03	1.06	—	1.06	0.98	—	0.98	3,425	0.14	0.03	—	3,437
Demolition	—	—	—	—	—	5.86	5.86	—	0.89	0.89	—	—	—	—	—
Onsite truck	< 0.005	0.02	0.01	< 0.005	< 0.005	1.40	1.40	< 0.005	0.14	0.14	5.19	< 0.005	< 0.005	< 0.005	5.46
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	1.36	1.19	< 0.005	0.06	—	0.06	0.05	—	0.05	188	0.01	< 0.005	—	188
Demolition	—	—	—	—	—	0.32	0.32	—	0.05	0.05	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.08	0.08	< 0.005	0.01	0.01	0.28	< 0.005	< 0.005	< 0.005	0.30
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.25	0.22	< 0.005	0.01	—	0.01	0.01	—	0.01	31.1	< 0.005	< 0.005	—	31.2
Demolition	—	—	—	—	—	0.06	0.06	—	0.01	0.01	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	0.05	< 0.005	< 0.005	< 0.005	0.05
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.08	0.96	0.00	0.00	0.20	0.20	0.00	0.05	0.05	201	0.01	0.01	0.02	203
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

Hauling	0.15	9.40	3.48	0.05	0.09	1.90	1.99	0.09	0.52	0.61	7,243	0.39	1.16	0.43	7,600
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.06	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	11.2	< 0.005	< 0.005	0.02	11.3
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
Hauling	0.01	0.52	0.19	< 0.005	< 0.005	0.10	0.11	< 0.005	0.03	0.03	397	0.02	0.06	0.39	417
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	1.85	< 0.005	< 0.005	< 0.005	1.87
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
Hauling	< 0.005	0.10	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	65.7	< 0.005	0.01	0.07	69.0

3.2. Demolition (2024) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.76	5.47	18.4	0.03	0.19	—	0.19	0.18	—	0.18	3,425	0.14	0.03	—	3,437
Demolition	—	—	—	—	—	5.86	5.86	—	0.89	0.89	—	—	—	—	—
Onsite truck	< 0.005	0.02	0.01	< 0.005	< 0.005	1.40	1.40	< 0.005	0.14	0.14	5.19	< 0.005	< 0.005	< 0.005	5.46
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.30	1.01	< 0.005	0.01	—	0.01	0.01	—	0.01	188	0.01	< 0.005	—	188

Demolition	—	—	—	—	—	0.32	0.32	—	0.05	0.05	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.08	0.08	< 0.005	0.01	0.01	0.28	< 0.005	< 0.005	< 0.005	0.30
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.05	0.18	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	31.1	< 0.005	< 0.005	—	31.2
Demolition	—	—	—	—	—	0.06	0.06	—	0.01	0.01	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	0.05	< 0.005	< 0.005	< 0.005	0.05
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.08	0.96	0.00	0.00	0.20	0.20	0.00	0.05	0.05	201	0.01	0.01	0.02	203
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
Hauling	0.15	9.40	3.48	0.05	0.09	1.90	1.99	0.09	0.52	0.61	7,243	0.39	1.16	0.43	7,600
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.06	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	11.2	< 0.005	< 0.005	0.02	11.3
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
Hauling	0.01	0.52	0.19	< 0.005	< 0.005	0.10	0.11	< 0.005	0.03	0.03	397	0.02	0.06	0.39	417
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	1.85	< 0.005	< 0.005	< 0.005	1.87
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
Hauling	< 0.005	0.10	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	65.7	< 0.005	0.01	0.07	69.0

3.3. Site Preparation (2024) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	4.49	42.5	35.3	0.05	2.25	—	2.25	2.07	—	2.07	5,529	0.22	0.04	—	5,548
Dust From Material Movement	—	—	—	—	—	5.66	5.66	—	2.69	2.69	—	—	—	—	—
Onsite truck	< 0.005	0.02	0.01	< 0.005	< 0.005	1.40	1.40	< 0.005	0.14	0.14	5.19	< 0.005	< 0.005	< 0.005	5.46
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	1.16	0.97	< 0.005	0.06	—	0.06	0.06	—	0.06	151	0.01	< 0.005	—	152
Dust From Material Movement	—	—	—	—	—	0.16	0.16	—	0.07	0.07	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.04	0.04	< 0.005	< 0.005	< 0.005	0.14	< 0.005	< 0.005	< 0.005	0.15
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.21	0.18	< 0.005	0.01	—	0.01	0.01	—	0.01	25.1	< 0.005	< 0.005	—	25.2
Dust From Material Movement	—	—	—	—	—	0.03	0.03	—	0.01	0.01	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	0.02	< 0.005	< 0.005	< 0.005	0.02
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.10	1.12	0.00	0.00	0.23	0.23	0.00	0.05	0.05	234	0.01	0.01	0.03	237
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
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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	6.51	< 0.005	< 0.005	0.01	6.60
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
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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	1.08	< 0.005	< 0.005	< 0.005	1.09
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
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

3.4. Site Preparation (2024) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.52	2.71	30.0	0.05	0.10	—	0.10	0.10	—	0.10	5,529	0.22	0.04	—	5,548

Dust From Material Movement	—	—	—	—	—	5.66	5.66	—	2.69	2.69	—	—	—	—	—
Onsite truck	< 0.005	0.02	0.01	< 0.005	< 0.005	1.40	1.40	< 0.005	0.14	0.14	5.19	< 0.005	< 0.005	< 0.005	5.46
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.07	0.82	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	151	0.01	< 0.005	—	152
Dust From Material Movement	—	—	—	—	—	0.16	0.16	—	0.07	0.07	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.04	0.04	< 0.005	< 0.005	< 0.005	0.14	< 0.005	< 0.005	< 0.005	0.15
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.15	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	25.1	< 0.005	< 0.005	—	25.2
Dust From Material Movement	—	—	—	—	—	0.03	0.03	—	0.01	0.01	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	0.02	< 0.005	< 0.005	< 0.005	0.02
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.10	1.12	0.00	0.00	0.23	0.23	0.00	0.05	0.05	234	0.01	0.01	0.03	237
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
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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	6.51	< 0.005	< 0.005	0.01	6.60
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
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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	1.08	< 0.005	< 0.005	< 0.005	1.09
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
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

3.5. Grading (2024) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.53	23.1	20.6	0.03	1.33	—	1.33	1.22	—	1.22	3,134	0.13	0.03	—	3,144
Dust From Material Movement	—	—	—	—	—	2.26	2.26	—	0.94	0.94	—	—	—	—	—
Onsite truck	< 0.005	0.02	0.01	< 0.005	< 0.005	1.40	1.40	< 0.005	0.14	0.14	5.19	< 0.005	< 0.005	< 0.005	5.46
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	1.27	1.13	< 0.005	0.07	—	0.07	0.07	—	0.07	172	0.01	< 0.005	—	172
Dust From Material Movement	—	—	—	—	—	0.12	0.12	—	0.05	0.05	—	—	—	—	—

Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.08	0.08	< 0.005	0.01	0.01	0.28	< 0.005	< 0.005	< 0.005	0.30
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.23	0.21	< 0.005	0.01	—	0.01	0.01	—	0.01	28.4	< 0.005	< 0.005	—	28.5
Dust From Material Movement	—	—	—	—	—	0.02	0.02	—	0.01	0.01	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	0.05	< 0.005	< 0.005	< 0.005	0.05
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.08	0.96	0.00	0.00	0.20	0.20	0.00	0.05	0.05	201	0.01	0.01	0.02	203
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
Hauling	0.01	0.91	0.34	< 0.005	0.01	0.18	0.19	0.01	0.05	0.06	698	0.04	0.11	0.04	733
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.06	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	11.2	< 0.005	< 0.005	0.02	11.3
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
Hauling	< 0.005	0.05	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	38.3	< 0.005	0.01	0.04	40.2
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	1.85	< 0.005	< 0.005	< 0.005	1.87
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
Hauling	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	6.33	< 0.005	< 0.005	0.01	6.65

3.6. Grading (2024) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.38	2.31	19.0	0.03	0.09	—	0.09	0.08	—	0.08	3,134	0.13	0.03	—	3,144
Dust From Material Movement	—	—	—	—	—	2.26	2.26	—	0.94	0.94	—	—	—	—	—
Onsite truck	< 0.005	0.02	0.01	< 0.005	< 0.005	1.40	1.40	< 0.005	0.14	0.14	5.19	< 0.005	< 0.005	< 0.005	5.46
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.13	1.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	172	0.01	< 0.005	—	172
Dust From Material Movement	—	—	—	—	—	0.12	0.12	—	0.05	0.05	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.08	0.08	< 0.005	0.01	0.01	0.28	< 0.005	< 0.005	< 0.005	0.30
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.02	0.19	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	28.4	< 0.005	< 0.005	—	28.5
Dust From Material Movement	—	—	—	—	—	0.02	0.02	—	0.01	0.01	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	0.05	< 0.005	< 0.005	< 0.005	0.05
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.08	0.96	0.00	0.00	0.20	0.20	0.00	0.05	0.05	201	0.01	0.01	0.02	203
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
Hauling	0.01	0.91	0.34	< 0.005	0.01	0.18	0.19	0.01	0.05	0.06	698	0.04	0.11	0.04	733
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.06	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	11.2	< 0.005	< 0.005	0.02	11.3
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
Hauling	< 0.005	0.05	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	38.3	< 0.005	0.01	0.04	40.2
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	1.85	< 0.005	< 0.005	< 0.005	1.87
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
Hauling	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	6.33	< 0.005	< 0.005	0.01	6.65

3.7. 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	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.20	11.2	13.1	0.02	0.50	—	0.50	0.46	—	0.46	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

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.20	11.2	13.1	0.02	0.50	—	0.50	0.46	—	0.46	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.69	6.43	7.52	0.01	0.29	—	0.29	0.26	—	0.26	1,375	0.06	0.01	—	1,379
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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	1.17	1.37	< 0.005	0.05	—	0.05	0.05	—	0.05	228	0.01	< 0.005	—	228
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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.25	0.26	4.12	0.00	0.00	0.71	0.71	0.00	0.17	0.17	771	0.03	0.03	3.04	783
Vendor	0.02	0.82	0.40	< 0.005	0.01	0.19	0.20	0.01	0.05	0.06	700	0.03	0.10	1.90	732
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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.24	0.31	3.48	0.00	0.00	0.71	0.71	0.00	0.17	0.17	731	0.03	0.03	0.08	740
Vendor	0.02	0.86	0.41	< 0.005	0.01	0.19	0.20	0.01	0.05	0.06	701	0.03	0.10	0.05	730
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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.14	0.18	2.10	0.00	0.00	0.40	0.40	0.00	0.09	0.09	425	0.02	0.02	0.75	431
Vendor	0.01	0.50	0.23	< 0.005	0.01	0.11	0.11	0.01	0.03	0.03	402	0.02	0.06	0.47	419
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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.38	0.00	0.00	0.07	0.07	0.00	0.02	0.02	70.4	< 0.005	< 0.005	0.12	71.4
Vendor	< 0.005	0.09	0.04	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	66.5	< 0.005	0.01	0.08	69.4
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.8. 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	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.49	3.21	15.0	0.02	0.12	—	0.12	0.11	—	0.11	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.49	3.21	15.0	0.02	0.12	—	0.12	0.11	—	0.11	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.28	1.84	8.60	0.01	0.07	—	0.07	0.07	—	0.07	1,375	0.06	0.01	—	1,379

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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.34	1.57	< 0.005	0.01	—	0.01	0.01	—	0.01	228	0.01	< 0.005	—	228
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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.25	0.26	4.12	0.00	0.00	0.71	0.71	0.00	0.17	0.17	771	0.03	0.03	3.04	783
Vendor	0.02	0.82	0.40	< 0.005	0.01	0.19	0.20	0.01	0.05	0.06	700	0.03	0.10	1.90	732
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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.24	0.31	3.48	0.00	0.00	0.71	0.71	0.00	0.17	0.17	731	0.03	0.03	0.08	740
Vendor	0.02	0.86	0.41	< 0.005	0.01	0.19	0.20	0.01	0.05	0.06	701	0.03	0.10	0.05	730
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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.14	0.18	2.10	0.00	0.00	0.40	0.40	0.00	0.09	0.09	425	0.02	0.02	0.75	431
Vendor	0.01	0.50	0.23	< 0.005	0.01	0.11	0.11	0.01	0.03	0.03	402	0.02	0.06	0.47	419
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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.38	0.00	0.00	0.07	0.07	0.00	0.02	0.02	70.4	< 0.005	< 0.005	0.12	71.4
Vendor	< 0.005	0.09	0.04	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	66.5	< 0.005	0.01	0.08	69.4
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.9. 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	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.13	10.4	13.0	0.02	0.43	—	0.43	0.40	—	0.40	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07	0.61	0.77	< 0.005	0.03	—	0.03	0.02	—	0.02	141	0.01	< 0.005	—	141
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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.11	0.14	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	23.3	< 0.005	< 0.005	—	23.4
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.23	0.26	3.22	0.00	0.00	0.71	0.71	0.00	0.17	0.17	716	0.03	0.03	0.07	725
Vendor	0.02	0.82	0.39	< 0.005	0.01	0.19	0.20	< 0.005	0.05	0.06	689	0.03	0.10	0.05	718
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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.02	0.20	0.00	0.00	0.04	0.04	0.00	0.01	0.01	42.6	< 0.005	< 0.005	0.07	43.2
Vendor	< 0.005	0.05	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	40.4	< 0.005	0.01	0.05	42.2
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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	7.06	< 0.005	< 0.005	0.01	7.16
Vendor	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	6.69	< 0.005	< 0.005	0.01	6.99
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

3.10. 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	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.48	3.16	15.0	0.02	0.11	—	0.11	0.11	—	0.11	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.03	0.19	0.88	< 0.005	0.01	—	0.01	0.01	—	0.01	141	0.01	< 0.005	—	141
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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.03	0.16	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	23.3	< 0.005	< 0.005	—	23.4
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.23	0.26	3.22	0.00	0.00	0.71	0.71	0.00	0.17	0.17	716	0.03	0.03	0.07	725
Vendor	0.02	0.82	0.39	< 0.005	0.01	0.19	0.20	< 0.005	0.05	0.06	689	0.03	0.10	0.05	718
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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.02	0.20	0.00	0.00	0.04	0.04	0.00	0.01	0.01	42.6	< 0.005	< 0.005	0.07	43.2
Vendor	< 0.005	0.05	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	40.4	< 0.005	0.01	0.05	42.2
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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	7.06	< 0.005	< 0.005	0.01	7.16
Vendor	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	6.69	< 0.005	< 0.005	0.01	6.99
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

3.11. Paving (2025) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.80	7.45	9.98	0.01	0.35	—	0.35	0.32	—	0.32	1,511	0.06	0.01	—	1,517
Paving	0.31	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.41	0.55	< 0.005	0.02	—	0.02	0.02	—	0.02	82.8	< 0.005	< 0.005	—	83.1
Paving	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.07	0.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	13.7	< 0.005	< 0.005	—	13.8
Paving	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.07	0.88	0.00	0.00	0.20	0.20	0.00	0.05	0.05	197	0.01	0.01	0.02	199
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
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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	10.9	< 0.005	< 0.005	0.02	11.1
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	1.81	< 0.005	< 0.005	< 0.005	1.83
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
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

3.12. Paving (2025) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.39	2.38	10.6	0.01	0.10	—	0.10	0.10	—	0.10	1,511	0.06	0.01	—	1,517
Paving	0.31	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.13	0.58	< 0.005	0.01	—	0.01	0.01	—	0.01	82.8	< 0.005	< 0.005	—	83.1
Paving	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.02	0.11	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	13.7	< 0.005	< 0.005	—	13.8
Paving	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.07	0.88	0.00	0.00	0.20	0.20	0.00	0.05	0.05	197	0.01	0.01	0.02	199
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
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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	10.9	< 0.005	< 0.005	0.02	11.1
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	1.81	< 0.005	< 0.005	< 0.005	1.83

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
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

3.13. 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	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	0.88	1.14	< 0.005	0.03	—	0.03	0.03	—	0.03	134	0.01	< 0.005	—	134
Architectural Coatings	62.8	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.05	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	7.32	< 0.005	< 0.005	—	7.34
Architectural Coatings	3.44	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	1.21	< 0.005	< 0.005	—	1.22

Architectur Coatings	0.63	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.05	0.64	0.00	0.00	0.14	0.14	0.00	0.03	0.03	143	0.01	0.01	0.01	145
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
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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	7.96	< 0.005	< 0.005	0.01	8.07
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
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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	1.32	< 0.005	< 0.005	< 0.005	1.34
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
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

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

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	0.88	1.14	< 0.005	0.03	—	0.03	0.03	—	0.03	134	0.01	< 0.005	—	134
Architectural Coatings	62.8	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.05	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	7.32	< 0.005	< 0.005	—	7.34
Architectural Coatings	3.44	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	1.21	< 0.005	< 0.005	—	1.22
Architectural Coatings	0.63	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.05	0.64	0.00	0.00	0.14	0.14	0.00	0.03	0.03	143	0.01	0.01	0.01	145
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
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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	7.96	< 0.005	< 0.005	0.01	8.07
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
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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	1.32	< 0.005	< 0.005	< 0.005	1.34
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
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

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	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.20	16.3	5.79	0.13	0.21	2.07	2.28	0.20	0.50	0.70	14,285	0.72	2.28	33.5	15,016

Refrigerate Warehouse-No Rail	1.29	0.70	12.4	0.03	0.01	0.98	1.00	0.01	0.17	0.18	2,637	0.11	0.07	9.21	2,670
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
General Office Building	0.13	1.69	1.19	0.02	0.02	0.43	0.46	0.02	0.10	0.12	2,056	0.02	0.22	11.1	2,133
Total	1.62	18.7	19.4	0.18	0.25	3.49	3.74	0.24	0.77	1.01	18,978	0.85	2.57	53.8	19,819
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.12	10.2	3.52	0.08	0.13	1.25	1.38	0.12	0.30	0.42	8,644	0.44	1.38	0.53	9,067
Refrigerated Warehouse-No Rail	1.28	0.79	11.3	0.02	0.01	0.98	1.00	0.01	0.17	0.18	2,506	0.12	0.08	0.24	2,533
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
General Office Building	0.13	1.76	1.19	0.02	0.02	0.43	0.46	0.02	0.10	0.12	2,056	0.02	0.22	0.29	2,122
Total	1.53	12.8	16.0	0.12	0.17	2.67	2.83	0.16	0.57	0.73	13,206	0.57	1.68	1.05	13,722
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.04	3.13	1.06	0.02	0.04	0.38	0.42	0.04	0.09	0.13	2,365	0.12	0.38	2.40	2,483

Refrigerated Warehouse-No Rail	0.23	0.15	2.12	< 0.005	< 0.005	0.18	0.18	< 0.005	0.03	0.03	421	0.02	0.01	0.66	426
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
General Office Building	0.02	0.33	0.22	< 0.005	< 0.005	0.08	0.08	< 0.005	0.02	0.02	340	< 0.005	0.04	0.79	352
Total	0.29	3.60	3.40	0.03	0.05	0.64	0.68	0.04	0.14	0.18	3,126	0.14	0.43	3.85	3,261

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	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.20	16.3	5.79	0.13	0.21	2.07	2.28	0.20	0.50	0.70	14,285	0.72	2.28	33.5	15,016
Refrigerated Warehouse-No Rail	1.29	0.70	12.4	0.03	0.01	0.98	1.00	0.01	0.17	0.18	2,637	0.11	0.07	9.21	2,670
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
General Office Building	0.13	1.69	1.19	0.02	0.02	0.43	0.46	0.02	0.10	0.12	2,056	0.02	0.22	11.1	2,133
Total	1.62	18.7	19.4	0.18	0.25	3.49	3.74	0.24	0.77	1.01	18,978	0.85	2.57	53.8	19,819
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Unrefrigera Warehouse-No Rail	0.12	10.2	3.52	0.08	0.13	1.25	1.38	0.12	0.30	0.42	8,644	0.44	1.38	0.53	9,067
Refrigerate d Warehouse -No Rail	1.28	0.79	11.3	0.02	0.01	0.98	1.00	0.01	0.17	0.18	2,506	0.12	0.08	0.24	2,533
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
General Office Building	0.13	1.76	1.19	0.02	0.02	0.43	0.46	0.02	0.10	0.12	2,056	0.02	0.22	0.29	2,122
Total	1.53	12.8	16.0	0.12	0.17	2.67	2.83	0.16	0.57	0.73	13,206	0.57	1.68	1.05	13,722
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigera ted Warehouse -No Rail	0.04	3.13	1.06	0.02	0.04	0.38	0.42	0.04	0.09	0.13	2,365	0.12	0.38	2.40	2,483
Refrigerate d Warehouse -No Rail	0.23	0.15	2.12	< 0.005	< 0.005	0.18	0.18	< 0.005	0.03	0.03	421	0.02	0.01	0.66	426
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
General Office Building	0.02	0.33	0.22	< 0.005	< 0.005	0.08	0.08	< 0.005	0.02	0.02	340	< 0.005	0.04	0.79	352
Total	0.29	3.60	3.40	0.03	0.05	0.64	0.68	0.04	0.14	0.18	3,126	0.14	0.43	3.85	3,261

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	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	654	0.04	< 0.005	—	657
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	746	0.05	0.01	—	749
Parking Lot	—	—	—	—	—	—	—	—	—	—	130	0.01	< 0.005	—	131
General Office Building	—	—	—	—	—	—	—	—	—	—	260	0.02	< 0.005	—	261
Total	—	—	—	—	—	—	—	—	—	—	1,791	0.11	0.01	—	1,798
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	654	0.04	< 0.005	—	657
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	746	0.05	0.01	—	749
Parking Lot	—	—	—	—	—	—	—	—	—	—	130	0.01	< 0.005	—	131
General Office Building	—	—	—	—	—	—	—	—	—	—	260	0.02	< 0.005	—	261

Total	—	—	—	—	—	—	—	—	—	—	1,791	0.11	0.01	—	1,798
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	108	0.01	< 0.005	—	109
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	124	0.01	< 0.005	—	124
Parking Lot	—	—	—	—	—	—	—	—	—	—	21.5	< 0.005	< 0.005	—	21.6
General Office Building	—	—	—	—	—	—	—	—	—	—	43.0	< 0.005	< 0.005	—	43.2
Total	—	—	—	—	—	—	—	—	—	—	296	0.02	< 0.005	—	298

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	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	654	0.04	< 0.005	—	657
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	746	0.05	0.01	—	749
Parking Lot	—	—	—	—	—	—	—	—	—	—	130	0.01	< 0.005	—	131

General Office Building	—	—	—	—	—	—	—	—	—	—	260	0.02	< 0.005	—	261
Total	—	—	—	—	—	—	—	—	—	—	1,791	0.11	0.01	—	1,798
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse -No Rail	—	—	—	—	—	—	—	—	—	—	654	0.04	< 0.005	—	657
Refrigerated Warehouse -No Rail	—	—	—	—	—	—	—	—	—	—	746	0.05	0.01	—	749
Parking Lot	—	—	—	—	—	—	—	—	—	—	130	0.01	< 0.005	—	131
General Office Building	—	—	—	—	—	—	—	—	—	—	260	0.02	< 0.005	—	261
Total	—	—	—	—	—	—	—	—	—	—	1,791	0.11	0.01	—	1,798
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse -No Rail	—	—	—	—	—	—	—	—	—	—	108	0.01	< 0.005	—	109
Refrigerated Warehouse -No Rail	—	—	—	—	—	—	—	—	—	—	124	0.01	< 0.005	—	124
Parking Lot	—	—	—	—	—	—	—	—	—	—	21.5	< 0.005	< 0.005	—	21.6

General Office Building	—	—	—	—	—	—	—	—	—	—	43.0	< 0.005	< 0.005	—	43.2
Total	—	—	—	—	—	—	—	—	—	—	296	0.02	< 0.005	—	298

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	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse -No Rail	0.03	0.50	0.42	< 0.005	0.04	—	0.04	0.04	—	0.04	593	0.05	< 0.005	—	594
Refrigerated Warehouse -No Rail	0.01	0.18	0.15	< 0.005	0.01	—	0.01	0.01	—	0.01	213	0.02	< 0.005	—	213
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
General Office Building	< 0.005	0.07	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	81.2	0.01	< 0.005	—	81.5
Total	0.04	0.74	0.62	< 0.005	0.06	—	0.06	0.06	—	0.06	887	0.08	< 0.005	—	889
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse -No Rail	0.03	0.50	0.42	< 0.005	0.04	—	0.04	0.04	—	0.04	593	0.05	< 0.005	—	594

Refrigerated	0.01	0.18	0.15	< 0.005	0.01	—	0.01	0.01	—	0.01	213	0.02	< 0.005	—	213
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
General Office Building	< 0.005	0.07	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	81.2	0.01	< 0.005	—	81.5
Total	0.04	0.74	0.62	< 0.005	0.06	—	0.06	0.06	—	0.06	887	0.08	< 0.005	—	889
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	< 0.005	0.09	0.08	< 0.005	0.01	—	0.01	0.01	—	0.01	98.1	0.01	< 0.005	—	98.4
Refrigerated Warehouse-No Rail	< 0.005	0.03	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	35.2	< 0.005	< 0.005	—	35.3
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
General Office Building	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	13.4	< 0.005	< 0.005	—	13.5
Total	0.01	0.14	0.11	< 0.005	0.01	—	0.01	0.01	—	0.01	147	0.01	< 0.005	—	147

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

Unrefrigerated Warehouse -No Rail	0.03	0.50	0.42	< 0.005	0.04	—	0.04	0.04	—	0.04	593	0.05	< 0.005	—	594
Refrigerated Warehouse -No Rail	0.01	0.18	0.15	< 0.005	0.01	—	0.01	0.01	—	0.01	213	0.02	< 0.005	—	213
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
General Office Building	< 0.005	0.07	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	81.2	0.01	< 0.005	—	81.5
Total	0.04	0.74	0.62	< 0.005	0.06	—	0.06	0.06	—	0.06	887	0.08	< 0.005	—	889
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse -No Rail	0.03	0.50	0.42	< 0.005	0.04	—	0.04	0.04	—	0.04	593	0.05	< 0.005	—	594
Refrigerated Warehouse -No Rail	0.01	0.18	0.15	< 0.005	0.01	—	0.01	0.01	—	0.01	213	0.02	< 0.005	—	213
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
General Office Building	< 0.005	0.07	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	81.2	0.01	< 0.005	—	81.5
Total	0.04	0.74	0.62	< 0.005	0.06	—	0.06	0.06	—	0.06	887	0.08	< 0.005	—	889
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Unrefrigerated Warehouse Rail	< 0.005	0.09	0.08	< 0.005	0.01	—	0.01	0.01	—	0.01	98.1	0.01	< 0.005	—	98.4
Refrigerated Warehouse -No Rail	< 0.005	0.03	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	35.2	< 0.005	< 0.005	—	35.3
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
General Office Building	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	13.4	< 0.005	< 0.005	—	13.5
Total	0.01	0.14	0.11	< 0.005	0.01	—	0.01	0.01	—	0.01	147	0.01	< 0.005	—	147

4.3. Area Emissions by Source

4.3.2. Unmitigated

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

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	2.84	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.34	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	3.19	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	2.84	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Architectur Coatings	0.34	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	3.19	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.52	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.06	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	0.58	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.3.1. Mitigated

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

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	2.84	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.34	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	3.19	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	2.84	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.34	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	3.19	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.52	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.06	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	0.58	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.4. Water Emissions by Land Use

4.4.2. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	265	4.38	0.11	—	406
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	71.7	1.19	0.03	—	110
Parking Lot	—	—	—	—	—	—	—	—	—	—	1.55	< 0.005	< 0.005	—	1.56
General Office Building	—	—	—	—	—	—	—	—	—	—	21.2	0.35	0.01	—	32.4
Total	—	—	—	—	—	—	—	—	—	—	359	5.91	0.14	—	549
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Unrefrigera Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	265	4.38	0.11	—	406
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	71.7	1.19	0.03	—	110
Parking Lot	—	—	—	—	—	—	—	—	—	—	1.55	< 0.005	< 0.005	—	1.56
General Office Building	—	—	—	—	—	—	—	—	—	—	21.2	0.35	0.01	—	32.4
Total	—	—	—	—	—	—	—	—	—	—	359	5.91	0.14	—	549
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	43.8	0.72	0.02	—	67.1
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	11.9	0.20	< 0.005	—	18.2
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.26	< 0.005	< 0.005	—	0.26
General Office Building	—	—	—	—	—	—	—	—	—	—	3.51	0.06	< 0.005	—	5.37
Total	—	—	—	—	—	—	—	—	—	—	59.5	0.98	0.02	—	91.0

4.4.1. Mitigated

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

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

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	265	4.38	0.11	—	406
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	71.7	1.19	0.03	—	110
Parking Lot	—	—	—	—	—	—	—	—	—	—	1.55	< 0.005	< 0.005	—	1.56
General Office Building	—	—	—	—	—	—	—	—	—	—	21.2	0.35	0.01	—	32.4
Total	—	—	—	—	—	—	—	—	—	—	359	5.91	0.14	—	549
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	265	4.38	0.11	—	406
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	71.7	1.19	0.03	—	110
Parking Lot	—	—	—	—	—	—	—	—	—	—	1.55	< 0.005	< 0.005	—	1.56
General Office Building	—	—	—	—	—	—	—	—	—	—	21.2	0.35	0.01	—	32.4
Total	—	—	—	—	—	—	—	—	—	—	359	5.91	0.14	—	549

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	43.8	0.72	0.02	—	67.1
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	11.9	0.20	< 0.005	—	18.2
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.26	< 0.005	< 0.005	—	0.26
General Office Building	—	—	—	—	—	—	—	—	—	—	3.51	0.06	< 0.005	—	5.37
Total	—	—	—	—	—	—	—	—	—	—	59.5	0.98	0.02	—	91.0

4.5. Waste Emissions by Land Use

4.5.2. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	48.6	4.86	0.00	—	170
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	13.2	1.32	0.00	—	46.1

Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	—	0.00
General Office Building	—	—	—	—	—	—	—	—	—	—	5.01	0.50	0.00	—	17.5
Total	—	—	—	—	—	—	—	—	—	—	66.8	6.68	0.00	—	234
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse -No Rail	—	—	—	—	—	—	—	—	—	—	48.6	4.86	0.00	—	170
Refrigerated Warehouse -No Rail	—	—	—	—	—	—	—	—	—	—	13.2	1.32	0.00	—	46.1
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	—	0.00
General Office Building	—	—	—	—	—	—	—	—	—	—	5.01	0.50	0.00	—	17.5
Total	—	—	—	—	—	—	—	—	—	—	66.8	6.68	0.00	—	234
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse -No Rail	—	—	—	—	—	—	—	—	—	—	8.05	0.80	0.00	—	28.2
Refrigerated Warehouse -No Rail	—	—	—	—	—	—	—	—	—	—	2.18	0.22	0.00	—	7.63
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	—	0.00

General Office Building	—	—	—	—	—	—	—	—	—	—	0.83	0.08	0.00	—	2.90
Total	—	—	—	—	—	—	—	—	—	—	11.1	1.11	0.00	—	38.7

4.5.1. Mitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	48.6	4.86	0.00	—	170
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	13.2	1.32	0.00	—	46.1
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	—	0.00
General Office Building	—	—	—	—	—	—	—	—	—	—	5.01	0.50	0.00	—	17.5
Total	—	—	—	—	—	—	—	—	—	—	66.8	6.68	0.00	—	234
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	48.6	4.86	0.00	—	170

Refrigerated	—	—	—	—	—	—	—	—	—	—	13.2	1.32	0.00	—	46.1
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	—	0.00
General Office Building	—	—	—	—	—	—	—	—	—	—	5.01	0.50	0.00	—	17.5
Total	—	—	—	—	—	—	—	—	—	—	66.8	6.68	0.00	—	234
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	8.05	0.80	0.00	—	28.2
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	2.18	0.22	0.00	—	7.63
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	—	0.00
General Office Building	—	—	—	—	—	—	—	—	—	—	0.83	0.08	0.00	—	2.90
Total	—	—	—	—	—	—	—	—	—	—	11.1	1.11	0.00	—	38.7

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

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

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

Refrigerated	—	—	—	—	—	—	—	—	—	—	—	—	706	706
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	0.02	0.02
Total	—	—	—	—	—	—	—	—	—	—	—	—	706	706
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse -No Rail	—	—	—	—	—	—	—	—	—	—	—	—	706	706
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	0.02	0.02
Total	—	—	—	—	—	—	—	—	—	—	—	—	706	706
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse -No Rail	—	—	—	—	—	—	—	—	—	—	—	—	117	117
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005
Total	—	—	—	—	—	—	—	—	—	—	—	—	117	117

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	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse -No Rail	—	—	—	—	—	—	—	—	—	—	—	—	—	706	706
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	0.02	0.02
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	706	706
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse -No Rail	—	—	—	—	—	—	—	—	—	—	—	—	—	706	706
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	0.02	0.02
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	706	706
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse -No Rail	—	—	—	—	—	—	—	—	—	—	—	—	—	117	117
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	117	117

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	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Forklifts	0.00	4.97	49.5	0.00	0.00	—	0.00	0.00	—	0.00	1,098	0.02	< 0.005	—	1,099
Total	0.00	4.97	49.5	0.00	0.00	—	0.00	0.00	—	0.00	1,098	0.02	< 0.005	—	1,099
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Forklifts	0.00	4.97	49.5	0.00	0.00	—	0.00	0.00	—	0.00	1,098	0.02	< 0.005	—	1,099
Total	0.00	4.97	49.5	0.00	0.00	—	0.00	0.00	—	0.00	1,098	0.02	< 0.005	—	1,099
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Forklifts	0.00	0.65	6.44	0.00	0.00	—	0.00	0.00	—	0.00	129	< 0.005	< 0.005	—	130
Total	0.00	0.65	6.44	0.00	0.00	—	0.00	0.00	—	0.00	129	< 0.005	< 0.005	—	130

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	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Forklifts	0.00	4.97	49.5	0.00	0.00	—	0.00	0.00	—	0.00	1,098	0.02	< 0.005	—	1,099
Total	0.00	4.97	49.5	0.00	0.00	—	0.00	0.00	—	0.00	1,098	0.02	< 0.005	—	1,099

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Forklifts	0.00	4.97	49.5	0.00	0.00	—	0.00	0.00	—	0.00	1,098	0.02	< 0.005	—	1,099
Total	0.00	4.97	49.5	0.00	0.00	—	0.00	0.00	—	0.00	1,098	0.02	< 0.005	—	1,099
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Forklifts	0.00	0.65	6.44	0.00	0.00	—	0.00	0.00	—	0.00	129	< 0.005	< 0.005	—	130
Total	0.00	0.65	6.44	0.00	0.00	—	0.00	0.00	—	0.00	129	< 0.005	< 0.005	—	130

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	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fire Pump	0.19	0.54	0.49	< 0.005	0.03	0.00	0.03	0.03	0.00	0.03	99.1	< 0.005	< 0.005	0.00	99.4
Emergency Generator	0.29	0.80	0.73	< 0.005	0.04	0.00	0.04	0.04	0.00	0.04	147	0.01	< 0.005	0.00	147
Total	0.48	1.34	1.23	< 0.005	0.07	0.00	0.07	0.07	0.00	0.07	246	0.01	< 0.005	0.00	247
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fire Pump	0.19	0.54	0.49	< 0.005	0.03	0.00	0.03	0.03	0.00	0.03	99.1	< 0.005	< 0.005	0.00	99.4
Emergency Generator	0.29	0.80	0.73	< 0.005	0.04	0.00	0.04	0.04	0.00	0.04	147	0.01	< 0.005	0.00	147
Total	0.48	1.34	1.23	< 0.005	0.07	0.00	0.07	0.07	0.00	0.07	246	0.01	< 0.005	0.00	247
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fire Pump	0.01	0.03	0.02	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	4.49	< 0.005	< 0.005	0.00	4.51

Emergency Generator	0.01	0.04	0.04	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	6.66	< 0.005	< 0.005	0.00	6.69
Total	0.02	0.07	0.06	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	11.2	< 0.005	< 0.005	0.00	11.2

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	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fire Pump	0.19	0.54	0.49	< 0.005	0.03	0.00	0.03	0.03	0.00	0.03	99.1	< 0.005	< 0.005	0.00	99.4
Emergency Generator	0.29	0.80	0.73	< 0.005	0.04	0.00	0.04	0.04	0.00	0.04	147	0.01	< 0.005	0.00	147
Total	0.48	1.34	1.23	< 0.005	0.07	0.00	0.07	0.07	0.00	0.07	246	0.01	< 0.005	0.00	247
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fire Pump	0.19	0.54	0.49	< 0.005	0.03	0.00	0.03	0.03	0.00	0.03	99.1	< 0.005	< 0.005	0.00	99.4
Emergency Generator	0.29	0.80	0.73	< 0.005	0.04	0.00	0.04	0.04	0.00	0.04	147	0.01	< 0.005	0.00	147
Total	0.48	1.34	1.23	< 0.005	0.07	0.00	0.07	0.07	0.00	0.07	246	0.01	< 0.005	0.00	247
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fire Pump	0.01	0.03	0.02	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	4.49	< 0.005	< 0.005	0.00	4.51
Emergency Generator	0.01	0.04	0.04	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	6.66	< 0.005	< 0.005	0.00	6.69
Total	0.02	0.07	0.06	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	11.2	< 0.005	< 0.005	0.00	11.2

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

Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

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

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

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

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	1/1/2024	1/29/2024	5.00	20.0	—
Site Preparation	Site Preparation	1/30/2024	2/13/2024	5.00	10.0	—
Grading	Grading	2/14/2024	3/13/2024	5.00	20.0	—
Building Construction	Building Construction	3/14/2024	1/30/2025	5.00	230	—
Paving	Paving	1/31/2025	2/28/2025	5.00	20.0	—
Architectural Coating	Architectural Coating	3/1/2025	3/29/2025	5.00	20.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Demolition	Excavators	Diesel	Average	3.00	8.00	36.0	0.38

Demolition	Rubber Tired Dozers	Diesel	Average	2.00	8.00	367	0.40
Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00	8.00	367	0.40
Site Preparation	Crawler Tractors	Diesel	Average	4.00	8.00	87.0	0.43
Grading	Excavators	Diesel	Average	1.00	8.00	36.0	0.38
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Grading	Crawler Tractors	Diesel	Average	3.00	8.00	87.0	0.43
Building Construction	Cranes	Diesel	Average	1.00	7.00	367	0.29
Building Construction	Forklifts	Diesel	Average	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	3.00	7.00	84.0	0.37
Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Paving	Pavers	Diesel	Average	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Demolition	Excavators	Diesel	Average	3.00	8.00	36.0	0.38
Demolition	Rubber Tired Dozers	Diesel	Tier 4 Final	2.00	8.00	367	0.40
Site Preparation	Rubber Tired Dozers	Diesel	Tier 4 Final	3.00	8.00	367	0.40
Site Preparation	Crawler Tractors	Diesel	Tier 4 Final	4.00	8.00	87.0	0.43
Grading	Excavators	Diesel	Average	1.00	8.00	36.0	0.38
Grading	Graders	Diesel	Tier 4 Final	1.00	8.00	148	0.41

Grading	Rubber Tired Dozers	Diesel	Tier 4 Final	1.00	8.00	367	0.40
Grading	Crawler Tractors	Diesel	Tier 4 Final	3.00	8.00	87.0	0.43
Building Construction	Cranes	Diesel	Tier 4 Final	1.00	7.00	367	0.29
Building Construction	Forklifts	Diesel	Tier 4 Final	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	3.00	7.00	84.0	0.37
Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Paving	Pavers	Diesel	Tier 4 Final	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Tier 4 Final	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
Demolition	—	—	—	—
Demolition	Worker	15.0	18.5	LDA,LDT1,LDT2
Demolition	Vendor	—	10.2	HHDT,MHDT
Demolition	Hauling	103	20.0	HHDT
Demolition	Onsite truck	1.00	1.00	HHDT
Site Preparation	—	—	—	—
Site Preparation	Worker	17.5	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10.2	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	1.00	1.00	HHDT
Grading	—	—	—	—

Grading	Worker	15.0	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	9.90	20.0	HHDT
Grading	Onsite truck	1.00	1.00	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	54.6	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	21.7	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	15.0	18.5	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	10.9	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
Demolition	—	—	—	—
Demolition	Worker	15.0	18.5	LDA,LDT1,LDT2
Demolition	Vendor	—	10.2	HHDT,MHDT
Demolition	Hauling	103	20.0	HHDT
Demolition	Onsite truck	1.00	1.00	HHDT

Site Preparation	—	—	—	—
Site Preparation	Worker	17.5	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10.2	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	1.00	1.00	HHDT
Grading	—	—	—	—
Grading	Worker	15.0	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	9.90	20.0	HHDT
Grading	Onsite truck	1.00	1.00	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	54.6	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	21.7	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	15.0	18.5	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	10.9	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	198,638	66,213	6,116

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (Ton of Debris)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	8,213	—
Site Preparation	—	—	35.0	0.00	—
Grading	1,579	—	50.0	0.00	—
Paving	0.00	0.00	0.00	0.00	2.34

5.6.2. Construction Earthmoving Control Strategies

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

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Unrefrigerated Warehouse-No Rail	0.00	0%
Refrigerated Warehouse-No Rail	0.00	0%

Parking Lot	2.34	100%
General Office Building	0.00	0%

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	532	0.03	< 0.005
2025	0.00	532	0.03	< 0.005

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Unrefrigerated Warehouse-No Rail	105	105	105	38,194	4,175	4,175	4,175	1,523,925
Refrigerated Warehouse-No Rail	387	387	387	141,211	3,642	3,642	3,642	1,329,308
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
General Office Building	69.0	69.0	69.0	25,185	1,056	1,056	1,056	385,331

5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Unrefrigerated Warehouse-No Rail	105	105	105	38,194	4,175	4,175	4,175	1,523,925
Refrigerated Warehouse-No Rail	387	387	387	141,211	3,642	3,642	3,642	1,329,308
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

General Office Building	69.0	69.0	69.0	25,185	1,056	1,056	1,056	385,331

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	198,638	66,213	6,116

5.10.3. Landscape Equipment

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

5.10.4. Landscape Equipment - Mitigated

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

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO_2 and CH_4 and N_2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Unrefrigerated Warehouse-No Rail	449,034	532	0.0330	0.0040	1,849,353
Refrigerated Warehouse-No Rail	512,169	532	0.0330	0.0040	663,556
Parking Lot	89,291	532	0.0330	0.0040	0.00
General Office Building	178,203	532	0.0330	0.0040	253,465

5.11.2. Mitigated

Electricity (kWh/yr) and CO_2 and CH_4 and N_2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Unrefrigerated Warehouse-No Rail	449,034	532	0.0330	0.0040	1,849,353
Refrigerated Warehouse-No Rail	512,169	532	0.0330	0.0040	663,556
Parking Lot	89,291	532	0.0330	0.0040	0.00
General Office Building	178,203	532	0.0330	0.0040	253,465

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Unrefrigerated Warehouse-No Rail	22,200,000	257,365
Refrigerated Warehouse-No Rail	6,012,500	61,764
Parking Lot	0.00	200,523
General Office Building	1,777,337	17,152

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Unrefrigerated Warehouse-No Rail	22,200,000	257,365
Refrigerated Warehouse-No Rail	6,012,500	61,764
Parking Lot	0.00	200,523
General Office Building	1,777,337	17,152

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Unrefrigerated Warehouse-No Rail	90.2	—
Refrigerated Warehouse-No Rail	24.4	—
Parking Lot	0.00	—
General Office Building	9.30	—

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Unrefrigerated Warehouse-No Rail	90.2	—
Refrigerated Warehouse-No Rail	24.4	—
Parking Lot	0.00	—
General Office Building	9.30	—

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
General Office Building	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
General Office Building	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0

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
General Office Building	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
General Office Building	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0

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
Forklifts	CNG	Average	5.00	9.00	82.0	0.20

5.15.2. Mitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Forklifts	CNG	Average	5.00	9.00	82.0	0.20

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
Fire Pump	Diesel	1.00	0.50	50.0	236	0.73
Emergency Generator	Diesel	1.00	0.50	50.0	350	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	4.89	annual days of extreme heat
Extreme Precipitation	4.25	annual days with precipitation above 20 mm
Sea Level Rise	0.00	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 (2040–2059 average under RCP 8.5), and consider different increments of sea level rise coupled with extreme storm events. Users may select from four model simulations to view the range in potential inundation depth 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 50 meters (m) by 50 m, or about 164 feet (ft) by 164 ft.

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	1	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	1	1	1	2
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	22.2
AQ-PM	74.9
AQ-DPM	59.9
Drinking Water	29.9
Lead Risk Housing	60.9
Pesticides	0.00
Toxic Releases	99.2
Traffic	59.8
Effect Indicators	—
CleanUp Sites	98.6
Groundwater	89.1
Haz Waste Facilities/Generators	99.0
Impaired Water Bodies	33.2
Solid Waste	80.0

Sensitive Population	—
Asthma	67.9
Cardio-vascular	50.0
Low Birth Weights	37.6
Socioeconomic Factor Indicators	—
Education	20.3
Housing	27.2
Linguistic	61.5
Poverty	31.5
Unemployment	45.8

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	69.98588477
Employed	76.78686
Median HI	54.71577056
Education	—
Bachelor's or higher	64.6862569
High school enrollment	100
Preschool enrollment	59.39946105
Transportation	—
Auto Access	48.80020531
Active commuting	66.6495573
Social	—
2-parent households	60.25920698

Voting	41.15231618
Neighborhood	—
Alcohol availability	26.35698704
Park access	81.35506224
Retail density	98.06236366
Supermarket access	76.35057103
Tree canopy	46.19530348
Housing	—
Homeownership	30.83536507
Housing habitability	59.34813294
Low-inc homeowner severe housing cost burden	77.5439497
Low-inc renter severe housing cost burden	83.16437829
Uncrowded housing	37.99563711
Health Outcomes	—
Insured adults	44.48864365
Arthritis	63.4
Asthma ER Admissions	31.7
High Blood Pressure	66.9
Cancer (excluding skin)	38.7
Asthma	80.2
Coronary Heart Disease	66.7
Chronic Obstructive Pulmonary Disease	68.2
Diagnosed Diabetes	65.9
Life Expectancy at Birth	58.1
Cognitively Disabled	96.3
Physically Disabled	73.0
Heart Attack ER Admissions	60.8

Mental Health Not Good	66.0
Chronic Kidney Disease	73.0
Obesity	63.7
Pedestrian Injuries	70.2
Physical Health Not Good	64.0
Stroke	70.4
Health Risk Behaviors	—
Binge Drinking	36.9
Current Smoker	65.4
No Leisure Time for Physical Activity	70.0
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	32.5
Elderly	55.1
English Speaking	47.8
Foreign-born	48.8
Outdoor Workers	44.0
Climate Change Adaptive Capacity	—
Impervious Surface Cover	16.7
Traffic Density	61.1
Traffic Access	71.3
Other Indices	—
Hardship	35.1
Other Decision Support	—
2016 Voting	30.5

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	66.0
Healthy Places Index Score for Project Location (b)	66.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	Yes
Project Located in a Low-Income Community (Assembly Bill 1550)	No
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

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

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Land Use	Total Project Site 6.26 acres with 38,293 sq ft of landscaped area
Construction: Off-Road Equipment	Site Prep & Grading Phases - Tractor/Loader/Backhoes changed to Crawler Tractor for more conservative analysis
Operations: Off-Road Equipment	5 Forklifts 9 hours per day CNG Powered
Operations: Fleet Mix	Trucks analyzed under Unrefrigerated Warehouse and Autos analyzed under Refrigerated Warehouse
Operations: Vehicle Data	4+ Axle Trucks analyzed under Unrefrigerated Warehouse with 39.9 mile trip length. 2 and 3 Axle Trucks analyzed under Office with 15.3 mile trip length.

APPENDIX B

CalEEMod Model Run for Exiting Business Park Printouts

205th Torrance Warehouse Existing Conditions Detailed Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	205th Torrance Warehouse Existing Conditions
Operational Year	2025
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.50
Precipitation (days)	17.4
Location	33.845969799700725, -118.32460679621096
County	Los Angeles-South Coast
City	Torrance
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4669
EDFZ	7
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas
App Version	2022.1.1.13

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
Industrial Park	87.0	1000sqft	3.92	86,995	23,995	—	—	—

Parking Lot	2.00	Acre	2.34	0.00	14,298	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.4. Operations Emissions Compared Against Thresholds

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

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	6.53	3.64	38.7	0.08	0.10	2.84	2.94	0.10	0.51	0.61	10,683	10.4	0.43	52.8	11,124
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	5.86	3.89	32.0	0.08	0.10	2.84	2.93	0.09	0.51	0.60	10,323	10.4	0.45	23.4	10,740
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	6.26	3.95	35.5	0.08	0.10	2.84	2.94	0.10	0.51	0.60	10,427	10.4	0.45	35.6	10,856
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.14	0.72	6.47	0.01	0.02	0.52	0.54	0.02	0.09	0.11	1,726	1.72	0.07	5.90	1,797
Exceeds (Daily Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	55.0	55.0	550	150	—	—	150	—	—	55.0	—	—	—	—	—
Unmit.	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—
Exceeds (Average Daily)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Threshold	55.0	55.0	550	150	—	—	150	—	—	55.0	—	—	—	—	—
Unmit.	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—
Exceeds (Annual)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3,000
Unmit.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	No

2.5. Operations Emissions by Sector, Unmitigated

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

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	3.78	3.01	34.4	0.08	0.05	2.84	2.89	0.05	0.51	0.55	8,164	0.39	0.32	30.1	8,299
Area	2.72	0.03	3.78	< 0.005	0.01	—	0.01	0.01	—	0.01	15.6	< 0.005	< 0.005	—	15.6
Energy	0.03	0.59	0.50	< 0.005	0.05	—	0.05	0.05	—	0.05	2,273	0.21	0.02	—	2,284
Water	—	—	—	—	—	—	—	—	—	—	172	3.97	0.10	—	300
Waste	—	—	—	—	—	—	—	—	—	—	58.1	5.81	0.00	—	203
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	22.6	22.6
Total	6.53	3.64	38.7	0.08	0.10	2.84	2.94	0.10	0.51	0.61	10,683	10.4	0.43	52.8	11,124
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	3.73	3.30	31.5	0.08	0.05	2.84	2.89	0.05	0.51	0.55	7,820	0.40	0.33	0.78	7,931
Area	2.10	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.03	0.59	0.50	< 0.005	0.05	—	0.05	0.05	—	0.05	2,273	0.21	0.02	—	2,284
Water	—	—	—	—	—	—	—	—	—	—	172	3.97	0.10	—	300
Waste	—	—	—	—	—	—	—	—	—	—	58.1	5.81	0.00	—	203
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	22.6	22.6

Total	5.86	3.89	32.0	0.08	0.10	2.84	2.93	0.09	0.51	0.60	10,323	10.4	0.45	23.4	10,740
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	3.70	3.34	32.4	0.08	0.05	2.84	2.89	0.05	0.51	0.55	7,913	0.40	0.33	13.0	8,036
Area	2.52	0.02	2.59	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	10.7	< 0.005	< 0.005	—	10.7
Energy	0.03	0.59	0.50	< 0.005	0.05	—	0.05	0.05	—	0.05	2,273	0.21	0.02	—	2,284
Water	—	—	—	—	—	—	—	—	—	—	172	3.97	0.10	—	300
Waste	—	—	—	—	—	—	—	—	—	—	58.1	5.81	0.00	—	203
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	22.6	22.6
Total	6.26	3.95	35.5	0.08	0.10	2.84	2.94	0.10	0.51	0.60	10,427	10.4	0.45	35.6	10,856
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.68	0.61	5.91	0.01	0.01	0.52	0.53	0.01	0.09	0.10	1,310	0.07	0.06	2.15	1,330
Area	0.46	< 0.005	0.47	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	1.76	< 0.005	< 0.005	—	1.77
Energy	0.01	0.11	0.09	< 0.005	0.01	—	0.01	0.01	—	0.01	376	0.03	< 0.005	—	378
Water	—	—	—	—	—	—	—	—	—	—	28.5	0.66	0.02	—	49.6
Waste	—	—	—	—	—	—	—	—	—	—	9.63	0.96	0.00	—	33.7
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	3.75	3.75
Total	1.14	0.72	6.47	0.01	0.02	0.52	0.54	0.02	0.09	0.11	1,726	1.72	0.07	5.90	1,797

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

Industrial Park	3.78	3.01	34.4	0.08	0.05	2.84	2.89	0.05	0.51	0.55	8,164	0.39	0.32	30.1	8,299
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
Total	3.78	3.01	34.4	0.08	0.05	2.84	2.89	0.05	0.51	0.55	8,164	0.39	0.32	30.1	8,299
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	3.73	3.30	31.5	0.08	0.05	2.84	2.89	0.05	0.51	0.55	7,820	0.40	0.33	0.78	7,931
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
Total	3.73	3.30	31.5	0.08	0.05	2.84	2.89	0.05	0.51	0.55	7,820	0.40	0.33	0.78	7,931
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	0.68	0.61	5.91	0.01	0.01	0.52	0.53	0.01	0.09	0.10	1,310	0.07	0.06	2.15	1,330
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
Total	0.68	0.61	5.91	0.01	0.01	0.52	0.53	0.01	0.09	0.10	1,310	0.07	0.06	2.15	1,330

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	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	1,481	0.14	0.02	—	1,489
Parking Lot	—	—	—	—	—	—	—	—	—	—	85.3	0.01	< 0.005	—	85.8
Total	—	—	—	—	—	—	—	—	—	—	1,566	0.15	0.02	—	1,575

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	1,481	0.14	0.02	—	1,489
Parking Lot	—	—	—	—	—	—	—	—	—	—	85.3	0.01	< 0.005	—	85.8
Total	—	—	—	—	—	—	—	—	—	—	1,566	0.15	0.02	—	1,575
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	245	0.02	< 0.005	—	247
Parking Lot	—	—	—	—	—	—	—	—	—	—	14.1	< 0.005	< 0.005	—	14.2
Total	—	—	—	—	—	—	—	—	—	—	259	0.02	< 0.005	—	261

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	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	0.03	0.59	0.50	< 0.005	0.05	—	0.05	0.05	—	0.05	707	0.06	< 0.005	—	709
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
Total	0.03	0.59	0.50	< 0.005	0.05	—	0.05	0.05	—	0.05	707	0.06	< 0.005	—	709
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	0.03	0.59	0.50	< 0.005	0.05	—	0.05	0.05	—	0.05	707	0.06	< 0.005	—	709
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
Total	0.03	0.59	0.50	< 0.005	0.05	—	0.05	0.05	—	0.05	707	0.06	< 0.005	—	709
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Industrial Park	0.01	0.11	0.09	< 0.005	0.01	—	0.01	0.01	—	0.01	117	0.01	< 0.005	—	117
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
Total	0.01	0.11	0.09	< 0.005	0.01	—	0.01	0.01	—	0.01	117	0.01	< 0.005	—	117

4.3. Area Emissions by Source

4.3.2. Unmitigated

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

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	1.87	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.23	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.62	0.03	3.78	< 0.005	0.01	—	0.01	0.01	—	0.01	15.6	< 0.005	< 0.005	—	15.6
Total	2.72	0.03	3.78	< 0.005	0.01	—	0.01	0.01	—	0.01	15.6	< 0.005	< 0.005	—	15.6
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	1.87	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.23	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	2.10	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Consumer Products	0.34	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.04	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.08	< 0.005	0.47	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	1.76	< 0.005	< 0.005	—	1.77
Total	0.46	< 0.005	0.47	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	1.76	< 0.005	< 0.005	—	1.77

4.4. Water Emissions by Land Use

4.4.2. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	171	3.97	0.10	—	299
Parking Lot	—	—	—	—	—	—	—	—	—	—	1.02	< 0.005	< 0.005	—	1.02
Total	—	—	—	—	—	—	—	—	—	—	172	3.97	0.10	—	300
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	171	3.97	0.10	—	299
Parking Lot	—	—	—	—	—	—	—	—	—	—	1.02	< 0.005	< 0.005	—	1.02
Total	—	—	—	—	—	—	—	—	—	—	172	3.97	0.10	—	300
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	28.3	0.66	0.02	—	49.4
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.17	< 0.005	< 0.005	—	0.17

Total	—	—	—	—	—	—	—	—	—	—	28.5	0.66	0.02	—	49.6

4.5. Waste Emissions by Land Use

4.5.2. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	58.1	5.81	0.00	—	203
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	58.1	5.81	0.00	—	203
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	58.1	5.81	0.00	—	203
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	58.1	5.81	0.00	—	203
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	9.63	0.96	0.00	—	33.7
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	9.63	0.96	0.00	—	33.7

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	—	22.6	22.6
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	22.6	22.6
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	—	22.6	22.6
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	22.6	22.6
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	—	3.75	3.75
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	3.75	3.75

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

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

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

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	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	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	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	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	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	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequester ed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequester ed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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

5. Activity Data

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Industrial Park	1,082	1,082	1,082	395,032	10,188	10,188	10,188	3,718,681
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0	0.00	130,493	43,498	6,116

5.10.3. Landscape Equipment

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

5.11. Operational Energy Consumption

5.11.1. Unmitigated

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

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Industrial Park	1,550,276	349	0.0330	0.0040	2,205,016
Parking Lot	89,291	349	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)
Industrial Park	20,118,750	336,520
Parking Lot	0.00	200,523

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Industrial Park	108	—
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
Industrial Park	Other commercial A/C and heat pumps	R-410A	2,088	0.30	4.00	4.00	18.0

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

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

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

5.16.2. Process Boilers

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

5.17. User Defined

Equipment Type	Fuel Type
—	—

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

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

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

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

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	4.89	annual days of extreme heat
Extreme Precipitation	4.25	annual days with precipitation above 20 mm

Sea Level Rise	0.00	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 (2040–2059 average under RCP 8.5), and consider different increments of sea level rise coupled with extreme storm events. Users may select from four model simulations to view the range in potential inundation depth 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 50 meters (m) by 50 m, or about 164 feet (ft) by 164 ft.
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	1	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	1	1	1	2
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	22.2
AQ-PM	74.9
AQ-DPM	59.9
Drinking Water	29.9
Lead Risk Housing	60.9
Pesticides	0.00
Toxic Releases	99.2

Traffic	59.8
Effect Indicators	—
CleanUp Sites	98.6
Groundwater	89.1
Haz Waste Facilities/Generators	99.0
Impaired Water Bodies	33.2
Solid Waste	80.0
Sensitive Population	—
Asthma	67.9
Cardio-vascular	50.0
Low Birth Weights	37.6
Socioeconomic Factor Indicators	—
Education	20.3
Housing	27.2
Linguistic	61.5
Poverty	31.5
Unemployment	45.8

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	69.98588477
Employed	76.78686
Median HI	54.71577056
Education	—
Bachelor's or higher	64.6862569

High school enrollment	100
Preschool enrollment	59.39946105
Transportation	—
Auto Access	48.80020531
Active commuting	66.6495573
Social	—
2-parent households	60.25920698
Voting	41.15231618
Neighborhood	—
Alcohol availability	26.35698704
Park access	81.35506224
Retail density	98.06236366
Supermarket access	76.35057103
Tree canopy	46.19530348
Housing	—
Homeownership	30.83536507
Housing habitability	59.34813294
Low-inc homeowner severe housing cost burden	77.5439497
Low-inc renter severe housing cost burden	83.16437829
Uncrowded housing	37.99563711
Health Outcomes	—
Insured adults	44.48864365
Arthritis	63.4
Asthma ER Admissions	31.7
High Blood Pressure	66.9
Cancer (excluding skin)	38.7
Asthma	80.2

Coronary Heart Disease	66.7
Chronic Obstructive Pulmonary Disease	68.2
Diagnosed Diabetes	65.9
Life Expectancy at Birth	58.1
Cognitively Disabled	96.3
Physically Disabled	73.0
Heart Attack ER Admissions	60.8
Mental Health Not Good	66.0
Chronic Kidney Disease	73.0
Obesity	63.7
Pedestrian Injuries	70.2
Physical Health Not Good	64.0
Stroke	70.4
Health Risk Behaviors	—
Binge Drinking	36.9
Current Smoker	65.4
No Leisure Time for Physical Activity	70.0
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	32.5
Elderly	55.1
English Speaking	47.8
Foreign-born	48.8
Outdoor Workers	44.0
Climate Change Adaptive Capacity	—
Impervious Surface Cover	16.7

Traffic Density	61.1
Traffic Access	71.3
Other Indices	—
Hardship	35.1
Other Decision Support	—
2016 Voting	30.5

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	66.0
Healthy Places Index Score for Project Location (b)	66.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	Yes
Project Located in a Low-Income Community (Assembly Bill 1550)	No
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

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

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Land Use	86,995 sq ft of existing business park space and approx 2.34 acres of parking space

Operations: Vehicle Data	Daily Trip Rate from Trip Gen Memo of 12.44 per TSF

APPENDIX C

EMFAC2021 Model Printouts

EMFAC2021 version 1.0.2

calendar_	season_ı	sub_area	vehicle_cl	fuel	tempera	relative_hı	process	speed_t	pollutan	emission_rate
2050	Annual	Los Angele	Truck1	Dsl	62	50	RUNEX	10	PM10	0.030885
2050	Annual	Los Angele	Truck1	Dsl	62	50	RUNEX	25	PM10	0.019863
2050	Annual	Los Angele	Truck1	Dsl	62	50	RUNEX	35	PM10	0.01468
2050	Annual	Los Angele	Truck2	Dsl	62	50	RUNEX	10	PM10	0.007628
2050	Annual	Los Angele	Truck2	Dsl	62	50	RUNEX	25	PM10	0.004187
2050	Annual	Los Angele	Truck2	Dsl	62	50	RUNEX	35	PM10	0.005154
2050	Annual	Los Angele	Truck1	Dsl			IDLEX		PM10	0.797787
2050	Annual	Los Angele	Truck2	Dsl			IDLEX		PM10	0.009881
2049	Annual	Los Angele	Truck1	Dsl	62	50	RUNEX	10	PM10	0.031449
2049	Annual	Los Angele	Truck1	Dsl	62	50	RUNEX	25	PM10	0.020188
2049	Annual	Los Angele	Truck1	Dsl	62	50	RUNEX	35	PM10	0.014899
2049	Annual	Los Angele	Truck2	Dsl	62	50	RUNEX	10	PM10	0.007622
2049	Annual	Los Angele	Truck2	Dsl	62	50	RUNEX	25	PM10	0.004188
2049	Annual	Los Angele	Truck2	Dsl	62	50	RUNEX	35	PM10	0.005153
2049	Annual	Los Angele	Truck1	Dsl			IDLEX		PM10	0.797525
2049	Annual	Los Angele	Truck2	Dsl			IDLEX		PM10	0.009892
2048	Annual	Los Angele	Truck1	Dsl	62	50	RUNEX	10	PM10	0.03192
2048	Annual	Los Angele	Truck1	Dsl	62	50	RUNEX	25	PM10	0.020461
2048	Annual	Los Angele	Truck1	Dsl	62	50	RUNEX	35	PM10	0.015083
2048	Annual	Los Angele	Truck2	Dsl	62	50	RUNEX	10	PM10	0.007616
2048	Annual	Los Angele	Truck2	Dsl	62	50	RUNEX	25	PM10	0.004188
2048	Annual	Los Angele	Truck2	Dsl	62	50	RUNEX	35	PM10	0.005152
2048	Annual	Los Angele	Truck1	Dsl			IDLEX		PM10	0.797319
2048	Annual	Los Angele	Truck2	Dsl			IDLEX		PM10	0.009901
2047	Annual	Los Angele	Truck1	Dsl	62	50	RUNEX	10	PM10	0.032193
2047	Annual	Los Angele	Truck1	Dsl	62	50	RUNEX	25	PM10	0.020605
2047	Annual	Los Angele	Truck1	Dsl	62	50	RUNEX	35	PM10	0.015185
2047	Annual	Los Angele	Truck2	Dsl	62	50	RUNEX	10	PM10	0.007612
2047	Annual	Los Angele	Truck2	Dsl	62	50	RUNEX	25	PM10	0.004189
2047	Annual	Los Angele	Truck2	Dsl	62	50	RUNEX	35	PM10	0.005151
2047	Annual	Los Angele	Truck1	Dsl			IDLEX		PM10	0.797116
2047	Annual	Los Angele	Truck2	Dsl			IDLEX		PM10	0.009916
2046	Annual	Los Angele	Truck1	Dsl	62	50	RUNEX	10	PM10	0.03245
2046	Annual	Los Angele	Truck1	Dsl	62	50	RUNEX	25	PM10	0.020744
2046	Annual	Los Angele	Truck1	Dsl	62	50	RUNEX	35	PM10	0.015282
2046	Annual	Los Angele	Truck2	Dsl	62	50	RUNEX	10	PM10	0.007629
2046	Annual	Los Angele	Truck2	Dsl	62	50	RUNEX	25	PM10	0.004193
2046	Annual	Los Angele	Truck2	Dsl	62	50	RUNEX	35	PM10	0.005151
2046	Annual	Los Angele	Truck1	Dsl			IDLEX		PM10	0.796945
2046	Annual	Los Angele	Truck2	Dsl			IDLEX		PM10	0.009937
2045	Annual	Los Angele	Truck1	Dsl	62	50	RUNEX	10	PM10	0.032764
2045	Annual	Los Angele	Truck1	Dsl	62	50	RUNEX	25	PM10	0.020909
2045	Annual	Los Angele	Truck1	Dsl	62	50	RUNEX	35	PM10	0.015394
2045	Annual	Los Angele	Truck2	Dsl	62	50	RUNEX	10	PM10	0.007649
2045	Annual	Los Angele	Truck2	Dsl	62	50	RUNEX	25	PM10	0.004199

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calendar_	season_ı	sub_area	vehicle_cl	fuel	tempera	relative_hı	process	speed_t	pollutant	emission_rate
2045	Annual	Los Angele	Truck2	Dsl	62	50	RUNEX	35	PM10	0.005152
2045	Annual	Los Angele	Truck1	Dsl			IDLEX		PM10	0.796709
2045	Annual	Los Angele	Truck2	Dsl			IDLEX		PM10	0.009965
2044	Annual	Los Angele	Truck1	Dsl	62	50	RUNEX	10	PM10	0.033039
2044	Annual	Los Angele	Truck1	Dsl	62	50	RUNEX	25	PM10	0.02105
2044	Annual	Los Angele	Truck1	Dsl	62	50	RUNEX	35	PM10	0.015489
2044	Annual	Los Angele	Truck2	Dsl	62	50	RUNEX	10	PM10	0.007675
2044	Annual	Los Angele	Truck2	Dsl	62	50	RUNEX	25	PM10	0.004207
2044	Annual	Los Angele	Truck2	Dsl	62	50	RUNEX	35	PM10	0.005155
2044	Annual	Los Angele	Truck1	Dsl			IDLEX		PM10	0.796488
2044	Annual	Los Angele	Truck2	Dsl			IDLEX		PM10	0.009999
2043	Annual	Los Angele	Truck1	Dsl	62	50	RUNEX	10	PM10	0.03335
2043	Annual	Los Angele	Truck1	Dsl	62	50	RUNEX	25	PM10	0.021206
2043	Annual	Los Angele	Truck1	Dsl	62	50	RUNEX	35	PM10	0.015592
2043	Annual	Los Angele	Truck2	Dsl	62	50	RUNEX	10	PM10	0.007736
2043	Annual	Los Angele	Truck2	Dsl	62	50	RUNEX	25	PM10	0.004224
2043	Annual	Los Angele	Truck2	Dsl	62	50	RUNEX	35	PM10	0.005165
2043	Annual	Los Angele	Truck1	Dsl			IDLEX		PM10	0.796213
2043	Annual	Los Angele	Truck2	Dsl			IDLEX		PM10	0.010053
2042	Annual	Los Angele	Truck1	Dsl	62	50	RUNEX	10	PM10	0.033568
2042	Annual	Los Angele	Truck1	Dsl	62	50	RUNEX	25	PM10	0.021313
2042	Annual	Los Angele	Truck1	Dsl	62	50	RUNEX	35	PM10	0.015658
2042	Annual	Los Angele	Truck2	Dsl	62	50	RUNEX	10	PM10	0.007797
2042	Annual	Los Angele	Truck2	Dsl	62	50	RUNEX	25	PM10	0.004244
2042	Annual	Los Angele	Truck2	Dsl	62	50	RUNEX	35	PM10	0.005177
2042	Annual	Los Angele	Truck1	Dsl			IDLEX		PM10	0.796021
2042	Annual	Los Angele	Truck2	Dsl			IDLEX		PM10	0.010106
2041	Annual	Los Angele	Truck1	Dsl	62	50	RUNEX	10	PM10	0.033856
2041	Annual	Los Angele	Truck1	Dsl	62	50	RUNEX	25	PM10	0.021448
2041	Annual	Los Angele	Truck1	Dsl	62	50	RUNEX	35	PM10	0.015742
2041	Annual	Los Angele	Truck2	Dsl	62	50	RUNEX	10	PM10	0.007869
2041	Annual	Los Angele	Truck2	Dsl	62	50	RUNEX	25	PM10	0.004268
2041	Annual	Los Angele	Truck2	Dsl	62	50	RUNEX	35	PM10	0.005195
2041	Annual	Los Angele	Truck1	Dsl			IDLEX		PM10	0.795729
2041	Annual	Los Angele	Truck2	Dsl			IDLEX		PM10	0.010182
2040	Annual	Los Angele	Truck1	Dsl	62	50	RUNEX	10	PM10	0.034111
2040	Annual	Los Angele	Truck1	Dsl	62	50	RUNEX	25	PM10	0.021558
2040	Annual	Los Angele	Truck1	Dsl	62	50	RUNEX	35	PM10	0.015806
2040	Annual	Los Angele	Truck2	Dsl	62	50	RUNEX	10	PM10	0.007951
2040	Annual	Los Angele	Truck2	Dsl	62	50	RUNEX	25	PM10	0.004297
2040	Annual	Los Angele	Truck2	Dsl	62	50	RUNEX	35	PM10	0.005218
2040	Annual	Los Angele	Truck1	Dsl			IDLEX		PM10	0.795416
2040	Annual	Los Angele	Truck2	Dsl			IDLEX		PM10	0.010276
2039	Annual	Los Angele	Truck1	Dsl	62	50	RUNEX	10	PM10	0.034454
2039	Annual	Los Angele	Truck1	Dsl	62	50	RUNEX	25	PM10	0.021712

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calendar_	season_ı	sub_area	vehicle_cl	fuel	tempera	relative_hı	process	speed_t	pollutant	emission_rate
2039	Annual	Los Angele	Truck1	Dsl	62	50	RUNEX	35	PM10	0.015895
2039	Annual	Los Angele	Truck2	Dsl	62	50	RUNEX	10	PM10	0.008058
2039	Annual	Los Angele	Truck2	Dsl	62	50	RUNEX	25	PM10	0.004336
2039	Annual	Los Angele	Truck2	Dsl	62	50	RUNEX	35	PM10	0.005248
2039	Annual	Los Angele	Truck1	Dsl			IDLEX		PM10	0.795031
2039	Annual	Los Angele	Truck2	Dsl			IDLEX		PM10	0.010398
2038	Annual	Los Angele	Truck1	Dsl	62	50	RUNEX	10	PM10	0.034819
2038	Annual	Los Angele	Truck1	Dsl	62	50	RUNEX	25	PM10	0.021869
2038	Annual	Los Angele	Truck1	Dsl	62	50	RUNEX	35	PM10	0.015982
2038	Annual	Los Angele	Truck2	Dsl	62	50	RUNEX	10	PM10	0.00817
2038	Annual	Los Angele	Truck2	Dsl	62	50	RUNEX	25	PM10	0.004379
2038	Annual	Los Angele	Truck2	Dsl	62	50	RUNEX	35	PM10	0.005286
2038	Annual	Los Angele	Truck1	Dsl			IDLEX		PM10	0.794585
2038	Annual	Los Angele	Truck2	Dsl			IDLEX		PM10	0.010525
2037	Annual	Los Angele	Truck1	Dsl	62	50	RUNEX	10	PM10	0.035177
2037	Annual	Los Angele	Truck1	Dsl	62	50	RUNEX	25	PM10	0.022017
2037	Annual	Los Angele	Truck1	Dsl	62	50	RUNEX	35	PM10	0.016058
2037	Annual	Los Angele	Truck2	Dsl	62	50	RUNEX	10	PM10	0.00832
2037	Annual	Los Angele	Truck2	Dsl	62	50	RUNEX	25	PM10	0.004437
2037	Annual	Los Angele	Truck2	Dsl	62	50	RUNEX	35	PM10	0.005336
2037	Annual	Los Angele	Truck1	Dsl			IDLEX		PM10	0.794574
2037	Annual	Los Angele	Truck2	Dsl			IDLEX		PM10	0.010683
2036	Annual	Los Angele	Truck1	Dsl	62	50	RUNEX	10	PM10	0.035508
2036	Annual	Los Angele	Truck1	Dsl	62	50	RUNEX	25	PM10	0.022135
2036	Annual	Los Angele	Truck1	Dsl	62	50	RUNEX	35	PM10	0.01611
2036	Annual	Los Angele	Truck2	Dsl	62	50	RUNEX	10	PM10	0.008507
2036	Annual	Los Angele	Truck2	Dsl	62	50	RUNEX	25	PM10	0.004509
2036	Annual	Los Angele	Truck2	Dsl	62	50	RUNEX	35	PM10	0.005398
2036	Annual	Los Angele	Truck1	Dsl			IDLEX		PM10	0.794486
2036	Annual	Los Angele	Truck2	Dsl			IDLEX		PM10	0.010878
2035	Annual	Los Angele	Truck1	Dsl	62	50	RUNEX	10	PM10	0.035713
2035	Annual	Los Angele	Truck1	Dsl	62	50	RUNEX	25	PM10	0.022172
2035	Annual	Los Angele	Truck1	Dsl	62	50	RUNEX	35	PM10	0.016104
2035	Annual	Los Angele	Truck2	Dsl	62	50	RUNEX	10	PM10	0.008768
2035	Annual	Los Angele	Truck2	Dsl	62	50	RUNEX	25	PM10	0.004603
2035	Annual	Los Angele	Truck2	Dsl	62	50	RUNEX	35	PM10	0.005479
2035	Annual	Los Angele	Truck1	Dsl			IDLEX		PM10	0.794397
2035	Annual	Los Angele	Truck2	Dsl			IDLEX		PM10	0.011137
2034	Annual	Los Angele	Truck1	Dsl	62	50	RUNEX	10	PM10	0.036063
2034	Annual	Los Angele	Truck1	Dsl	62	50	RUNEX	25	PM10	0.022255
2034	Annual	Los Angele	Truck1	Dsl	62	50	RUNEX	35	PM10	0.016129
2034	Annual	Los Angele	Truck2	Dsl	62	50	RUNEX	10	PM10	0.009115
2034	Annual	Los Angele	Truck2	Dsl	62	50	RUNEX	25	PM10	0.004749
2034	Annual	Los Angele	Truck2	Dsl	62	50	RUNEX	35	PM10	0.0056
2034	Annual	Los Angele	Truck1	Dsl			IDLEX		PM10	0.795688

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calendar_	season_r	sub_area	vehicle_cl	fuel	tempera	relative_hu	process	speed_t	pollutant	emission_rate
2034	Annual	Los Angele	Truck2	Dsl			IDLEX		PM10	0.01151
2033	Annual	Los Angele	Truck1	Dsl	62	50	RUNEX	10	PM10	0.036396
2033	Annual	Los Angele	Truck1	Dsl	62	50	RUNEX	25	PM10	0.022327
2033	Annual	Los Angele	Truck1	Dsl	62	50	RUNEX	35	PM10	0.016148
2033	Annual	Los Angele	Truck2	Dsl	62	50	RUNEX	10	PM10	0.009575
2033	Annual	Los Angele	Truck2	Dsl	62	50	RUNEX	25	PM10	0.004944
2033	Annual	Los Angele	Truck2	Dsl	62	50	RUNEX	35	PM10	0.005763
2033	Annual	Los Angele	Truck1	Dsl			IDLEX		PM10	0.79662
2033	Annual	Los Angele	Truck2	Dsl			IDLEX		PM10	0.012003
2032	Annual	Los Angele	Truck1	Dsl	62	50	RUNEX	10	PM10	0.037017
2032	Annual	Los Angele	Truck1	Dsl	62	50	RUNEX	25	PM10	0.02256
2032	Annual	Los Angele	Truck1	Dsl	62	50	RUNEX	35	PM10	0.016272
2032	Annual	Los Angele	Truck2	Dsl	62	50	RUNEX	10	PM10	0.010117
2032	Annual	Los Angele	Truck2	Dsl	62	50	RUNEX	25	PM10	0.005169
2032	Annual	Los Angele	Truck2	Dsl	62	50	RUNEX	35	PM10	0.005948
2032	Annual	Los Angele	Truck1	Dsl			IDLEX		PM10	0.797322
2032	Annual	Los Angele	Truck2	Dsl			IDLEX		PM10	0.012565
2031	Annual	Los Angele	Truck1	Dsl	62	50	RUNEX	10	PM10	0.037895
2031	Annual	Los Angele	Truck1	Dsl	62	50	RUNEX	25	PM10	0.022936
2031	Annual	Los Angele	Truck1	Dsl	62	50	RUNEX	35	PM10	0.016492
2031	Annual	Los Angele	Truck2	Dsl	62	50	RUNEX	10	PM10	0.010786
2031	Annual	Los Angele	Truck2	Dsl	62	50	RUNEX	25	PM10	0.005441
2031	Annual	Los Angele	Truck2	Dsl	62	50	RUNEX	35	PM10	0.006169
2031	Annual	Los Angele	Truck1	Dsl			IDLEX		PM10	0.797874
2031	Annual	Los Angele	Truck2	Dsl			IDLEX		PM10	0.013261
2030	Annual	Los Angele	Truck1	Dsl	62	50	RUNEX	10	PM10	0.039168
2030	Annual	Los Angele	Truck1	Dsl	62	50	RUNEX	25	PM10	0.02353
2030	Annual	Los Angele	Truck1	Dsl	62	50	RUNEX	35	PM10	0.016856
2030	Annual	Los Angele	Truck2	Dsl	62	50	RUNEX	10	PM10	0.011565
2030	Annual	Los Angele	Truck2	Dsl	62	50	RUNEX	25	PM10	0.005744
2030	Annual	Los Angele	Truck2	Dsl	62	50	RUNEX	35	PM10	0.00641
2030	Annual	Los Angele	Truck1	Dsl			IDLEX		PM10	0.799796
2030	Annual	Los Angele	Truck2	Dsl			IDLEX		PM10	0.014202
2029	Annual	Los Angele	Truck1	Dsl	62	50	RUNEX	10	PM10	0.04076
2029	Annual	Los Angele	Truck1	Dsl	62	50	RUNEX	25	PM10	0.024296
2029	Annual	Los Angele	Truck1	Dsl	62	50	RUNEX	35	PM10	0.017335
2029	Annual	Los Angele	Truck2	Dsl	62	50	RUNEX	10	PM10	0.01247
2029	Annual	Los Angele	Truck2	Dsl	62	50	RUNEX	25	PM10	0.006086
2029	Annual	Los Angele	Truck2	Dsl	62	50	RUNEX	35	PM10	0.006679
2029	Annual	Los Angele	Truck1	Dsl			IDLEX		PM10	0.800972
2029	Annual	Los Angele	Truck2	Dsl			IDLEX		PM10	0.015331
2028	Annual	Los Angele	Truck1	Dsl	62	50	RUNEX	10	PM10	0.042757
2028	Annual	Los Angele	Truck1	Dsl	62	50	RUNEX	25	PM10	0.025277
2028	Annual	Los Angele	Truck1	Dsl	62	50	RUNEX	35	PM10	0.01796
2028	Annual	Los Angele	Truck2	Dsl	62	50	RUNEX	10	PM10	0.013547

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calendar_	season_ı	sub_area	vehicle_cl	fuel	tempera	relative_hı	process	speed_t	pollutan	emission_rate
2028	Annual	Los Angele	Truck2	Dsl	62	50	RUNEX	25	PM10	0.006483
2028	Annual	Los Angele	Truck2	Dsl	62	50	RUNEX	35	PM10	0.006991
2028	Annual	Los Angele	Truck1	Dsl			IDLEX		PM10	0.802238
2028	Annual	Los Angele	Truck2	Dsl			IDLEX		PM10	0.016699
2027	Annual	Los Angele	Truck1	Dsl	62	50	RUNEX	10	PM10	0.045244
2027	Annual	Los Angele	Truck1	Dsl	62	50	RUNEX	25	PM10	0.026515
2027	Annual	Los Angele	Truck1	Dsl	62	50	RUNEX	35	PM10	0.01876
2027	Annual	Los Angele	Truck2	Dsl	62	50	RUNEX	10	PM10	0.014802
2027	Annual	Los Angele	Truck2	Dsl	62	50	RUNEX	25	PM10	0.006931
2027	Annual	Los Angele	Truck2	Dsl	62	50	RUNEX	35	PM10	0.00734
2027	Annual	Los Angele	Truck1	Dsl			IDLEX		PM10	0.803293
2027	Annual	Los Angele	Truck2	Dsl			IDLEX		PM10	0.018221
2026	Annual	Los Angele	Truck1	Dsl	62	50	RUNEX	10	PM10	0.048376
2026	Annual	Los Angele	Truck1	Dsl	62	50	RUNEX	25	PM10	0.028095
2026	Annual	Los Angele	Truck1	Dsl	62	50	RUNEX	35	PM10	0.019793
2026	Annual	Los Angele	Truck2	Dsl	62	50	RUNEX	10	PM10	0.016319
2026	Annual	Los Angele	Truck2	Dsl	62	50	RUNEX	25	PM10	0.007468
2026	Annual	Los Angele	Truck2	Dsl	62	50	RUNEX	35	PM10	0.007758
2026	Annual	Los Angele	Truck1	Dsl			IDLEX		PM10	0.804735
2026	Annual	Los Angele	Truck2	Dsl			IDLEX		PM10	0.020096
2025	Annual	Los Angele	Truck1	Dsl	62	50	RUNEX	10	PM10	0.052297
2025	Annual	Los Angele	Truck1	Dsl	62	50	RUNEX	25	PM10	0.030096
2025	Annual	Los Angele	Truck1	Dsl	62	50	RUNEX	35	PM10	0.021111
2025	Annual	Los Angele	Truck2	Dsl	62	50	RUNEX	10	PM10	0.018118
2025	Annual	Los Angele	Truck2	Dsl	62	50	RUNEX	25	PM10	0.008098
2025	Annual	Los Angele	Truck2	Dsl	62	50	RUNEX	35	PM10	0.008246
2025	Annual	Los Angele	Truck1	Dsl			IDLEX		PM10	0.805869
2025	Annual	Los Angele	Truck2	Dsl			IDLEX		PM10	0.022409
2024	Annual	Los Angele	Truck1	Dsl	62	50	RUNEX	10	PM10	0.057175
2024	Annual	Los Angele	Truck1	Dsl	62	50	RUNEX	25	PM10	0.032601
2024	Annual	Los Angele	Truck1	Dsl	62	50	RUNEX	35	PM10	0.022773
2024	Annual	Los Angele	Truck2	Dsl	62	50	RUNEX	10	PM10	0.020244
2024	Annual	Los Angele	Truck2	Dsl	62	50	RUNEX	25	PM10	0.008844
2024	Annual	Los Angele	Truck2	Dsl	62	50	RUNEX	35	PM10	0.008838
2024	Annual	Los Angele	Truck1	Dsl			IDLEX		PM10	0.808048
2024	Annual	Los Angele	Truck2	Dsl			IDLEX		PM10	0.025082

APPENDIX D

EMFAC2017 Model Printouts

EMFAC2017 (v1.0.2) Emissions Inventory

Region Type: Air Basin
Region: SOUTH COAST
Calendar Year: 2024
Season: Annual
Vehicle Classification: EMFAC2007 Categories
Units: miles/day for VMT, trips/day for Trips, tons/day for Emissions, 1000 gallons/day for Fuel Consumption. Note 'day' in the unit is operation day.

Region	Calendar Y	Vehicle Cat	Model Yea	Speed	Fuel	Population	VMT	Trips	Fuel Consumption
SOUTH CO	2024	HHDT	Aggregated	Aggregated	GAS	73.4	8361	1468	1.9
SOUTH CO	2024	LDA	Aggregated	Aggregated	GAS	6543321.5	247047080	30912773	7604.7
SOUTH CO	2024	LDT1	Aggregated	Aggregated	GAS	758038.3	27517267	3506784	990.1
SOUTH CO	2024	LDT2	Aggregated	Aggregated	GAS	2256847.0	83361536	10593017	3162.7
SOUTH CO	2024	LHDT1	Aggregated	Aggregated	GAS	169468.4	5984463	2524826	556.7
SOUTH CO	2024	LHDT2	Aggregated	Aggregated	GAS	29259.5	998729	435923	106.8
SOUTH CO	2024	MCY	Aggregated	Aggregated	GAS	306168.3	2050950	612337	56.8
SOUTH CO	2024	MDV	Aggregated	Aggregated	GAS	1550012.1	53715244	7176828	2521.8
SOUTH CO	2024	MH	Aggregated	Aggregated	GAS	33327.2	318279	3334	60.1
SOUTH CO	2024	MHDT	Aggregated	Aggregated	GAS	25072.2	1303434	501644	250.5
SOUTH CO	2024	OBUS	Aggregated	Aggregated	GAS	5824.2	231713	116530	44.8
SOUTH CO	2024	SBUS	Aggregated	Aggregated	GAS	2862.3	111917	11449	12.1
SOUTH CO	2024	UBUS	Aggregated	Aggregated	GAS	963.4	90309	3854	17.1

vehicle miles per day (All Categories)	422739281	15,386	1,000 gall per day
		15,386,053	gallons per day
Fleet Avg Miles per gallon	27.5		

EMFAC2017 (v1.0.2) Emissions Inventory

Region Type: Air Basin

Region: SOUTH COAST

Calendar Year: 2024

Season: Annual

Vehicle Classification: EMFAC2007 Categories

Units: miles/day for VMT, trips/day for Trips, tons/day for Emissions, 1000 gallons/day for Fuel Consumption. Note 'day' in the unit is operation day.

Region	Calendar Ye	Vehicle Cat	Model Year	Speed	Fuel	Population	VMT	Trips	Fuel Consumption
SOUTH CO/	2024	HHDT	Aggregated	Aggregated	DSL	102344	12300372.22	1038748.383	1709.317865
SOUTH CO/	2024	LDA	Aggregated	Aggregated	DSL	63999.09	2508733.18	304606.8923	49.12629322
SOUTH CO/	2024	LDT1	Aggregated	Aggregated	DSL	328.7785	7657.732481	1149.571462	0.330769625
SOUTH CO/	2024	LDT2	Aggregated	Aggregated	DSL	16403	669969.5314	80362.13459	17.87387219
SOUTH CO/	2024	LHDT1	Aggregated	Aggregated	DSL	127720.6	5014850.128	1606565.077	225.9441835
SOUTH CO/	2024	LHDT2	Aggregated	Aggregated	DSL	51053.67	1946189.561	642190.897	97.15617885
SOUTH CO/	2024	MDV	Aggregated	Aggregated	DSL	37681.45	1454315.296	183502.0999	50.53490296
SOUTH CO/	2024	MH	Aggregated	Aggregated	DSL	12907.2	121381.1208	1290.719731	11.24099309
SOUTH CO/	2024	MHDT	Aggregated	Aggregated	DSL	124152.6	8073271.593	1252041.102	712.0638793
SOUTH CO/	2024	OBUS	Aggregated	Aggregated	DSL	4309.91	331727.9151	41803.48263	37.71954116
SOUTH CO/	2024	SBUS	Aggregated	Aggregated	DSL	6430.31	203277.7694	74204.88878	26.12392829
SOUTH CO/	2024	UBUS	Aggregated	Aggregated	DSL	10.42282	1204.585498	41.69128879	0.211140045

Diesel Truck (HHDT, MDV, MHDT) vehicle miles per day	21,827,959	2,472	1,000 gall per day
		2471916.647	gallons per day
Diesel Truck Fleet Avg Miles per gallon	8.8		

APPENDIX E

OFFROAD2021 Model Printouts

Model Output: OFFROAD2021 (v1.0.4) Emissions Inventory

Region Type: County

Region: Los Angeles

Calendar Year: 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2

Scenario: All Adopted Rules - Exhaust

Vehicle Classification: OFFROAD2021 Equipment Types

Units: tons/day for Emissions, gallons/year for Fuel, hours/year for Activity, Horsepower-hours/year for Horsepower-hours

Region	Calendar Year	Vehicle Category	Model Year	Horse power	Fuel	ROG_tpd	CO_tpd	NOx_tpd	CO2_tpd	PM10_tpd	Fuel Consumption	Total_ Activity_hpy	Total_ Population
Los Angele	2025	TRU - Instate T	Aggregate	25	Diesel	0.529	0.065	0.566	100.001	0.020	3252719.41	4957304.76	2782.25
Los Angele	2026	TRU - Instate T	Aggregate	25	Diesel	0.598	0.071	0.605	106.292	0.018	3457344.32	5269163.24	2938.43636
Los Angele	2027	TRU - Instate T	Aggregate	25	Diesel	0.628	0.074	0.634	110.394	0.016	3590767.5	5472506.69	3096.39462
Los Angele	2028	TRU - Instate T	Aggregate	25	Diesel	0.687	0.078	0.662	115.834	0.014	3767708.3	5742173.28	3201.83949
Los Angele	2029	TRU - Instate T	Aggregate	25	Diesel	0.705	0.082	0.699	119.407	0.012	3883916.11	5919279.61	3331.24361
Los Angele	2030	TRU - Instate T	Aggregate	25	Diesel	0.743	0.086	0.727	124.350	0.010	4044696.42	6164316.81	3415.35113
Los Angele	2031	TRU - Instate T	Aggregate	25	Diesel	0.739	0.089	0.750	127.749	0.009	4155253.08	6332810.56	3527.18498
Los Angele	2032	TRU - Instate T	Aggregate	25	Diesel	0.782	0.091	0.762	131.209	0.008	4267804.19	6504343.99	3612.8632
Los Angele	2033	TRU - Instate T	Aggregate	25	Diesel	0.803	0.094	0.744	133.856	0.007	4353917.72	6635585.25	3705.14
Los Angele	2034	TRU - Instate T	Aggregate	25	Diesel	0.824	0.095	0.767	136.120	0.007	4427539.99	6747789.22	3775.25
Los Angele	2035	TRU - Instate T	Aggregate	25	Diesel	0.816	0.096	0.770	138.647	0.007	4509728.11	6873047.98	3841.44
Los Angele	2036	TRU - Instate T	Aggregate	25	Diesel	0.858	0.097	0.802	140.483	0.006	4569450.12	6964067.29	3909.86
Los Angele	2037	TRU - Instate T	Aggregate	25	Diesel	0.851	0.098	0.803	143.198	0.006	4657779.04	7098684.85	3964.46
Los Angele	2038	TRU - Instate T	Aggregate	25	Diesel	0.881	0.099	0.805	145.452	0.006	4731087.17	7210410.08	4035.94
Los Angele	2039	TRU - Instate T	Aggregate	25	Diesel	0.895	0.101	0.818	148.292	0.005	4823443.94	7351166.37	4096.76
Los Angele	2040	TRU - Instate T	Aggregate	25	Diesel	0.916	0.102	0.859	150.744	0.005	4903219.36	7472748.07	4170.71
Los Angele	2041	TRU - Instate T	Aggregate	25	Diesel	0.917	0.104	0.890	153.190	0.005	4982783.31	7594007.4	4237.15
Los Angele	2042	TRU - Instate T	Aggregate	25	Diesel	0.928	0.105	0.900	155.417	0.005	5055204.66	7704381.12	4308.11
Los Angele	2043	TRU - Instate T	Aggregate	25	Diesel	0.937	0.105	0.910	157.636	0.005	5127383.94	7814385.9	4372.98
Los Angele	2044	TRU - Instate T	Aggregate	25	Diesel	0.948	0.106	0.930	160.071	0.005	5206588.1	7935096.94	4438.98
Los Angele	2045	TRU - Instate T	Aggregate	25	Diesel	0.967	0.106	0.940	162.451	0.005	5284015.41	8053099.99	4508.94
Los Angele	2046	TRU - Instate T	Aggregate	25	Diesel	0.998	0.107	0.951	165.202	0.006	5373481.12	8189450.12	4576.86
Los Angele	2047	TRU - Instate T	Aggregate	25	Diesel	1.029	0.109	0.951	167.908	0.006	5461490.45	8323580.76	4652.45
Los Angele	2048	TRU - Instate T	Aggregate	25	Diesel	1.030	0.110	0.982	170.798	0.006	5555523.57	8466891.81	4726.16
Los Angele	2049	TRU - Instate T	Aggregate	25	Diesel	1.041	0.111	0.993	173.606	0.006	5646848.9	8606076.13	4806.11
Los Angele	2050	TRU - Instate T	Aggregate	25	Diesel	1.062	0.112	1.014	176.358	0.006	5736370.540	8742511.48	4883.9

APPENDIX F

AERMOD Model Years 2024 – 2025 Construction PM10 Printouts

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**
****************************************
**
** AERMOD Input Produced by:
** AERMOD View Ver. 11.2.0
** Lakes Environmental Software Inc.
** Date: 5/21/2023
** File: C:\Vista Env\2023\23005 Torrance\AERMOD\Constr\Constr.ADI
**
****************************************
**
**
****************************************
** AERMOD Control Pathway
****************************************
**
**
CO STARTING
   TITLEONE 205th St Warehouse Project - Unmitigated Construction DPM
   TITLETWO PM10
   MODELOPT DFAULT CONC
   AVERTIME 1 PERIOD
   URBANOPT 9818605 Los_Angeles_Co
   POLLUTID PM_10
   RUNORNOT RUN
   ERRORFIL Constr.err
CO FINISHED
**
****************************************
** AERMOD Source Pathway
****************************************
**
**
SO STARTING
** Source Location **
** Source ID - Type - X Coord. - Y Coord. **
** --------------------------------------------------------------------------
** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = RDEAST
** DESCRSRC Construction Trucks East DW via Amapola Ave
** PREFIX
** Length of Side = 9.14
** Configuration = Adjacent
** Emission Rate = 6.77E-07
** Vertical Dimension = 1.83
** SZINIT = 0.85
** Nodes = 4
** 377546.094, 3745804.871, 21.00, 0.00, 4.25
** 377549.026, 3745780.159, 21.00, 0.00, 4.25
** 377548.105, 3745623.077, 21.24, 0.00, 4.25
** 377208.781, 3745624.001, 22.91, 0.00, 4.25
** --------------------------------------------------------------------------
   LOCATION L0000001     VOLUME   377546.633 3745800.330 21.00
   LOCATION L0000002     VOLUME   377547.710 3745791.250 21.00
```

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LOCATION L0000003     VOLUME   377548.787 3745782.170 21.00
LOCATION L0000004     VOLUME   377548.984 3745773.040 21.00
LOCATION L0000005     VOLUME   377548.931 3745763.896 21.00
LOCATION L0000006     VOLUME   377548.877 3745754.752 21.00
LOCATION L0000007     VOLUME   377548.823 3745745.609 21.00
LOCATION L0000008     VOLUME   377548.770 3745736.465 21.00
LOCATION L0000009     VOLUME   377548.716 3745727.321 21.00
LOCATION L0000010     VOLUME   377548.662 3745718.177 21.00
LOCATION L0000011     VOLUME   377548.609 3745709.033 21.00
LOCATION L0000012     VOLUME   377548.555 3745699.889 21.00
LOCATION L0000013     VOLUME   377548.502 3745690.745 21.00
LOCATION L0000014     VOLUME   377548.448 3745681.602 21.00
LOCATION L0000015     VOLUME   377548.394 3745672.458 21.00
LOCATION L0000016     VOLUME   377548.341 3745663.314 21.02
LOCATION L0000017     VOLUME   377548.287 3745654.170 21.12
LOCATION L0000018     VOLUME   377548.234 3745645.026 21.22
LOCATION L0000019     VOLUME   377548.180 3745635.882 21.32
LOCATION L0000020     VOLUME   377548.126 3745626.739 21.42
LOCATION L0000021     VOLUME   377542.622 3745623.092 21.46
LOCATION L0000022     VOLUME   377533.478 3745623.117 21.46
LOCATION L0000023     VOLUME   377524.334 3745623.142 21.46
LOCATION L0000024     VOLUME   377515.190 3745623.167 21.46
LOCATION L0000025     VOLUME   377506.046 3745623.192 21.46
LOCATION L0000026     VOLUME   377496.902 3745623.217 21.46
LOCATION L0000027     VOLUME   377487.758 3745623.242 21.47
LOCATION L0000028     VOLUME   377478.614 3745623.266 21.53
LOCATION L0000029     VOLUME   377469.470 3745623.291 21.60
LOCATION L0000030     VOLUME   377460.327 3745623.316 21.66
LOCATION L0000031     VOLUME   377451.183 3745623.341 21.73
LOCATION L0000032     VOLUME   377442.039 3745623.366 21.79
LOCATION L0000033     VOLUME   377432.895 3745623.391 21.85
LOCATION L0000034     VOLUME   377423.751 3745623.416 21.92
LOCATION L0000035     VOLUME   377414.607 3745623.441 21.98
LOCATION L0000036     VOLUME   377405.463 3745623.466 22.04
LOCATION L0000037     VOLUME   377396.319 3745623.490 22.09
LOCATION L0000038     VOLUME   377387.175 3745623.515 22.15
LOCATION L0000039     VOLUME   377378.031 3745623.540 22.21
LOCATION L0000040     VOLUME   377368.887 3745623.565 22.26
LOCATION L0000041     VOLUME   377359.743 3745623.590 22.32
LOCATION L0000042     VOLUME   377350.599 3745623.615 22.38
LOCATION L0000043     VOLUME   377341.455 3745623.640 22.44
LOCATION L0000044     VOLUME   377332.311 3745623.665 22.50
LOCATION L0000045     VOLUME   377323.167 3745623.690 22.56
LOCATION L0000046     VOLUME   377314.023 3745623.714 22.62
LOCATION L0000047     VOLUME   377304.879 3745623.739 22.68
LOCATION L0000048     VOLUME   377295.735 3745623.764 22.74
LOCATION L0000049     VOLUME   377286.591 3745623.789 22.80
LOCATION L0000050     VOLUME   377277.447 3745623.814 22.87
LOCATION L0000051     VOLUME   377268.303 3745623.839 22.93
LOCATION L0000052     VOLUME   377259.159 3745623.864 22.99
LOCATION L0000053     VOLUME   377250.015 3745623.889 23.00
LOCATION L0000054     VOLUME   377240.871 3745623.913 23.00
LOCATION L0000055     VOLUME   377231.727 3745623.938 23.00
LOCATION L0000056     VOLUME   377222.583 3745623.963 23.00
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   LOCATION L0000057     VOLUME   377213.439 3745623.988 23.00
** End of LINE VOLUME Source ID = RDEAST
** ---------------------------------------------------------------------
** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = RDWEST
** DESCRSRC Construction Trucks West DW via Beech Ave
** PREFIX
** Length of Side = 9.14
** Configuration = Adjacent
** Emission Rate = 3.98E-07
** Vertical Dimension = 1.83
** SZINIT = 0.85
** Nodes = 4
** 377342.439, 3745803.769, 21.54, 0.00, 4.25
** 377342.439, 3745796.648, 21.85, 0.00, 4.25
** 377205.205, 3745795.614, 22.46, 0.00, 4.25
** 377204.056, 3745633.496, 22.92, 0.00, 4.25
** ---------------------------------------------------------------------
   LOCATION L0000058     VOLUME   377342.439 3745799.197 21.54
   LOCATION L0000059     VOLUME   377335.845 3745796.598 21.61
   LOCATION L0000060     VOLUME   377326.701 3745796.529 21.66
   LOCATION L0000061     VOLUME   377317.557 3745796.460 21.71
   LOCATION L0000062     VOLUME   377308.413 3745796.392 21.76
   LOCATION L0000063     VOLUME   377299.270 3745796.323 21.80
   LOCATION L0000064     VOLUME   377290.126 3745796.254 21.85
   LOCATION L0000065     VOLUME   377280.982 3745796.185 21.89
   LOCATION L0000066     VOLUME   377271.839 3745796.116 21.94
   LOCATION L0000067     VOLUME   377262.695 3745796.047 21.98
   LOCATION L0000068     VOLUME   377253.551 3745795.978 22.05
   LOCATION L0000069     VOLUME   377244.407 3745795.909 22.12
   LOCATION L0000070     VOLUME   377235.264 3745795.840 22.20
   LOCATION L0000071     VOLUME   377226.120 3745795.771 22.27
   LOCATION L0000072     VOLUME   377216.976 3745795.702 22.35
   LOCATION L0000073     VOLUME   377207.832 3745795.633 22.43
   LOCATION L0000074     VOLUME   377205.158 3745789.097 22.50
   LOCATION L0000075     VOLUME   377205.094 3745779.954 22.57
   LOCATION L0000076     VOLUME   377205.029 3745770.810 22.64
   LOCATION L0000077     VOLUME   377204.964 3745761.666 22.70
   LOCATION L0000078     VOLUME   377204.899 3745752.522 22.73
   LOCATION L0000079     VOLUME   377204.835 3745743.379 22.76
   LOCATION L0000080     VOLUME   377204.770 3745734.235 22.79
   LOCATION L0000081     VOLUME   377204.705 3745725.091 22.82
   LOCATION L0000082     VOLUME   377204.640 3745715.947 22.85
   LOCATION L0000083     VOLUME   377204.575 3745706.804 22.88
   LOCATION L0000084     VOLUME   377204.511 3745697.660 22.91
   LOCATION L0000085     VOLUME   377204.446 3745688.516 22.94
   LOCATION L0000086     VOLUME   377204.381 3745679.372 22.97
   LOCATION L0000087     VOLUME   377204.316 3745670.228 23.00
   LOCATION L0000088     VOLUME   377204.251 3745661.085 23.00
   LOCATION L0000089     VOLUME   377204.187 3745651.941 23.00
   LOCATION L0000090     VOLUME   377204.122 3745642.797 23.00
   LOCATION L0000091     VOLUME   377204.057 3745633.653 23.00
** End of LINE VOLUME Source ID = RDWEST
** ---------------------------------------------------------------------
```

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** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = RD208TH
** DESCRSRC Construction Trucks 208th - Crenshaw to Beech
** PREFIX
** Length of Side = 9.14
** Configuration = Adjacent
** Emission Rate = 3.33E-07
** Vertical Dimension = 1.83
** SZINIT = 0.85
** Nodes = 2
** 377199.300, 3745624.111, 22.92, 0.00, 4.25
** 377071.078, 3745624.535, 23.79, 0.00, 4.25
** ------------------------------------------------------------------------
   LOCATION L0000092     VOLUME   377194.728 3745624.126 23.00
   LOCATION L0000093     VOLUME   377185.584 3745624.156 23.00
   LOCATION L0000094     VOLUME   377176.440 3745624.186 23.02
   LOCATION L0000095     VOLUME   377167.296 3745624.216 23.08
   LOCATION L0000096     VOLUME   377158.152 3745624.247 23.14
   LOCATION L0000097     VOLUME   377149.008 3745624.277 23.20
   LOCATION L0000098     VOLUME   377139.864 3745624.307 23.26
   LOCATION L0000099     VOLUME   377130.720 3745624.338 23.32
   LOCATION L0000100     VOLUME   377121.576 3745624.368 23.38
   LOCATION L0000101     VOLUME   377112.432 3745624.398 23.44
   LOCATION L0000102     VOLUME   377103.288 3745624.428 23.50
   LOCATION L0000103     VOLUME   377094.144 3745624.459 23.56
   LOCATION L0000104     VOLUME   377085.000 3745624.489 23.62
   LOCATION L0000105     VOLUME   377075.856 3745624.519 23.68
** End of LINE VOLUME Source ID = RD208TH
** ------------------------------------------------------------------------
** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = RDCREN
** DESCRSRC Contruction Trucks Crenshaw Blvd
** PREFIX
** Length of Side = 18.29
** Configuration = Adjacent
** Emission Rate = 2.78E-06
** Vertical Dimension = 1.83
** SZINIT = 0.85
** Nodes = 3
** 377061.714, 3745624.609, 23.85, 0.00, 8.51
** 377062.451, 3745976.884, 22.18, 0.00, 8.51
** 377063.218, 3746683.867, 21.00, 0.00, 8.51
** ------------------------------------------------------------------------
   LOCATION L0000106     VOLUME   377061.733 3745633.753 23.73
   LOCATION L0000107     VOLUME   377061.771 3745652.041 23.64
   LOCATION L0000108     VOLUME   377061.810 3745670.329 23.55
   LOCATION L0000109     VOLUME   377061.848 3745688.617 23.44
   LOCATION L0000110     VOLUME   377061.886 3745706.905 23.34
   LOCATION L0000111     VOLUME   377061.924 3745725.193 23.23
   LOCATION L0000112     VOLUME   377061.963 3745743.481 23.12
   LOCATION L0000113     VOLUME   377062.001 3745761.769 23.01
   LOCATION L0000114     VOLUME   377062.039 3745780.057 22.92
   LOCATION L0000115     VOLUME   377062.077 3745798.345 22.84
   LOCATION L0000116     VOLUME   377062.116 3745816.633 22.75
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   LOCATION L0000117     VOLUME   377062.154 3745834.921 22.67
   LOCATION L0000118     VOLUME   377062.192 3745853.209 22.58
   LOCATION L0000119     VOLUME   377062.230 3745871.497 22.48
   LOCATION L0000120     VOLUME   377062.268 3745889.785 22.37
   LOCATION L0000121     VOLUME   377062.307 3745908.073 22.25
   LOCATION L0000122     VOLUME   377062.345 3745926.360 22.14
   LOCATION L0000123     VOLUME   377062.383 3745944.648 22.03
   LOCATION L0000124     VOLUME   377062.421 3745962.936 21.94
   LOCATION L0000125     VOLUME   377062.455 3745981.224 21.86
   LOCATION L0000126     VOLUME   377062.475 3745999.512 21.77
   LOCATION L0000127     VOLUME   377062.495 3746017.800 21.69
   LOCATION L0000128     VOLUME   377062.515 3746036.088 21.62
   LOCATION L0000129     VOLUME   377062.535 3746054.376 21.60
   LOCATION L0000130     VOLUME   377062.555 3746072.664 21.60
   LOCATION L0000131     VOLUME   377062.574 3746090.952 21.60
   LOCATION L0000132     VOLUME   377062.594 3746109.240 21.60
   LOCATION L0000133     VOLUME   377062.614 3746127.528 21.61
   LOCATION L0000134     VOLUME   377062.634 3746145.816 21.53
   LOCATION L0000135     VOLUME   377062.654 3746164.104 21.41
   LOCATION L0000136     VOLUME   377062.674 3746182.392 21.29
   LOCATION L0000137     VOLUME   377062.693 3746200.680 21.17
   LOCATION L0000138     VOLUME   377062.713 3746218.968 21.05
   LOCATION L0000139     VOLUME   377062.733 3746237.256 21.00
   LOCATION L0000140     VOLUME   377062.753 3746255.544 21.00
   LOCATION L0000141     VOLUME   377062.773 3746273.832 21.00
   LOCATION L0000142     VOLUME   377062.793 3746292.120 21.00
   LOCATION L0000143     VOLUME   377062.812 3746310.408 21.00
   LOCATION L0000144     VOLUME   377062.832 3746328.696 21.00
   LOCATION L0000145     VOLUME   377062.852 3746346.984 21.00
   LOCATION L0000146     VOLUME   377062.872 3746365.272 21.00
   LOCATION L0000147     VOLUME   377062.892 3746383.560 21.00
   LOCATION L0000148     VOLUME   377062.912 3746401.848 21.00
   LOCATION L0000149     VOLUME   377062.932 3746420.136 21.00
   LOCATION L0000150     VOLUME   377062.951 3746438.424 21.00
   LOCATION L0000151     VOLUME   377062.971 3746456.712 21.00
   LOCATION L0000152     VOLUME   377062.991 3746475.000 21.00
   LOCATION L0000153     VOLUME   377063.011 3746493.288 21.00
   LOCATION L0000154     VOLUME   377063.031 3746511.576 21.00
   LOCATION L0000155     VOLUME   377063.051 3746529.864 21.00
   LOCATION L0000156     VOLUME   377063.070 3746548.152 21.00
   LOCATION L0000157     VOLUME   377063.090 3746566.440 21.00
   LOCATION L0000158     VOLUME   377063.110 3746584.728 21.00
   LOCATION L0000159     VOLUME   377063.130 3746603.016 21.00
   LOCATION L0000160     VOLUME   377063.150 3746621.304 21.00
   LOCATION L0000161     VOLUME   377063.170 3746639.592 21.00
   LOCATION L0000162     VOLUME   377063.189 3746657.880 21.00
   LOCATION L0000163     VOLUME   377063.209 3746676.168 21.00
** End of LINE VOLUME Source ID = RDCREN
** --------------------------------------------------------------------
** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = RDONE
** DESCRSRC Construction Trucks onsite East
** PREFIX
** Length of Side = 3.66
```

```
** Configuration = Adjacent
** Emission Rate = 3.21E-07
** Vertical Dimension = 1.83
** SZINIT = 0.85
** Nodes = 2
** 377547.753, 3745811.712, 21.00, 0.00, 1.70
** 377450.246, 3745859.216, 21.00, 0.00, 1.70
** ------------------------------------------------------------------------
   LOCATION L0000554     VOLUME   377546.109 3745812.513 21.00
   LOCATION L0000555     VOLUME   377542.821 3745814.115 21.00
   LOCATION L0000556     VOLUME   377539.533 3745815.717 21.00
   LOCATION L0000557     VOLUME   377536.244 3745817.319 21.00
   LOCATION L0000558     VOLUME   377532.956 3745818.921 21.00
   LOCATION L0000559     VOLUME   377529.668 3745820.523 21.00
   LOCATION L0000560     VOLUME   377526.380 3745822.125 21.00
   LOCATION L0000561     VOLUME   377523.092 3745823.727 21.00
   LOCATION L0000562     VOLUME   377519.804 3745825.329 21.00
   LOCATION L0000563     VOLUME   377516.516 3745826.931 21.00
   LOCATION L0000564     VOLUME   377513.227 3745828.532 21.00
   LOCATION L0000565     VOLUME   377509.939 3745830.134 21.00
   LOCATION L0000566     VOLUME   377506.651 3745831.736 21.00
   LOCATION L0000567     VOLUME   377503.363 3745833.338 21.00
   LOCATION L0000568     VOLUME   377500.075 3745834.940 21.00
   LOCATION L0000569     VOLUME   377496.787 3745836.542 21.00
   LOCATION L0000570     VOLUME   377493.499 3745838.144 21.00
   LOCATION L0000571     VOLUME   377490.211 3745839.746 21.00
   LOCATION L0000572     VOLUME   377486.922 3745841.348 21.00
   LOCATION L0000573     VOLUME   377483.634 3745842.950 21.00
   LOCATION L0000574     VOLUME   377480.346 3745844.552 21.00
   LOCATION L0000575     VOLUME   377477.058 3745846.154 21.00
   LOCATION L0000576     VOLUME   377473.770 3745847.756 21.00
   LOCATION L0000577     VOLUME   377470.482 3745849.358 21.00
   LOCATION L0000578     VOLUME   377467.194 3745850.960 21.00
   LOCATION L0000579     VOLUME   377463.905 3745852.561 21.00
   LOCATION L0000580     VOLUME   377460.617 3745854.163 21.00
   LOCATION L0000581     VOLUME   377457.329 3745855.765 21.00
   LOCATION L0000582     VOLUME   377454.041 3745857.367 21.00
   LOCATION L0000583     VOLUME   377450.753 3745858.969 21.00
** End of LINE VOLUME Source ID = RDONE
** ------------------------------------------------------------------------
** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = RDONW
** DESCRSRC Construction Trucks onsite west
** PREFIX
** Length of Side = 3.66
** Configuration = Adjacent
** Emission Rate = 3.21E-07
** Vertical Dimension = 1.83
** SZINIT = 0.85
** Nodes = 2
** 377342.442, 3745807.614, 21.47, 0.00, 1.70
** 377438.254, 3745859.503, 21.00, 0.00, 1.70
** ------------------------------------------------------------------------
   LOCATION L0000404     VOLUME   377344.051 3745808.485 21.43
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   LOCATION L0000405     VOLUME   377347.267 3745810.227 21.40
   LOCATION L0000406     VOLUME   377350.483 3745811.969 21.36
   LOCATION L0000407     VOLUME   377353.699 3745813.710 21.33
   LOCATION L0000408     VOLUME   377356.915 3745815.452 21.30
   LOCATION L0000409     VOLUME   377360.132 3745817.194 21.27
   LOCATION L0000410     VOLUME   377363.348 3745818.936 21.24
   LOCATION L0000411     VOLUME   377366.564 3745820.678 21.21
   LOCATION L0000412     VOLUME   377369.780 3745822.420 21.19
   LOCATION L0000413     VOLUME   377372.997 3745824.161 21.16
   LOCATION L0000414     VOLUME   377376.213 3745825.903 21.14
   LOCATION L0000415     VOLUME   377379.429 3745827.645 21.12
   LOCATION L0000416     VOLUME   377382.645 3745829.387 21.10
   LOCATION L0000417     VOLUME   377385.861 3745831.129 21.08
   LOCATION L0000418     VOLUME   377389.078 3745832.870 21.07
   LOCATION L0000419     VOLUME   377392.294 3745834.612 21.05
   LOCATION L0000420     VOLUME   377395.510 3745836.354 21.04
   LOCATION L0000421     VOLUME   377398.726 3745838.096 21.03
   LOCATION L0000422     VOLUME   377401.943 3745839.838 21.02
   LOCATION L0000423     VOLUME   377405.159 3745841.579 21.01
   LOCATION L0000424     VOLUME   377408.375 3745843.321 21.01
   LOCATION L0000425     VOLUME   377411.591 3745845.063 21.00
   LOCATION L0000426     VOLUME   377414.808 3745846.805 21.00
   LOCATION L0000427     VOLUME   377418.024 3745848.547 21.00
   LOCATION L0000428     VOLUME   377421.240 3745850.289 21.00
   LOCATION L0000429     VOLUME   377424.456 3745852.030 21.00
   LOCATION L0000430     VOLUME   377427.672 3745853.772 21.00
   LOCATION L0000431     VOLUME   377430.889 3745855.514 21.00
   LOCATION L0000432     VOLUME   377434.105 3745857.256 21.00
   LOCATION L0000433     VOLUME   377437.321 3745858.998 21.00
** End of LINE VOLUME Source ID = RDONW
   LOCATION OFFRDEQ      POINT      377443.958  3745856.017       21.000
** DESCRSRC Construction Off-Road Equipment
   LOCATION IDLE         POINT      377444.022  3745863.111       21.000
** DESCRSRC Construction Trucks Idling
** Source Parameters **
** LINE VOLUME Source ID = RDEAST
   SRCPARAM L0000001     0.00000001188      0.00      4.25      0.85
   SRCPARAM L0000002     0.00000001188      0.00      4.25      0.85
   SRCPARAM L0000003     0.00000001188      0.00      4.25      0.85
   SRCPARAM L0000004     0.00000001188      0.00      4.25      0.85
   SRCPARAM L0000005     0.00000001188      0.00      4.25      0.85
   SRCPARAM L0000006     0.00000001188      0.00      4.25      0.85
   SRCPARAM L0000007     0.00000001188      0.00      4.25      0.85
   SRCPARAM L0000008     0.00000001188      0.00      4.25      0.85
   SRCPARAM L0000009     0.00000001188      0.00      4.25      0.85
   SRCPARAM L0000010     0.00000001188      0.00      4.25      0.85
   SRCPARAM L0000011     0.00000001188      0.00      4.25      0.85
   SRCPARAM L0000012     0.00000001188      0.00      4.25      0.85
   SRCPARAM L0000013     0.00000001188      0.00      4.25      0.85
   SRCPARAM L0000014     0.00000001188      0.00      4.25      0.85
   SRCPARAM L0000015     0.00000001188      0.00      4.25      0.85
   SRCPARAM L0000016     0.00000001188      0.00      4.25      0.85
   SRCPARAM L0000017     0.00000001188      0.00      4.25      0.85
   SRCPARAM L0000018     0.00000001188      0.00      4.25      0.85
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   SRCPARAM L0000019     0.00000001188      0.00       4.25       0.85
   SRCPARAM L0000020     0.00000001188      0.00       4.25       0.85
   SRCPARAM L0000021     0.00000001188      0.00       4.25       0.85
   SRCPARAM L0000022     0.00000001188      0.00       4.25       0.85
   SRCPARAM L0000023     0.00000001188      0.00       4.25       0.85
   SRCPARAM L0000024     0.00000001188      0.00       4.25       0.85
   SRCPARAM L0000025     0.00000001188      0.00       4.25       0.85
   SRCPARAM L0000026     0.00000001188      0.00       4.25       0.85
   SRCPARAM L0000027     0.00000001188      0.00       4.25       0.85
   SRCPARAM L0000028     0.00000001188      0.00       4.25       0.85
   SRCPARAM L0000029     0.00000001188      0.00       4.25       0.85
   SRCPARAM L0000030     0.00000001188      0.00       4.25       0.85
   SRCPARAM L0000031     0.00000001188      0.00       4.25       0.85
   SRCPARAM L0000032     0.00000001188      0.00       4.25       0.85
   SRCPARAM L0000033     0.00000001188      0.00       4.25       0.85
   SRCPARAM L0000034     0.00000001188      0.00       4.25       0.85
   SRCPARAM L0000035     0.00000001188      0.00       4.25       0.85
   SRCPARAM L0000036     0.00000001188      0.00       4.25       0.85
   SRCPARAM L0000037     0.00000001188      0.00       4.25       0.85
   SRCPARAM L0000038     0.00000001188      0.00       4.25       0.85
   SRCPARAM L0000039     0.00000001188      0.00       4.25       0.85
   SRCPARAM L0000040     0.00000001188      0.00       4.25       0.85
   SRCPARAM L0000041     0.00000001188      0.00       4.25       0.85
   SRCPARAM L0000042     0.00000001188      0.00       4.25       0.85
   SRCPARAM L0000043     0.00000001188      0.00       4.25       0.85
   SRCPARAM L0000044     0.00000001188      0.00       4.25       0.85
   SRCPARAM L0000045     0.00000001188      0.00       4.25       0.85
   SRCPARAM L0000046     0.00000001188      0.00       4.25       0.85
   SRCPARAM L0000047     0.00000001188      0.00       4.25       0.85
   SRCPARAM L0000048     0.00000001188      0.00       4.25       0.85
   SRCPARAM L0000049     0.00000001188      0.00       4.25       0.85
   SRCPARAM L0000050     0.00000001188      0.00       4.25       0.85
   SRCPARAM L0000051     0.00000001188      0.00       4.25       0.85
   SRCPARAM L0000052     0.00000001188      0.00       4.25       0.85
   SRCPARAM L0000053     0.00000001188      0.00       4.25       0.85
   SRCPARAM L0000054     0.00000001188      0.00       4.25       0.85
   SRCPARAM L0000055     0.00000001188      0.00       4.25       0.85
   SRCPARAM L0000056     0.00000001188      0.00       4.25       0.85
   SRCPARAM L0000057     0.00000001188      0.00       4.25       0.85
** ------------------------------------------------------------------------
** LINE VOLUME Source ID = RDWEST
   SRCPARAM L0000058     0.00000001171      0.00       4.25       0.85
   SRCPARAM L0000059     0.00000001171      0.00       4.25       0.85
   SRCPARAM L0000060     0.00000001171      0.00       4.25       0.85
   SRCPARAM L0000061     0.00000001171      0.00       4.25       0.85
   SRCPARAM L0000062     0.00000001171      0.00       4.25       0.85
   SRCPARAM L0000063     0.00000001171      0.00       4.25       0.85
   SRCPARAM L0000064     0.00000001171      0.00       4.25       0.85
   SRCPARAM L0000065     0.00000001171      0.00       4.25       0.85
   SRCPARAM L0000066     0.00000001171      0.00       4.25       0.85
   SRCPARAM L0000067     0.00000001171      0.00       4.25       0.85
   SRCPARAM L0000068     0.00000001171      0.00       4.25       0.85
   SRCPARAM L0000069     0.00000001171      0.00       4.25       0.85
   SRCPARAM L0000070     0.00000001171      0.00       4.25       0.85
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   SRCPARAM L0000071     0.00000001171      0.00       4.25       0.85
   SRCPARAM L0000072     0.00000001171      0.00       4.25       0.85
   SRCPARAM L0000073     0.00000001171      0.00       4.25       0.85
   SRCPARAM L0000074     0.00000001171      0.00       4.25       0.85
   SRCPARAM L0000075     0.00000001171      0.00       4.25       0.85
   SRCPARAM L0000076     0.00000001171      0.00       4.25       0.85
   SRCPARAM L0000077     0.00000001171      0.00       4.25       0.85
   SRCPARAM L0000078     0.00000001171      0.00       4.25       0.85
   SRCPARAM L0000079     0.00000001171      0.00       4.25       0.85
   SRCPARAM L0000080     0.00000001171      0.00       4.25       0.85
   SRCPARAM L0000081     0.00000001171      0.00       4.25       0.85
   SRCPARAM L0000082     0.00000001171      0.00       4.25       0.85
   SRCPARAM L0000083     0.00000001171      0.00       4.25       0.85
   SRCPARAM L0000084     0.00000001171      0.00       4.25       0.85
   SRCPARAM L0000085     0.00000001171      0.00       4.25       0.85
   SRCPARAM L0000086     0.00000001171      0.00       4.25       0.85
   SRCPARAM L0000087     0.00000001171      0.00       4.25       0.85
   SRCPARAM L0000088     0.00000001171      0.00       4.25       0.85
   SRCPARAM L0000089     0.00000001171      0.00       4.25       0.85
   SRCPARAM L0000090     0.00000001171      0.00       4.25       0.85
   SRCPARAM L0000091     0.00000001171      0.00       4.25       0.85
** ---------------------------------------------------------------------
** LINE VOLUME Source ID = RD208TH
   SRCPARAM L0000092     0.00000002379      0.00       4.25       0.85
   SRCPARAM L0000093     0.00000002379      0.00       4.25       0.85
   SRCPARAM L0000094     0.00000002379      0.00       4.25       0.85
   SRCPARAM L0000095     0.00000002379      0.00       4.25       0.85
   SRCPARAM L0000096     0.00000002379      0.00       4.25       0.85
   SRCPARAM L0000097     0.00000002379      0.00       4.25       0.85
   SRCPARAM L0000098     0.00000002379      0.00       4.25       0.85
   SRCPARAM L0000099     0.00000002379      0.00       4.25       0.85
   SRCPARAM L0000100     0.00000002379      0.00       4.25       0.85
   SRCPARAM L0000101     0.00000002379      0.00       4.25       0.85
   SRCPARAM L0000102     0.00000002379      0.00       4.25       0.85
   SRCPARAM L0000103     0.00000002379      0.00       4.25       0.85
   SRCPARAM L0000104     0.00000002379      0.00       4.25       0.85
   SRCPARAM L0000105     0.00000002379      0.00       4.25       0.85
** ---------------------------------------------------------------------
** LINE VOLUME Source ID = RDCREN
   SRCPARAM L0000106     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000107     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000108     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000109     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000110     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000111     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000112     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000113     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000114     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000115     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000116     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000117     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000118     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000119     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000120     0.00000004793      0.00       8.51       0.85
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   SRCPARAM L0000121     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000122     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000123     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000124     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000125     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000126     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000127     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000128     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000129     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000130     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000131     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000132     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000133     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000134     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000135     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000136     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000137     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000138     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000139     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000140     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000141     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000142     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000143     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000144     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000145     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000146     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000147     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000148     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000149     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000150     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000151     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000152     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000153     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000154     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000155     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000156     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000157     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000158     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000159     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000160     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000161     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000162     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000163     0.00000004793      0.00       8.51       0.85
** ------------------------------------------------------------------------
** LINE VOLUME Source ID = RDONE
   SRCPARAM L0000554     0.0000000107      0.00       1.70       0.85
   SRCPARAM L0000555     0.0000000107      0.00       1.70       0.85
   SRCPARAM L0000556     0.0000000107      0.00       1.70       0.85
   SRCPARAM L0000557     0.0000000107      0.00       1.70       0.85
   SRCPARAM L0000558     0.0000000107      0.00       1.70       0.85
   SRCPARAM L0000559     0.0000000107      0.00       1.70       0.85
   SRCPARAM L0000560     0.0000000107      0.00       1.70       0.85
   SRCPARAM L0000561     0.0000000107      0.00       1.70       0.85
   SRCPARAM L0000562     0.0000000107      0.00       1.70       0.85
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   SRCPARAM L0000563     0.0000000107      0.00      1.70      0.85
   SRCPARAM L0000564     0.0000000107      0.00      1.70      0.85
   SRCPARAM L0000565     0.0000000107      0.00      1.70      0.85
   SRCPARAM L0000566     0.0000000107      0.00      1.70      0.85
   SRCPARAM L0000567     0.0000000107      0.00      1.70      0.85
   SRCPARAM L0000568     0.0000000107      0.00      1.70      0.85
   SRCPARAM L0000569     0.0000000107      0.00      1.70      0.85
   SRCPARAM L0000570     0.0000000107      0.00      1.70      0.85
   SRCPARAM L0000571     0.0000000107      0.00      1.70      0.85
   SRCPARAM L0000572     0.0000000107      0.00      1.70      0.85
   SRCPARAM L0000573     0.0000000107      0.00      1.70      0.85
   SRCPARAM L0000574     0.0000000107      0.00      1.70      0.85
   SRCPARAM L0000575     0.0000000107      0.00      1.70      0.85
   SRCPARAM L0000576     0.0000000107      0.00      1.70      0.85
   SRCPARAM L0000577     0.0000000107      0.00      1.70      0.85
   SRCPARAM L0000578     0.0000000107      0.00      1.70      0.85
   SRCPARAM L0000579     0.0000000107      0.00      1.70      0.85
   SRCPARAM L0000580     0.0000000107      0.00      1.70      0.85
   SRCPARAM L0000581     0.0000000107      0.00      1.70      0.85
   SRCPARAM L0000582     0.0000000107      0.00      1.70      0.85
   SRCPARAM L0000583     0.0000000107      0.00      1.70      0.85
** ---------------------------------------------------------------------
** LINE VOLUME Source ID = RDONW
   SRCPARAM L0000404     0.0000000107      0.00      1.70      0.85
   SRCPARAM L0000405     0.0000000107      0.00      1.70      0.85
   SRCPARAM L0000406     0.0000000107      0.00      1.70      0.85
   SRCPARAM L0000407     0.0000000107      0.00      1.70      0.85
   SRCPARAM L0000408     0.0000000107      0.00      1.70      0.85
   SRCPARAM L0000409     0.0000000107      0.00      1.70      0.85
   SRCPARAM L0000410     0.0000000107      0.00      1.70      0.85
   SRCPARAM L0000411     0.0000000107      0.00      1.70      0.85
   SRCPARAM L0000412     0.0000000107      0.00      1.70      0.85
   SRCPARAM L0000413     0.0000000107      0.00      1.70      0.85
   SRCPARAM L0000414     0.0000000107      0.00      1.70      0.85
   SRCPARAM L0000415     0.0000000107      0.00      1.70      0.85
   SRCPARAM L0000416     0.0000000107      0.00      1.70      0.85
   SRCPARAM L0000417     0.0000000107      0.00      1.70      0.85
   SRCPARAM L0000418     0.0000000107      0.00      1.70      0.85
   SRCPARAM L0000419     0.0000000107      0.00      1.70      0.85
   SRCPARAM L0000420     0.0000000107      0.00      1.70      0.85
   SRCPARAM L0000421     0.0000000107      0.00      1.70      0.85
   SRCPARAM L0000422     0.0000000107      0.00      1.70      0.85
   SRCPARAM L0000423     0.0000000107      0.00      1.70      0.85
   SRCPARAM L0000424     0.0000000107      0.00      1.70      0.85
   SRCPARAM L0000425     0.0000000107      0.00      1.70      0.85
   SRCPARAM L0000426     0.0000000107      0.00      1.70      0.85
   SRCPARAM L0000427     0.0000000107      0.00      1.70      0.85
   SRCPARAM L0000428     0.0000000107      0.00      1.70      0.85
   SRCPARAM L0000429     0.0000000107      0.00      1.70      0.85
   SRCPARAM L0000430     0.0000000107      0.00      1.70      0.85
   SRCPARAM L0000431     0.0000000107      0.00      1.70      0.85
   SRCPARAM L0000432     0.0000000107      0.00      1.70      0.85
   SRCPARAM L0000433     0.0000000107      0.00      1.70      0.85
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   SRCPARAM OFFRDEQ        0.00618     3.962   366.000        50        0.1
   SRCPARAM IDLE          9.77E-07     3.658   366.000        50        0.1
   URBANSRC ALL

** Variable Emissions Type: "By Hour-of-Day (HROFDY)"
** Variable Emission Scenario: "Scenario 2"
   EMISFACT IDLE          HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT IDLE          HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT IDLE          HROFDY 1.0 1.0 1.0 1.0 0.0 0.0
   EMISFACT IDLE          HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT OFFRDEQ       HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT OFFRDEQ       HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT OFFRDEQ       HROFDY 1.0 1.0 1.0 1.0 0.0 0.0
   EMISFACT OFFRDEQ       HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0000092      HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0000092      HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0000092      HROFDY 1.0 1.0 1.0 1.0 0.0 0.0
   EMISFACT L0000092      HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0000093      HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0000093      HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0000093      HROFDY 1.0 1.0 1.0 1.0 0.0 0.0
   EMISFACT L0000093      HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0000094      HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0000094      HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0000094      HROFDY 1.0 1.0 1.0 1.0 0.0 0.0
   EMISFACT L0000094      HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0000095      HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0000095      HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0000095      HROFDY 1.0 1.0 1.0 1.0 0.0 0.0
   EMISFACT L0000095      HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0000096      HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0000096      HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0000096      HROFDY 1.0 1.0 1.0 1.0 0.0 0.0
   EMISFACT L0000096      HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0000097      HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0000097      HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0000097      HROFDY 1.0 1.0 1.0 1.0 0.0 0.0
   EMISFACT L0000097      HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0000098      HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0000098      HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0000098      HROFDY 1.0 1.0 1.0 1.0 0.0 0.0
   EMISFACT L0000098      HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0000099      HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0000099      HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0000099      HROFDY 1.0 1.0 1.0 1.0 0.0 0.0
   EMISFACT L0000099      HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0000100      HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0000100      HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0000100      HROFDY 1.0 1.0 1.0 1.0 0.0 0.0
   EMISFACT L0000100      HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0000101      HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0000101      HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0000101      HROFDY 1.0 1.0 1.0 1.0 0.0 0.0
   EMISFACT L0000101      HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
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EMISFACT L0000104     HROFDY 1.0 1.0 1.0 1.0 0.0 0.0
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EMISFACT L0000073     HROFDY 1.0 1.0 1.0 1.0 0.0 0.0
EMISFACT L0000073     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0000074     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0000074     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0000074     HROFDY 1.0 1.0 1.0 1.0 0.0 0.0
EMISFACT L0000074     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0000075     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0000075     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0000075     HROFDY 1.0 1.0 1.0 1.0 0.0 0.0
EMISFACT L0000075     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0000076     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0000076     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0000076     HROFDY 1.0 1.0 1.0 1.0 0.0 0.0
EMISFACT L0000076     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0000077     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0000077     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0000077     HROFDY 1.0 1.0 1.0 1.0 0.0 0.0
EMISFACT L0000077     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0000078     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0000078     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0000078     HROFDY 1.0 1.0 1.0 1.0 0.0 0.0
EMISFACT L0000078     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0000079     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0000079     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0000079     HROFDY 1.0 1.0 1.0 1.0 0.0 0.0
EMISFACT L0000079     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0000080     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0000080     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0000080     HROFDY 1.0 1.0 1.0 1.0 0.0 0.0
EMISFACT L0000080     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0000081     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0000081     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
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   EMISFACT L0000081     HROFDY 1.0 1.0 1.0 1.0 0.0 0.0
   EMISFACT L0000081     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0000082     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0000082     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0000082     HROFDY 1.0 1.0 1.0 1.0 0.0 0.0
   EMISFACT L0000082     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0000083     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0000083     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0000083     HROFDY 1.0 1.0 1.0 1.0 0.0 0.0
   EMISFACT L0000083     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0000084     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0000084     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0000084     HROFDY 1.0 1.0 1.0 1.0 0.0 0.0
   EMISFACT L0000084     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0000085     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0000085     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0000085     HROFDY 1.0 1.0 1.0 1.0 0.0 0.0
   EMISFACT L0000085     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0000086     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0000086     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0000086     HROFDY 1.0 1.0 1.0 1.0 0.0 0.0
   EMISFACT L0000086     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0000087     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0000087     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0000087     HROFDY 1.0 1.0 1.0 1.0 0.0 0.0
   EMISFACT L0000087     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0000088     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0000088     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0000088     HROFDY 1.0 1.0 1.0 1.0 0.0 0.0
   EMISFACT L0000088     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0000089     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0000089     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0000089     HROFDY 1.0 1.0 1.0 1.0 0.0 0.0
   EMISFACT L0000089     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0000090     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0000090     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0000090     HROFDY 1.0 1.0 1.0 1.0 0.0 0.0
   EMISFACT L0000090     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0000091     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0000091     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0000091     HROFDY 1.0 1.0 1.0 1.0 0.0 0.0
   EMISFACT L0000091     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   SRCGROUP ALL
SO FINISHED
**
****************************************
** AERMOD Receptor Pathway
****************************************
**
**
RE STARTING
   INCLUDED Constr.rou
RE FINISHED
**
```

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****************************************
** AERMOD Meteorology Pathway
****************************************
**
**
ME STARTING
   SURFFILE ..\HawthorneAirportADJU\KHHR_V9_ADJU\KHHR_v9.SFC
   PROFFILE ..\HawthorneAirportADJU\KHHR_V9_ADJU\KHHR_v9.PFL
   SURFDATA 3167 2012 Hawthorne_Airport
   UAIRDATA 3190 2012
   PROFBASE 19.0 METERS
ME FINISHED
**
****************************************
** AERMOD Output Pathway
****************************************
**
**
OU STARTING
   RECTABLE ALLAVE 1ST
   RECTABLE 1 1ST
** Auto-Generated Plotfiles
   PLOTFILE 1 ALL 1ST Constr.AD\01H1GALL.PLT 31
   PLOTFILE PERIOD ALL Constr.AD\PE00GALL.PLT 32
   SUMMFILE Constr.sum
OU FINISHED
**
****************************************
** Project Parameters
****************************************
** PROJCTN  CoordinateSystemUTM
** DESCPTN  UTM: Universal Transverse Mercator
** DATUM    World Geodetic System 1984
** DTMRGN   Global Definition
** UNITS    m
** ZONE     11
** ZONEINX  0
**
```

* AERMOD (22112): 205th St Warehouse Project - Unmitigated Construction DPM 05/21/23
* AERMET (16216): 09:18:53
* MODELING OPTIONS USED: RegDFAULT CONC ELEV URBAN ADJ_U*
* PLOT FILE OF PERIOD VALUES AVERAGED ACROSS 0 YEARS FOR SOURCE GROUP: ALL
* FOR A TOTAL OF 18 RECEPTORS.
* FORMAT: (3(1X,F13.5),3(1X,F8.2),2X,A6,2X,A8,2X,I8.8,2X,A8)

* X	Y	AVERAGE CONC	ZELEV	ZHILL	ZFLAG	AVE	GRP	NUM HRS	NET ID
377296.00000	3745919.00000	0.01545	21.16	21.16	0.00	PERIOD	ALL	00043848	
377329.00000	3745921.00000	0.02254	21.03	21.03	0.00	PERIOD	ALL	00043848	
377374.00000	3745918.00000	0.04160	21.00	21.00	0.00	PERIOD	ALL	00043848	
377429.00000	3745918.00000	0.06950	21.00	21.00	0.00	PERIOD	ALL	00043848	
377494.00000	3745918.00000	0.07644	21.00	21.00	0.00	PERIOD	ALL	00043848	
377517.00000	3745916.00000	0.08409	21.00	21.00	0.00	PERIOD	ALL	00043848	
377547.00000	3745916.00000	0.07302	21.00	21.00	0.00	PERIOD	ALL	00043848	
377578.00000	3745920.00000	0.05522	21.00	21.00	0.00	PERIOD	ALL	00043848	
377630.00000	3745915.00000	0.03815	21.00	21.00	0.00	PERIOD	ALL	00043848	
377630.00000	3745744.00000	0.00940	21.00	21.00	0.00	PERIOD	ALL	00043848	
377421.00000	3745655.00000	0.00717	21.90	21.90	0.00	PERIOD	ALL	00043848	
377718.00000	3745293.00000	0.00070	22.01	22.01	0.00	PERIOD	ALL	00043848	
377589.00000	3745291.00000	0.00081	23.00	23.00	0.00	PERIOD	ALL	00043848	
377431.00000	3745293.00000	0.00089	23.05	23.05	0.00	PERIOD	ALL	00043848	
377264.00000	3745290.00000	0.00085	24.09	24.09	0.00	PERIOD	ALL	00043848	
377105.00000	3745293.00000	0.00070	25.00	25.00	0.00	PERIOD	ALL	00043848	
376823.00000	3744785.00000	0.00023	27.00	27.00	0.00	PERIOD	ALL	00043848	
377135.00000	3745991.00000	0.00355	21.54	21.54	0.00	PERIOD	ALL	00043848	

** CONCUNIT ug/m^3
** DEPUNIT g/m^2

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**
****************************************
**
** AERMOD Input Produced by:
** AERMOD View Ver. 11.2.0
** Lakes Environmental Software Inc.
** Date: 5/21/2023
** File: C:\Vista Env\2023\23005 Torrance\AERMOD\MitConstr\MitConstr.ADI
**
****************************************
**
**
****************************************
** AERMOD Control Pathway
****************************************
**
**
CO STARTING
   TITLEONE 205th St Warehouse Project - Mitigated Construction DPM
   TITLETWO PM10 - Mitigated with Tier 4 Offroad Equipment
   MODELOPT DFAULT CONC
   AVERTIME 1 PERIOD
   URBANOPT 9818605 Los_Angeles_Co
   POLLUTID PM_10
   RUNORNOT RUN
   ERRORFIL MitConstr.err
CO FINISHED
**
****************************************
** AERMOD Source Pathway
****************************************
**
**
SO STARTING
** Source Location **
** Source ID - Type - X Coord. - Y Coord. **
** --------------------------------------------------------------------
** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = RDEAST
** DESCRSRC Construction Trucks East DW via Amapola Ave
** PREFIX
** Length of Side = 9.14
** Configuration = Adjacent
** Emission Rate = 6.77E-07
** Vertical Dimension = 1.83
** SZINIT = 0.85
** Nodes = 4
** 377546.094, 3745804.871, 21.00, 0.00, 4.25
** 377549.026, 3745780.159, 21.00, 0.00, 4.25
** 377548.105, 3745623.077, 21.24, 0.00, 4.25
** 377208.781, 3745624.001, 22.91, 0.00, 4.25
** --------------------------------------------------------------------
   LOCATION L0000001     VOLUME   377546.633 3745800.330 21.00
   LOCATION L0000002     VOLUME   377547.710 3745791.250 21.00
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LOCATION L0000003      VOLUME   377548.787 3745782.170 21.00
LOCATION L0000004      VOLUME   377548.984 3745773.040 21.00
LOCATION L0000005      VOLUME   377548.931 3745763.896 21.00
LOCATION L0000006      VOLUME   377548.877 3745754.752 21.00
LOCATION L0000007      VOLUME   377548.823 3745745.609 21.00
LOCATION L0000008      VOLUME   377548.770 3745736.465 21.00
LOCATION L0000009      VOLUME   377548.716 3745727.321 21.00
LOCATION L0000010      VOLUME   377548.662 3745718.177 21.00
LOCATION L0000011      VOLUME   377548.609 3745709.033 21.00
LOCATION L0000012      VOLUME   377548.555 3745699.889 21.00
LOCATION L0000013      VOLUME   377548.502 3745690.745 21.00
LOCATION L0000014      VOLUME   377548.448 3745681.602 21.00
LOCATION L0000015      VOLUME   377548.394 3745672.458 21.00
LOCATION L0000016      VOLUME   377548.341 3745663.314 21.02
LOCATION L0000017      VOLUME   377548.287 3745654.170 21.12
LOCATION L0000018      VOLUME   377548.234 3745645.026 21.22
LOCATION L0000019      VOLUME   377548.180 3745635.882 21.32
LOCATION L0000020      VOLUME   377548.126 3745626.739 21.42
LOCATION L0000021      VOLUME   377542.622 3745623.092 21.46
LOCATION L0000022      VOLUME   377533.478 3745623.117 21.46
LOCATION L0000023      VOLUME   377524.334 3745623.142 21.46
LOCATION L0000024      VOLUME   377515.190 3745623.167 21.46
LOCATION L0000025      VOLUME   377506.046 3745623.192 21.46
LOCATION L0000026      VOLUME   377496.902 3745623.217 21.46
LOCATION L0000027      VOLUME   377487.758 3745623.242 21.47
LOCATION L0000028      VOLUME   377478.614 3745623.266 21.53
LOCATION L0000029      VOLUME   377469.470 3745623.291 21.60
LOCATION L0000030      VOLUME   377460.327 3745623.316 21.66
LOCATION L0000031      VOLUME   377451.183 3745623.341 21.73
LOCATION L0000032      VOLUME   377442.039 3745623.366 21.79
LOCATION L0000033      VOLUME   377432.895 3745623.391 21.85
LOCATION L0000034      VOLUME   377423.751 3745623.416 21.92
LOCATION L0000035      VOLUME   377414.607 3745623.441 21.98
LOCATION L0000036      VOLUME   377405.463 3745623.466 22.04
LOCATION L0000037      VOLUME   377396.319 3745623.490 22.09
LOCATION L0000038      VOLUME   377387.175 3745623.515 22.15
LOCATION L0000039      VOLUME   377378.031 3745623.540 22.21
LOCATION L0000040      VOLUME   377368.887 3745623.565 22.26
LOCATION L0000041      VOLUME   377359.743 3745623.590 22.32
LOCATION L0000042      VOLUME   377350.599 3745623.615 22.38
LOCATION L0000043      VOLUME   377341.455 3745623.640 22.44
LOCATION L0000044      VOLUME   377332.311 3745623.665 22.50
LOCATION L0000045      VOLUME   377323.167 3745623.690 22.56
LOCATION L0000046      VOLUME   377314.023 3745623.714 22.62
LOCATION L0000047      VOLUME   377304.879 3745623.739 22.68
LOCATION L0000048      VOLUME   377295.735 3745623.764 22.74
LOCATION L0000049      VOLUME   377286.591 3745623.789 22.80
LOCATION L0000050      VOLUME   377277.447 3745623.814 22.87
LOCATION L0000051      VOLUME   377268.303 3745623.839 22.93
LOCATION L0000052      VOLUME   377259.159 3745623.864 22.99
LOCATION L0000053      VOLUME   377250.015 3745623.889 23.00
LOCATION L0000054      VOLUME   377240.871 3745623.913 23.00
LOCATION L0000055      VOLUME   377231.727 3745623.938 23.00
LOCATION L0000056      VOLUME   377222.583 3745623.963 23.00
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   LOCATION L0000057     VOLUME   377213.439 3745623.988 23.00
** End of LINE VOLUME Source ID = RDEAST
** --------------------------------------------------------------------
** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = RDWEST
** DESCRSRC Construction Trucks West DW via Beech Ave
** PREFIX
** Length of Side = 9.14
** Configuration = Adjacent
** Emission Rate = 3.98E-07
** Vertical Dimension = 1.83
** SZINIT = 0.85
** Nodes = 4
** 377342.439, 3745803.769, 21.54, 0.00, 4.25
** 377342.439, 3745796.648, 21.85, 0.00, 4.25
** 377205.205, 3745795.614, 22.46, 0.00, 4.25
** 377204.056, 3745633.496, 22.92, 0.00, 4.25
** --------------------------------------------------------------------
   LOCATION L0000058     VOLUME   377342.439 3745799.197 21.54
   LOCATION L0000059     VOLUME   377335.845 3745796.598 21.61
   LOCATION L0000060     VOLUME   377326.701 3745796.529 21.66
   LOCATION L0000061     VOLUME   377317.557 3745796.460 21.71
   LOCATION L0000062     VOLUME   377308.413 3745796.392 21.76
   LOCATION L0000063     VOLUME   377299.270 3745796.323 21.80
   LOCATION L0000064     VOLUME   377290.126 3745796.254 21.85
   LOCATION L0000065     VOLUME   377280.982 3745796.185 21.89
   LOCATION L0000066     VOLUME   377271.839 3745796.116 21.94
   LOCATION L0000067     VOLUME   377262.695 3745796.047 21.98
   LOCATION L0000068     VOLUME   377253.551 3745795.978 22.05
   LOCATION L0000069     VOLUME   377244.407 3745795.909 22.12
   LOCATION L0000070     VOLUME   377235.264 3745795.840 22.20
   LOCATION L0000071     VOLUME   377226.120 3745795.771 22.27
   LOCATION L0000072     VOLUME   377216.976 3745795.702 22.35
   LOCATION L0000073     VOLUME   377207.832 3745795.633 22.43
   LOCATION L0000074     VOLUME   377205.158 3745789.097 22.50
   LOCATION L0000075     VOLUME   377205.094 3745779.954 22.57
   LOCATION L0000076     VOLUME   377205.029 3745770.810 22.64
   LOCATION L0000077     VOLUME   377204.964 3745761.666 22.70
   LOCATION L0000078     VOLUME   377204.899 3745752.522 22.73
   LOCATION L0000079     VOLUME   377204.835 3745743.379 22.76
   LOCATION L0000080     VOLUME   377204.770 3745734.235 22.79
   LOCATION L0000081     VOLUME   377204.705 3745725.091 22.82
   LOCATION L0000082     VOLUME   377204.640 3745715.947 22.85
   LOCATION L0000083     VOLUME   377204.575 3745706.804 22.88
   LOCATION L0000084     VOLUME   377204.511 3745697.660 22.91
   LOCATION L0000085     VOLUME   377204.446 3745688.516 22.94
   LOCATION L0000086     VOLUME   377204.381 3745679.372 22.97
   LOCATION L0000087     VOLUME   377204.316 3745670.228 23.00
   LOCATION L0000088     VOLUME   377204.251 3745661.085 23.00
   LOCATION L0000089     VOLUME   377204.187 3745651.941 23.00
   LOCATION L0000090     VOLUME   377204.122 3745642.797 23.00
   LOCATION L0000091     VOLUME   377204.057 3745633.653 23.00
** End of LINE VOLUME Source ID = RDWEST
** --------------------------------------------------------------------
```

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** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = RD208TH
** DESCRSRC Construction Trucks 208th - Crenshaw to Beech
** PREFIX
** Length of Side = 9.14
** Configuration = Adjacent
** Emission Rate = 3.33E-07
** Vertical Dimension = 1.83
** SZINIT = 0.85
** Nodes = 2
** 377199.300, 3745624.111, 22.92, 0.00, 4.25
** 377071.078, 3745624.535, 23.79, 0.00, 4.25
** ------------------------------------------------------------------------
   LOCATION L0000092     VOLUME   377194.728 3745624.126 23.00
   LOCATION L0000093     VOLUME   377185.584 3745624.156 23.00
   LOCATION L0000094     VOLUME   377176.440 3745624.186 23.02
   LOCATION L0000095     VOLUME   377167.296 3745624.216 23.08
   LOCATION L0000096     VOLUME   377158.152 3745624.247 23.14
   LOCATION L0000097     VOLUME   377149.008 3745624.277 23.20
   LOCATION L0000098     VOLUME   377139.864 3745624.307 23.26
   LOCATION L0000099     VOLUME   377130.720 3745624.338 23.32
   LOCATION L0000100     VOLUME   377121.576 3745624.368 23.38
   LOCATION L0000101     VOLUME   377112.432 3745624.398 23.44
   LOCATION L0000102     VOLUME   377103.288 3745624.428 23.50
   LOCATION L0000103     VOLUME   377094.144 3745624.459 23.56
   LOCATION L0000104     VOLUME   377085.000 3745624.489 23.62
   LOCATION L0000105     VOLUME   377075.856 3745624.519 23.68
** End of LINE VOLUME Source ID = RD208TH
** ------------------------------------------------------------------------
** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = RDCREN
** DESCRSRC Contruction Trucks Crenshaw Blvd
** PREFIX
** Length of Side = 18.29
** Configuration = Adjacent
** Emission Rate = 2.78E-06
** Vertical Dimension = 1.83
** SZINIT = 0.85
** Nodes = 3
** 377061.714, 3745624.609, 23.85, 0.00, 8.51
** 377062.451, 3745976.884, 22.18, 0.00, 8.51
** 377063.218, 3746683.867, 21.00, 0.00, 8.51
** ------------------------------------------------------------------------
   LOCATION L0000106     VOLUME   377061.733 3745633.753 23.73
   LOCATION L0000107     VOLUME   377061.771 3745652.041 23.64
   LOCATION L0000108     VOLUME   377061.810 3745670.329 23.55
   LOCATION L0000109     VOLUME   377061.848 3745688.617 23.44
   LOCATION L0000110     VOLUME   377061.886 3745706.905 23.34
   LOCATION L0000111     VOLUME   377061.924 3745725.193 23.23
   LOCATION L0000112     VOLUME   377061.963 3745743.481 23.12
   LOCATION L0000113     VOLUME   377062.001 3745761.769 23.01
   LOCATION L0000114     VOLUME   377062.039 3745780.057 22.92
   LOCATION L0000115     VOLUME   377062.077 3745798.345 22.84
   LOCATION L0000116     VOLUME   377062.116 3745816.633 22.75
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   LOCATION L0000117     VOLUME   377062.154 3745834.921 22.67
   LOCATION L0000118     VOLUME   377062.192 3745853.209 22.58
   LOCATION L0000119     VOLUME   377062.230 3745871.497 22.48
   LOCATION L0000120     VOLUME   377062.268 3745889.785 22.37
   LOCATION L0000121     VOLUME   377062.307 3745908.073 22.25
   LOCATION L0000122     VOLUME   377062.345 3745926.360 22.14
   LOCATION L0000123     VOLUME   377062.383 3745944.648 22.03
   LOCATION L0000124     VOLUME   377062.421 3745962.936 21.94
   LOCATION L0000125     VOLUME   377062.455 3745981.224 21.86
   LOCATION L0000126     VOLUME   377062.475 3745999.512 21.77
   LOCATION L0000127     VOLUME   377062.495 3746017.800 21.69
   LOCATION L0000128     VOLUME   377062.515 3746036.088 21.62
   LOCATION L0000129     VOLUME   377062.535 3746054.376 21.60
   LOCATION L0000130     VOLUME   377062.555 3746072.664 21.60
   LOCATION L0000131     VOLUME   377062.574 3746090.952 21.60
   LOCATION L0000132     VOLUME   377062.594 3746109.240 21.60
   LOCATION L0000133     VOLUME   377062.614 3746127.528 21.61
   LOCATION L0000134     VOLUME   377062.634 3746145.816 21.53
   LOCATION L0000135     VOLUME   377062.654 3746164.104 21.41
   LOCATION L0000136     VOLUME   377062.674 3746182.392 21.29
   LOCATION L0000137     VOLUME   377062.693 3746200.680 21.17
   LOCATION L0000138     VOLUME   377062.713 3746218.968 21.05
   LOCATION L0000139     VOLUME   377062.733 3746237.256 21.00
   LOCATION L0000140     VOLUME   377062.753 3746255.544 21.00
   LOCATION L0000141     VOLUME   377062.773 3746273.832 21.00
   LOCATION L0000142     VOLUME   377062.793 3746292.120 21.00
   LOCATION L0000143     VOLUME   377062.812 3746310.408 21.00
   LOCATION L0000144     VOLUME   377062.832 3746328.696 21.00
   LOCATION L0000145     VOLUME   377062.852 3746346.984 21.00
   LOCATION L0000146     VOLUME   377062.872 3746365.272 21.00
   LOCATION L0000147     VOLUME   377062.892 3746383.560 21.00
   LOCATION L0000148     VOLUME   377062.912 3746401.848 21.00
   LOCATION L0000149     VOLUME   377062.932 3746420.136 21.00
   LOCATION L0000150     VOLUME   377062.951 3746438.424 21.00
   LOCATION L0000151     VOLUME   377062.971 3746456.712 21.00
   LOCATION L0000152     VOLUME   377062.991 3746475.000 21.00
   LOCATION L0000153     VOLUME   377063.011 3746493.288 21.00
   LOCATION L0000154     VOLUME   377063.031 3746511.576 21.00
   LOCATION L0000155     VOLUME   377063.051 3746529.864 21.00
   LOCATION L0000156     VOLUME   377063.070 3746548.152 21.00
   LOCATION L0000157     VOLUME   377063.090 3746566.440 21.00
   LOCATION L0000158     VOLUME   377063.110 3746584.728 21.00
   LOCATION L0000159     VOLUME   377063.130 3746603.016 21.00
   LOCATION L0000160     VOLUME   377063.150 3746621.304 21.00
   LOCATION L0000161     VOLUME   377063.170 3746639.592 21.00
   LOCATION L0000162     VOLUME   377063.189 3746657.880 21.00
   LOCATION L0000163     VOLUME   377063.209 3746676.168 21.00
** End of LINE VOLUME Source ID = RDCREN
** --------------------------------------------------------------------
** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = RDONE
** DESCRSRC Construction Trucks onsite East
** PREFIX
** Length of Side = 3.66
```

```
** Configuration = Adjacent
** Emission Rate = 3.21E-07
** Vertical Dimension = 1.83
** SZINIT = 0.85
** Nodes = 2
** 377547.753, 3745811.712, 21.00, 0.00, 1.70
** 377450.246, 3745859.216, 21.00, 0.00, 1.70
** ------------------------------------------------------------------------
   LOCATION L0000554     VOLUME   377546.109 3745812.513 21.00
   LOCATION L0000555     VOLUME   377542.821 3745814.115 21.00
   LOCATION L0000556     VOLUME   377539.533 3745815.717 21.00
   LOCATION L0000557     VOLUME   377536.244 3745817.319 21.00
   LOCATION L0000558     VOLUME   377532.956 3745818.921 21.00
   LOCATION L0000559     VOLUME   377529.668 3745820.523 21.00
   LOCATION L0000560     VOLUME   377526.380 3745822.125 21.00
   LOCATION L0000561     VOLUME   377523.092 3745823.727 21.00
   LOCATION L0000562     VOLUME   377519.804 3745825.329 21.00
   LOCATION L0000563     VOLUME   377516.516 3745826.931 21.00
   LOCATION L0000564     VOLUME   377513.227 3745828.532 21.00
   LOCATION L0000565     VOLUME   377509.939 3745830.134 21.00
   LOCATION L0000566     VOLUME   377506.651 3745831.736 21.00
   LOCATION L0000567     VOLUME   377503.363 3745833.338 21.00
   LOCATION L0000568     VOLUME   377500.075 3745834.940 21.00
   LOCATION L0000569     VOLUME   377496.787 3745836.542 21.00
   LOCATION L0000570     VOLUME   377493.499 3745838.144 21.00
   LOCATION L0000571     VOLUME   377490.211 3745839.746 21.00
   LOCATION L0000572     VOLUME   377486.922 3745841.348 21.00
   LOCATION L0000573     VOLUME   377483.634 3745842.950 21.00
   LOCATION L0000574     VOLUME   377480.346 3745844.552 21.00
   LOCATION L0000575     VOLUME   377477.058 3745846.154 21.00
   LOCATION L0000576     VOLUME   377473.770 3745847.756 21.00
   LOCATION L0000577     VOLUME   377470.482 3745849.358 21.00
   LOCATION L0000578     VOLUME   377467.194 3745850.960 21.00
   LOCATION L0000579     VOLUME   377463.905 3745852.561 21.00
   LOCATION L0000580     VOLUME   377460.617 3745854.163 21.00
   LOCATION L0000581     VOLUME   377457.329 3745855.765 21.00
   LOCATION L0000582     VOLUME   377454.041 3745857.367 21.00
   LOCATION L0000583     VOLUME   377450.753 3745858.969 21.00
** End of LINE VOLUME Source ID = RDONE
** ------------------------------------------------------------------------
** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = RDONW
** DESCRSRC Construction Trucks onsite west
** PREFIX
** Length of Side = 3.66
** Configuration = Adjacent
** Emission Rate = 3.21E-07
** Vertical Dimension = 1.83
** SZINIT = 0.85
** Nodes = 2
** 377342.442, 3745807.614, 21.47, 0.00, 1.70
** 377438.254, 3745859.503, 21.00, 0.00, 1.70
** ------------------------------------------------------------------------
   LOCATION L0000404     VOLUME   377344.051 3745808.485 21.43
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   LOCATION L0000405     VOLUME   377347.267 3745810.227 21.40
   LOCATION L0000406     VOLUME   377350.483 3745811.969 21.36
   LOCATION L0000407     VOLUME   377353.699 3745813.710 21.33
   LOCATION L0000408     VOLUME   377356.915 3745815.452 21.30
   LOCATION L0000409     VOLUME   377360.132 3745817.194 21.27
   LOCATION L0000410     VOLUME   377363.348 3745818.936 21.24
   LOCATION L0000411     VOLUME   377366.564 3745820.678 21.21
   LOCATION L0000412     VOLUME   377369.780 3745822.420 21.19
   LOCATION L0000413     VOLUME   377372.997 3745824.161 21.16
   LOCATION L0000414     VOLUME   377376.213 3745825.903 21.14
   LOCATION L0000415     VOLUME   377379.429 3745827.645 21.12
   LOCATION L0000416     VOLUME   377382.645 3745829.387 21.10
   LOCATION L0000417     VOLUME   377385.861 3745831.129 21.08
   LOCATION L0000418     VOLUME   377389.078 3745832.870 21.07
   LOCATION L0000419     VOLUME   377392.294 3745834.612 21.05
   LOCATION L0000420     VOLUME   377395.510 3745836.354 21.04
   LOCATION L0000421     VOLUME   377398.726 3745838.096 21.03
   LOCATION L0000422     VOLUME   377401.943 3745839.838 21.02
   LOCATION L0000423     VOLUME   377405.159 3745841.579 21.01
   LOCATION L0000424     VOLUME   377408.375 3745843.321 21.01
   LOCATION L0000425     VOLUME   377411.591 3745845.063 21.00
   LOCATION L0000426     VOLUME   377414.808 3745846.805 21.00
   LOCATION L0000427     VOLUME   377418.024 3745848.547 21.00
   LOCATION L0000428     VOLUME   377421.240 3745850.289 21.00
   LOCATION L0000429     VOLUME   377424.456 3745852.030 21.00
   LOCATION L0000430     VOLUME   377427.672 3745853.772 21.00
   LOCATION L0000431     VOLUME   377430.889 3745855.514 21.00
   LOCATION L0000432     VOLUME   377434.105 3745857.256 21.00
   LOCATION L0000433     VOLUME   377437.321 3745858.998 21.00
** End of LINE VOLUME Source ID = RDONW
   LOCATION OFFRDEQ      POINT      377443.958  3745856.017       21.000
** DESCRSRC Construction Off-Road Equipment Tier 4
   LOCATION IDLE         POINT      377444.022  3745863.111       21.000
** DESCRSRC Construction Trucks Idling
** Source Parameters **
** LINE VOLUME Source ID = RDEAST
   SRCPARAM L0000001     0.00000001188      0.00       4.25      0.85
   SRCPARAM L0000002     0.00000001188      0.00       4.25      0.85
   SRCPARAM L0000003     0.00000001188      0.00       4.25      0.85
   SRCPARAM L0000004     0.00000001188      0.00       4.25      0.85
   SRCPARAM L0000005     0.00000001188      0.00       4.25      0.85
   SRCPARAM L0000006     0.00000001188      0.00       4.25      0.85
   SRCPARAM L0000007     0.00000001188      0.00       4.25      0.85
   SRCPARAM L0000008     0.00000001188      0.00       4.25      0.85
   SRCPARAM L0000009     0.00000001188      0.00       4.25      0.85
   SRCPARAM L0000010     0.00000001188      0.00       4.25      0.85
   SRCPARAM L0000011     0.00000001188      0.00       4.25      0.85
   SRCPARAM L0000012     0.00000001188      0.00       4.25      0.85
   SRCPARAM L0000013     0.00000001188      0.00       4.25      0.85
   SRCPARAM L0000014     0.00000001188      0.00       4.25      0.85
   SRCPARAM L0000015     0.00000001188      0.00       4.25      0.85
   SRCPARAM L0000016     0.00000001188      0.00       4.25      0.85
   SRCPARAM L0000017     0.00000001188      0.00       4.25      0.85
   SRCPARAM L0000018     0.00000001188      0.00       4.25      0.85
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   SRCPARAM L0000019     0.00000001188      0.00       4.25       0.85
   SRCPARAM L0000020     0.00000001188      0.00       4.25       0.85
   SRCPARAM L0000021     0.00000001188      0.00       4.25       0.85
   SRCPARAM L0000022     0.00000001188      0.00       4.25       0.85
   SRCPARAM L0000023     0.00000001188      0.00       4.25       0.85
   SRCPARAM L0000024     0.00000001188      0.00       4.25       0.85
   SRCPARAM L0000025     0.00000001188      0.00       4.25       0.85
   SRCPARAM L0000026     0.00000001188      0.00       4.25       0.85
   SRCPARAM L0000027     0.00000001188      0.00       4.25       0.85
   SRCPARAM L0000028     0.00000001188      0.00       4.25       0.85
   SRCPARAM L0000029     0.00000001188      0.00       4.25       0.85
   SRCPARAM L0000030     0.00000001188      0.00       4.25       0.85
   SRCPARAM L0000031     0.00000001188      0.00       4.25       0.85
   SRCPARAM L0000032     0.00000001188      0.00       4.25       0.85
   SRCPARAM L0000033     0.00000001188      0.00       4.25       0.85
   SRCPARAM L0000034     0.00000001188      0.00       4.25       0.85
   SRCPARAM L0000035     0.00000001188      0.00       4.25       0.85
   SRCPARAM L0000036     0.00000001188      0.00       4.25       0.85
   SRCPARAM L0000037     0.00000001188      0.00       4.25       0.85
   SRCPARAM L0000038     0.00000001188      0.00       4.25       0.85
   SRCPARAM L0000039     0.00000001188      0.00       4.25       0.85
   SRCPARAM L0000040     0.00000001188      0.00       4.25       0.85
   SRCPARAM L0000041     0.00000001188      0.00       4.25       0.85
   SRCPARAM L0000042     0.00000001188      0.00       4.25       0.85
   SRCPARAM L0000043     0.00000001188      0.00       4.25       0.85
   SRCPARAM L0000044     0.00000001188      0.00       4.25       0.85
   SRCPARAM L0000045     0.00000001188      0.00       4.25       0.85
   SRCPARAM L0000046     0.00000001188      0.00       4.25       0.85
   SRCPARAM L0000047     0.00000001188      0.00       4.25       0.85
   SRCPARAM L0000048     0.00000001188      0.00       4.25       0.85
   SRCPARAM L0000049     0.00000001188      0.00       4.25       0.85
   SRCPARAM L0000050     0.00000001188      0.00       4.25       0.85
   SRCPARAM L0000051     0.00000001188      0.00       4.25       0.85
   SRCPARAM L0000052     0.00000001188      0.00       4.25       0.85
   SRCPARAM L0000053     0.00000001188      0.00       4.25       0.85
   SRCPARAM L0000054     0.00000001188      0.00       4.25       0.85
   SRCPARAM L0000055     0.00000001188      0.00       4.25       0.85
   SRCPARAM L0000056     0.00000001188      0.00       4.25       0.85
   SRCPARAM L0000057     0.00000001188      0.00       4.25       0.85
** --------------------------------------------------------------------
** LINE VOLUME Source ID = RDWEST
   SRCPARAM L0000058     0.00000001171      0.00       4.25       0.85
   SRCPARAM L0000059     0.00000001171      0.00       4.25       0.85
   SRCPARAM L0000060     0.00000001171      0.00       4.25       0.85
   SRCPARAM L0000061     0.00000001171      0.00       4.25       0.85
   SRCPARAM L0000062     0.00000001171      0.00       4.25       0.85
   SRCPARAM L0000063     0.00000001171      0.00       4.25       0.85
   SRCPARAM L0000064     0.00000001171      0.00       4.25       0.85
   SRCPARAM L0000065     0.00000001171      0.00       4.25       0.85
   SRCPARAM L0000066     0.00000001171      0.00       4.25       0.85
   SRCPARAM L0000067     0.00000001171      0.00       4.25       0.85
   SRCPARAM L0000068     0.00000001171      0.00       4.25       0.85
   SRCPARAM L0000069     0.00000001171      0.00       4.25       0.85
   SRCPARAM L0000070     0.00000001171      0.00       4.25       0.85
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   SRCPARAM L0000071     0.00000001171      0.00       4.25       0.85
   SRCPARAM L0000072     0.00000001171      0.00       4.25       0.85
   SRCPARAM L0000073     0.00000001171      0.00       4.25       0.85
   SRCPARAM L0000074     0.00000001171      0.00       4.25       0.85
   SRCPARAM L0000075     0.00000001171      0.00       4.25       0.85
   SRCPARAM L0000076     0.00000001171      0.00       4.25       0.85
   SRCPARAM L0000077     0.00000001171      0.00       4.25       0.85
   SRCPARAM L0000078     0.00000001171      0.00       4.25       0.85
   SRCPARAM L0000079     0.00000001171      0.00       4.25       0.85
   SRCPARAM L0000080     0.00000001171      0.00       4.25       0.85
   SRCPARAM L0000081     0.00000001171      0.00       4.25       0.85
   SRCPARAM L0000082     0.00000001171      0.00       4.25       0.85
   SRCPARAM L0000083     0.00000001171      0.00       4.25       0.85
   SRCPARAM L0000084     0.00000001171      0.00       4.25       0.85
   SRCPARAM L0000085     0.00000001171      0.00       4.25       0.85
   SRCPARAM L0000086     0.00000001171      0.00       4.25       0.85
   SRCPARAM L0000087     0.00000001171      0.00       4.25       0.85
   SRCPARAM L0000088     0.00000001171      0.00       4.25       0.85
   SRCPARAM L0000089     0.00000001171      0.00       4.25       0.85
   SRCPARAM L0000090     0.00000001171      0.00       4.25       0.85
   SRCPARAM L0000091     0.00000001171      0.00       4.25       0.85
** ---------------------------------------------------------------------
** LINE VOLUME Source ID = RD208TH
   SRCPARAM L0000092     0.00000002379      0.00       4.25       0.85
   SRCPARAM L0000093     0.00000002379      0.00       4.25       0.85
   SRCPARAM L0000094     0.00000002379      0.00       4.25       0.85
   SRCPARAM L0000095     0.00000002379      0.00       4.25       0.85
   SRCPARAM L0000096     0.00000002379      0.00       4.25       0.85
   SRCPARAM L0000097     0.00000002379      0.00       4.25       0.85
   SRCPARAM L0000098     0.00000002379      0.00       4.25       0.85
   SRCPARAM L0000099     0.00000002379      0.00       4.25       0.85
   SRCPARAM L0000100     0.00000002379      0.00       4.25       0.85
   SRCPARAM L0000101     0.00000002379      0.00       4.25       0.85
   SRCPARAM L0000102     0.00000002379      0.00       4.25       0.85
   SRCPARAM L0000103     0.00000002379      0.00       4.25       0.85
   SRCPARAM L0000104     0.00000002379      0.00       4.25       0.85
   SRCPARAM L0000105     0.00000002379      0.00       4.25       0.85
** ---------------------------------------------------------------------
** LINE VOLUME Source ID = RDCREN
   SRCPARAM L0000106     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000107     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000108     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000109     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000110     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000111     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000112     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000113     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000114     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000115     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000116     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000117     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000118     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000119     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000120     0.00000004793      0.00       8.51       0.85
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   SRCPARAM L0000121     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000122     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000123     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000124     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000125     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000126     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000127     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000128     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000129     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000130     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000131     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000132     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000133     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000134     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000135     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000136     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000137     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000138     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000139     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000140     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000141     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000142     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000143     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000144     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000145     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000146     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000147     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000148     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000149     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000150     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000151     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000152     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000153     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000154     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000155     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000156     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000157     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000158     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000159     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000160     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000161     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000162     0.00000004793      0.00       8.51       0.85
   SRCPARAM L0000163     0.00000004793      0.00       8.51       0.85
** ------------------------------------------------------------------------
** LINE VOLUME Source ID = RDONE
   SRCPARAM L0000554     0.0000000107      0.00       1.70       0.85
   SRCPARAM L0000555     0.0000000107      0.00       1.70       0.85
   SRCPARAM L0000556     0.0000000107      0.00       1.70       0.85
   SRCPARAM L0000557     0.0000000107      0.00       1.70       0.85
   SRCPARAM L0000558     0.0000000107      0.00       1.70       0.85
   SRCPARAM L0000559     0.0000000107      0.00       1.70       0.85
   SRCPARAM L0000560     0.0000000107      0.00       1.70       0.85
   SRCPARAM L0000561     0.0000000107      0.00       1.70       0.85
   SRCPARAM L0000562     0.0000000107      0.00       1.70       0.85
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   SRCPARAM L0000563     0.0000000107      0.00      1.70      0.85
   SRCPARAM L0000564     0.0000000107      0.00      1.70      0.85
   SRCPARAM L0000565     0.0000000107      0.00      1.70      0.85
   SRCPARAM L0000566     0.0000000107      0.00      1.70      0.85
   SRCPARAM L0000567     0.0000000107      0.00      1.70      0.85
   SRCPARAM L0000568     0.0000000107      0.00      1.70      0.85
   SRCPARAM L0000569     0.0000000107      0.00      1.70      0.85
   SRCPARAM L0000570     0.0000000107      0.00      1.70      0.85
   SRCPARAM L0000571     0.0000000107      0.00      1.70      0.85
   SRCPARAM L0000572     0.0000000107      0.00      1.70      0.85
   SRCPARAM L0000573     0.0000000107      0.00      1.70      0.85
   SRCPARAM L0000574     0.0000000107      0.00      1.70      0.85
   SRCPARAM L0000575     0.0000000107      0.00      1.70      0.85
   SRCPARAM L0000576     0.0000000107      0.00      1.70      0.85
   SRCPARAM L0000577     0.0000000107      0.00      1.70      0.85
   SRCPARAM L0000578     0.0000000107      0.00      1.70      0.85
   SRCPARAM L0000579     0.0000000107      0.00      1.70      0.85
   SRCPARAM L0000580     0.0000000107      0.00      1.70      0.85
   SRCPARAM L0000581     0.0000000107      0.00      1.70      0.85
   SRCPARAM L0000582     0.0000000107      0.00      1.70      0.85
   SRCPARAM L0000583     0.0000000107      0.00      1.70      0.85
** --------------------------------------------------------------------
** LINE VOLUME Source ID = RDONW
   SRCPARAM L0000404     0.0000000107      0.00      1.70      0.85
   SRCPARAM L0000405     0.0000000107      0.00      1.70      0.85
   SRCPARAM L0000406     0.0000000107      0.00      1.70      0.85
   SRCPARAM L0000407     0.0000000107      0.00      1.70      0.85
   SRCPARAM L0000408     0.0000000107      0.00      1.70      0.85
   SRCPARAM L0000409     0.0000000107      0.00      1.70      0.85
   SRCPARAM L0000410     0.0000000107      0.00      1.70      0.85
   SRCPARAM L0000411     0.0000000107      0.00      1.70      0.85
   SRCPARAM L0000412     0.0000000107      0.00      1.70      0.85
   SRCPARAM L0000413     0.0000000107      0.00      1.70      0.85
   SRCPARAM L0000414     0.0000000107      0.00      1.70      0.85
   SRCPARAM L0000415     0.0000000107      0.00      1.70      0.85
   SRCPARAM L0000416     0.0000000107      0.00      1.70      0.85
   SRCPARAM L0000417     0.0000000107      0.00      1.70      0.85
   SRCPARAM L0000418     0.0000000107      0.00      1.70      0.85
   SRCPARAM L0000419     0.0000000107      0.00      1.70      0.85
   SRCPARAM L0000420     0.0000000107      0.00      1.70      0.85
   SRCPARAM L0000421     0.0000000107      0.00      1.70      0.85
   SRCPARAM L0000422     0.0000000107      0.00      1.70      0.85
   SRCPARAM L0000423     0.0000000107      0.00      1.70      0.85
   SRCPARAM L0000424     0.0000000107      0.00      1.70      0.85
   SRCPARAM L0000425     0.0000000107      0.00      1.70      0.85
   SRCPARAM L0000426     0.0000000107      0.00      1.70      0.85
   SRCPARAM L0000427     0.0000000107      0.00      1.70      0.85
   SRCPARAM L0000428     0.0000000107      0.00      1.70      0.85
   SRCPARAM L0000429     0.0000000107      0.00      1.70      0.85
   SRCPARAM L0000430     0.0000000107      0.00      1.70      0.85
   SRCPARAM L0000431     0.0000000107      0.00      1.70      0.85
   SRCPARAM L0000432     0.0000000107      0.00      1.70      0.85
   SRCPARAM L0000433     0.0000000107      0.00      1.70      0.85
** --------------------------------------------------------------------
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   SRCPARAM OFFRDEQ        0.00148     3.962   366.000        50        0.1
   SRCPARAM IDLE          9.77E-07     3.658   366.000        50        0.1
   URBANSRC ALL

** Variable Emissions Type: "By Hour-of-Day (HROFDY)"
** Variable Emission Scenario: "Scenario 2"
   EMISFACT IDLE          HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT IDLE          HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT IDLE          HROFDY 1.0 1.0 1.0 1.0 0.0 0.0
   EMISFACT IDLE          HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT OFFRDEQ       HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT OFFRDEQ       HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT OFFRDEQ       HROFDY 1.0 1.0 1.0 1.0 0.0 0.0
   EMISFACT OFFRDEQ       HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0000092      HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0000092      HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0000092      HROFDY 1.0 1.0 1.0 1.0 0.0 0.0
   EMISFACT L0000092      HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0000093      HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0000093      HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0000093      HROFDY 1.0 1.0 1.0 1.0 0.0 0.0
   EMISFACT L0000093      HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0000094      HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0000094      HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0000094      HROFDY 1.0 1.0 1.0 1.0 0.0 0.0
   EMISFACT L0000094      HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
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   EMISFACT L0000096      HROFDY 1.0 1.0 1.0 1.0 0.0 0.0
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   EMISFACT L0000101      HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
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EMISFACT L0000142     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
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EMISFACT L0000428     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0000429     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0000429     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0000429     HROFDY 1.0 1.0 1.0 1.0 0.0 0.0
EMISFACT L0000429     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0000430     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0000430     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
```

```
EMISFACT L0000430     HROFDY 1.0 1.0 1.0 1.0 0.0 0.0
EMISFACT L0000430     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0000431     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0000431     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0000431     HROFDY 1.0 1.0 1.0 1.0 0.0 0.0
EMISFACT L0000431     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0000432     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0000432     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0000432     HROFDY 1.0 1.0 1.0 1.0 0.0 0.0
EMISFACT L0000432     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0000433     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0000433     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0000433     HROFDY 1.0 1.0 1.0 1.0 0.0 0.0
EMISFACT L0000433     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0000058     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0000058     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0000058     HROFDY 1.0 1.0 1.0 1.0 0.0 0.0
EMISFACT L0000058     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0000059     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0000059     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0000059     HROFDY 1.0 1.0 1.0 1.0 0.0 0.0
EMISFACT L0000059     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0000060     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0000060     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0000060     HROFDY 1.0 1.0 1.0 1.0 0.0 0.0
EMISFACT L0000060     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0000061     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0000061     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0000061     HROFDY 1.0 1.0 1.0 1.0 0.0 0.0
EMISFACT L0000061     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0000062     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0000062     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0000062     HROFDY 1.0 1.0 1.0 1.0 0.0 0.0
EMISFACT L0000062     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0000063     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0000063     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0000063     HROFDY 1.0 1.0 1.0 1.0 0.0 0.0
EMISFACT L0000063     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0000064     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0000064     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0000064     HROFDY 1.0 1.0 1.0 1.0 0.0 0.0
EMISFACT L0000064     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0000065     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0000065     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0000065     HROFDY 1.0 1.0 1.0 1.0 0.0 0.0
EMISFACT L0000065     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0000066     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0000066     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0000066     HROFDY 1.0 1.0 1.0 1.0 0.0 0.0
EMISFACT L0000066     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0000067     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
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EMISFACT L0000067     HROFDY 1.0 1.0 1.0 1.0 0.0 0.0
EMISFACT L0000067     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
```

```
EMISFACT L0000068     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
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EMISFACT L0000068     HROFDY 1.0 1.0 1.0 1.0 0.0 0.0
EMISFACT L0000068     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0000069     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0000069     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0000069     HROFDY 1.0 1.0 1.0 1.0 0.0 0.0
EMISFACT L0000069     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0000070     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0000070     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0000070     HROFDY 1.0 1.0 1.0 1.0 0.0 0.0
EMISFACT L0000070     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0000071     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0000071     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0000071     HROFDY 1.0 1.0 1.0 1.0 0.0 0.0
EMISFACT L0000071     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0000072     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0000072     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0000072     HROFDY 1.0 1.0 1.0 1.0 0.0 0.0
EMISFACT L0000072     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0000073     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0000073     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0000073     HROFDY 1.0 1.0 1.0 1.0 0.0 0.0
EMISFACT L0000073     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0000074     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0000074     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0000074     HROFDY 1.0 1.0 1.0 1.0 0.0 0.0
EMISFACT L0000074     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
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EMISFACT L0000075     HROFDY 1.0 1.0 1.0 1.0 0.0 0.0
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EMISFACT L0000076     HROFDY 1.0 1.0 1.0 1.0 0.0 0.0
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EMISFACT L0000077     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0000077     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0000077     HROFDY 1.0 1.0 1.0 1.0 0.0 0.0
EMISFACT L0000077     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0000078     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0000078     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0000078     HROFDY 1.0 1.0 1.0 1.0 0.0 0.0
EMISFACT L0000078     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0000079     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0000079     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0000079     HROFDY 1.0 1.0 1.0 1.0 0.0 0.0
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EMISFACT L0000080     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
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EMISFACT L0000080     HROFDY 1.0 1.0 1.0 1.0 0.0 0.0
EMISFACT L0000080     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0000081     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0000081     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
```

```
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   EMISFACT L0000081     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0000082     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
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   EMISFACT L0000083     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
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   EMISFACT L0000083     HROFDY 1.0 1.0 1.0 1.0 0.0 0.0
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   EMISFACT L0000084     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
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   EMISFACT L0000084     HROFDY 1.0 1.0 1.0 1.0 0.0 0.0
   EMISFACT L0000084     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
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   EMISFACT L0000085     HROFDY 1.0 1.0 1.0 1.0 0.0 0.0
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   EMISFACT L0000086     HROFDY 1.0 1.0 1.0 1.0 0.0 0.0
   EMISFACT L0000086     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0000087     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0000087     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0000087     HROFDY 1.0 1.0 1.0 1.0 0.0 0.0
   EMISFACT L0000087     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0000088     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0000088     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0000088     HROFDY 1.0 1.0 1.0 1.0 0.0 0.0
   EMISFACT L0000088     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0000089     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0000089     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0000089     HROFDY 1.0 1.0 1.0 1.0 0.0 0.0
   EMISFACT L0000089     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0000090     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0000090     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0000090     HROFDY 1.0 1.0 1.0 1.0 0.0 0.0
   EMISFACT L0000090     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0000091     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0000091     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0000091     HROFDY 1.0 1.0 1.0 1.0 0.0 0.0
   EMISFACT L0000091     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   SRCGROUP ALL
SO FINISHED
**
****************************************
** AERMOD Receptor Pathway
****************************************
**
**
RE STARTING
   INCLUDED MitConstr.rou
RE FINISHED
**
```

```
****************************************
** AERMOD Meteorology Pathway
****************************************
**
**
ME STARTING
   SURFFILE ..\HawthorneAirportADJU\KHHR_V9_ADJU\KHHR_v9.SFC
   PROFFILE ..\HawthorneAirportADJU\KHHR_V9_ADJU\KHHR_v9.PFL
   SURFDATA 3167 2012 Hawthorne_Airport
   UAIRDATA 3190 2012
   PROFBASE 19.0 METERS
ME FINISHED
**
****************************************
** AERMOD Output Pathway
****************************************
**
**
OU STARTING
   RECTABLE ALLAVE 1ST
   RECTABLE 1 1ST
** Auto-Generated Plotfiles
   PLOTFILE 1 ALL 1ST MITCONSTR.AD\01H1GALL.PLT 31
   PLOTFILE PERIOD ALL MITCONSTR.AD\PE00GALL.PLT 32
   SUMMFILE MitConstr.sum
OU FINISHED
**
****************************************
** Project Parameters
****************************************
** PROJCTN  CoordinateSystemUTM
** DESCPTN  UTM: Universal Transverse Mercator
** DATUM    World Geodetic System 1984
** DTMRGN   Global Definition
** UNITS    m
** ZONE     11
** ZONEINX  0
**
```

```
* AERMOD (22112 ): 205th St Warehouse Project - Mitigated Construction DPM                05/21/23
* AERMET ( 16216):                                                                        09:29:47
* MODELING OPTIONS USED:   RegDFAULT  CONC  ELEV  URBAN  ADJ_U*
*         PLOT FILE OF PERIOD VALUES AVERAGED ACROSS   0 YEARS FOR SOURCE GROUP: ALL
*         FOR A TOTAL OF    18 RECEPTORS.
*         FORMAT: (3(1X,F13.5),3(1X,F8.2),2X,A6,2X,A8,2X,I8.8,2X,A8)
*        X             Y      AVERAGE CONC    ZELEV    ZHILL    ZFLAG    AVE     GRP       NUM HRS   NET ID
* ____________  ____________  ____________  ______  ______  ______  ______  ________  ________  ________
  377296.00000 3745919.00000       0.00371    21.16    21.16     0.00  PERIOD  ALL       00043848
  377329.00000 3745921.00000       0.00541    21.03    21.03     0.00  PERIOD  ALL       00043848
  377374.00000 3745918.00000       0.00997    21.00    21.00     0.00  PERIOD  ALL       00043848
  377429.00000 3745918.00000       0.01666    21.00    21.00     0.00  PERIOD  ALL       00043848
  377494.00000 3745918.00000       0.01832    21.00    21.00     0.00  PERIOD  ALL       00043848
  377517.00000 3745916.00000       0.02016    21.00    21.00     0.00  PERIOD  ALL       00043848
  377547.00000 3745916.00000       0.01750    21.00    21.00     0.00  PERIOD  ALL       00043848
  377578.00000 3745920.00000       0.01324    21.00    21.00     0.00  PERIOD  ALL       00043848
  377630.00000 3745915.00000       0.00915    21.00    21.00     0.00  PERIOD  ALL       00043848
  377630.00000 3745744.00000       0.00226    21.00    21.00     0.00  PERIOD  ALL       00043848
  377421.00000 3745655.00000       0.00173    21.90    21.90     0.00  PERIOD  ALL       00043848
  377718.00000 3745293.00000       0.00017    22.01    22.01     0.00  PERIOD  ALL       00043848
  377589.00000 3745291.00000       0.00019    23.00    23.00     0.00  PERIOD  ALL       00043848
  377431.00000 3745293.00000       0.00021    23.05    23.05     0.00  PERIOD  ALL       00043848
  377264.00000 3745290.00000       0.00020    24.09    24.09     0.00  PERIOD  ALL       00043848
  377105.00000 3745293.00000       0.00017    25.00    25.00     0.00  PERIOD  ALL       00043848
  376823.00000 3744785.00000       0.00006    27.00    27.00     0.00  PERIOD  ALL       00043848
  377135.00000 3745991.00000       0.00086    21.54    21.54     0.00  PERIOD  ALL       00043848
** CONCUNIT ug/m^3
** DEPUNIT g/m^2
```

APPENDIX G

AERMOD Model Years 2025 – 2026 Operational PM10 Printouts

```
**
****************************************
**
** AERMOD Input Produced by:
** AERMOD View Ver. 11.2.0
** Lakes Environmental Software Inc.
** Date: 5/31/2023
** File: C:\Vista Env\2023\23005 Torrance\AERMOD\Ops25\Ops25.ADI
**
****************************************
**
**
****************************************
** AERMOD Control Pathway
****************************************
**
**
CO STARTING
   TITLEONE 205th St Warehouse Project - Unmitigated Operational DPM 2025-2026
   TITLETWO PM10
   MODELOPT DFAULT CONC
   AVERTIME 1 PERIOD
   URBANOPT 9818605 Los_Angeles_Co
   POLLUTID PM_10
   RUNORNOT RUN
   ERRORFIL Ops25.err
CO FINISHED
**
****************************************
** AERMOD Source Pathway
****************************************
**
**
SO STARTING
** Source Location **
** Source ID - Type - X Coord. - Y Coord. **
** ------------------------------------------------------------------------
** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = RDEAST
** DESCRSRC Trucks East DW via Amapola Ave
** PREFIX
** Length of Side = 9.14
** Configuration = Adjacent
** Emission Rate = 3.19E-06
** Vertical Dimension = 1.83
** SZINIT = 0.85
** Nodes = 4
** 377546.094, 3745804.871, 21.00, 0.00, 4.25
** 377549.026, 3745780.159, 21.00, 0.00, 4.25
** 377548.105, 3745623.077, 21.24, 0.00, 4.25
** 377208.781, 3745624.001, 22.91, 0.00, 4.25
** ------------------------------------------------------------------------
   LOCATION L0001224     VOLUME   377546.633 3745800.330 21.00
   LOCATION L0001225     VOLUME   377547.710 3745791.250 21.00
```

```
LOCATION L0001226     VOLUME   377548.787 3745782.170 21.00
LOCATION L0001227     VOLUME   377548.984 3745773.040 21.00
LOCATION L0001228     VOLUME   377548.931 3745763.896 21.00
LOCATION L0001229     VOLUME   377548.877 3745754.752 21.00
LOCATION L0001230     VOLUME   377548.823 3745745.609 21.00
LOCATION L0001231     VOLUME   377548.770 3745736.465 21.00
LOCATION L0001232     VOLUME   377548.716 3745727.321 21.00
LOCATION L0001233     VOLUME   377548.662 3745718.177 21.00
LOCATION L0001234     VOLUME   377548.609 3745709.033 21.00
LOCATION L0001235     VOLUME   377548.555 3745699.889 21.00
LOCATION L0001236     VOLUME   377548.502 3745690.745 21.00
LOCATION L0001237     VOLUME   377548.448 3745681.602 21.00
LOCATION L0001238     VOLUME   377548.394 3745672.458 21.00
LOCATION L0001239     VOLUME   377548.341 3745663.314 21.02
LOCATION L0001240     VOLUME   377548.287 3745654.170 21.12
LOCATION L0001241     VOLUME   377548.234 3745645.026 21.22
LOCATION L0001242     VOLUME   377548.180 3745635.882 21.32
LOCATION L0001243     VOLUME   377548.126 3745626.739 21.42
LOCATION L0001244     VOLUME   377542.622 3745623.092 21.46
LOCATION L0001245     VOLUME   377533.478 3745623.117 21.46
LOCATION L0001246     VOLUME   377524.334 3745623.142 21.46
LOCATION L0001247     VOLUME   377515.190 3745623.167 21.46
LOCATION L0001248     VOLUME   377506.046 3745623.192 21.46
LOCATION L0001249     VOLUME   377496.902 3745623.217 21.46
LOCATION L0001250     VOLUME   377487.758 3745623.242 21.47
LOCATION L0001251     VOLUME   377478.614 3745623.266 21.53
LOCATION L0001252     VOLUME   377469.470 3745623.291 21.60
LOCATION L0001253     VOLUME   377460.327 3745623.316 21.66
LOCATION L0001254     VOLUME   377451.183 3745623.341 21.73
LOCATION L0001255     VOLUME   377442.039 3745623.366 21.79
LOCATION L0001256     VOLUME   377432.895 3745623.391 21.85
LOCATION L0001257     VOLUME   377423.751 3745623.416 21.92
LOCATION L0001258     VOLUME   377414.607 3745623.441 21.98
LOCATION L0001259     VOLUME   377405.463 3745623.466 22.04
LOCATION L0001260     VOLUME   377396.319 3745623.490 22.09
LOCATION L0001261     VOLUME   377387.175 3745623.515 22.15
LOCATION L0001262     VOLUME   377378.031 3745623.540 22.21
LOCATION L0001263     VOLUME   377368.887 3745623.565 22.26
LOCATION L0001264     VOLUME   377359.743 3745623.590 22.32
LOCATION L0001265     VOLUME   377350.599 3745623.615 22.38
LOCATION L0001266     VOLUME   377341.455 3745623.640 22.44
LOCATION L0001267     VOLUME   377332.311 3745623.665 22.50
LOCATION L0001268     VOLUME   377323.167 3745623.690 22.56
LOCATION L0001269     VOLUME   377314.023 3745623.714 22.62
LOCATION L0001270     VOLUME   377304.879 3745623.739 22.68
LOCATION L0001271     VOLUME   377295.735 3745623.764 22.74
LOCATION L0001272     VOLUME   377286.591 3745623.789 22.80
LOCATION L0001273     VOLUME   377277.447 3745623.814 22.87
LOCATION L0001274     VOLUME   377268.303 3745623.839 22.93
LOCATION L0001275     VOLUME   377259.159 3745623.864 22.99
LOCATION L0001276     VOLUME   377250.015 3745623.889 23.00
LOCATION L0001277     VOLUME   377240.871 3745623.913 23.00
LOCATION L0001278     VOLUME   377231.727 3745623.938 23.00
LOCATION L0001279     VOLUME   377222.583 3745623.963 23.00
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   LOCATION L0001280     VOLUME   377213.439 3745623.988 23.00
** End of LINE VOLUME Source ID = RDEAST
** ------------------------------------------------------------------------
** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = RDWEST
** DESCRSRC Trucks West DW via Beech Ave
** PREFIX
** Length of Side = 9.14
** Configuration = Adjacent
** Emission Rate = 6.13E-07
** Vertical Dimension = 1.83
** SZINIT = 0.85
** Nodes = 4
** 377342.439, 3745803.769, 21.54, 0.00, 4.25
** 377342.439, 3745796.648, 21.85, 0.00, 4.25
** 377205.205, 3745795.614, 22.46, 0.00, 4.25
** 377204.056, 3745633.496, 22.92, 0.00, 4.25
** ------------------------------------------------------------------------
   LOCATION L0001281     VOLUME   377342.439 3745799.197 21.54
   LOCATION L0001282     VOLUME   377335.845 3745796.598 21.61
   LOCATION L0001283     VOLUME   377326.701 3745796.529 21.66
   LOCATION L0001284     VOLUME   377317.557 3745796.460 21.71
   LOCATION L0001285     VOLUME   377308.413 3745796.392 21.76
   LOCATION L0001286     VOLUME   377299.270 3745796.323 21.80
   LOCATION L0001287     VOLUME   377290.126 3745796.254 21.85
   LOCATION L0001288     VOLUME   377280.982 3745796.185 21.89
   LOCATION L0001289     VOLUME   377271.839 3745796.116 21.94
   LOCATION L0001290     VOLUME   377262.695 3745796.047 21.98
   LOCATION L0001291     VOLUME   377253.551 3745795.978 22.05
   LOCATION L0001292     VOLUME   377244.407 3745795.909 22.12
   LOCATION L0001293     VOLUME   377235.264 3745795.840 22.20
   LOCATION L0001294     VOLUME   377226.120 3745795.771 22.27
   LOCATION L0001295     VOLUME   377216.976 3745795.702 22.35
   LOCATION L0001296     VOLUME   377207.832 3745795.633 22.43
   LOCATION L0001297     VOLUME   377205.158 3745789.097 22.50
   LOCATION L0001298     VOLUME   377205.094 3745779.954 22.57
   LOCATION L0001299     VOLUME   377205.029 3745770.810 22.64
   LOCATION L0001300     VOLUME   377204.964 3745761.666 22.70
   LOCATION L0001301     VOLUME   377204.899 3745752.522 22.73
   LOCATION L0001302     VOLUME   377204.835 3745743.379 22.76
   LOCATION L0001303     VOLUME   377204.770 3745734.235 22.79
   LOCATION L0001304     VOLUME   377204.705 3745725.091 22.82
   LOCATION L0001305     VOLUME   377204.640 3745715.947 22.85
   LOCATION L0001306     VOLUME   377204.575 3745706.804 22.88
   LOCATION L0001307     VOLUME   377204.511 3745697.660 22.91
   LOCATION L0001308     VOLUME   377204.446 3745688.516 22.94
   LOCATION L0001309     VOLUME   377204.381 3745679.372 22.97
   LOCATION L0001310     VOLUME   377204.316 3745670.228 23.00
   LOCATION L0001311     VOLUME   377204.251 3745661.085 23.00
   LOCATION L0001312     VOLUME   377204.187 3745651.941 23.00
   LOCATION L0001313     VOLUME   377204.122 3745642.797 23.00
   LOCATION L0001314     VOLUME   377204.057 3745633.653 23.00
** End of LINE VOLUME Source ID = RDWEST
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** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = RD208TH
** DESCRSRC Trucks 208th - Crenshaw to Beech
** PREFIX
** Length of Side = 9.14
** Configuration = Adjacent
** Emission Rate = 1.23E-06
** Vertical Dimension = 1.83
** SZINIT = 0.85
** Nodes = 2
** 377199.300, 3745624.111, 22.92, 0.00, 4.25
** 377071.078, 3745624.535, 23.79, 0.00, 4.25
** --------------------------------------------------------------------------
   LOCATION L0001315     VOLUME   377194.728 3745624.126 23.00
   LOCATION L0001316     VOLUME   377185.584 3745624.156 23.00
   LOCATION L0001317     VOLUME   377176.440 3745624.186 23.02
   LOCATION L0001318     VOLUME   377167.296 3745624.216 23.08
   LOCATION L0001319     VOLUME   377158.152 3745624.247 23.14
   LOCATION L0001320     VOLUME   377149.008 3745624.277 23.20
   LOCATION L0001321     VOLUME   377139.864 3745624.307 23.26
   LOCATION L0001322     VOLUME   377130.720 3745624.338 23.32
   LOCATION L0001323     VOLUME   377121.576 3745624.368 23.38
   LOCATION L0001324     VOLUME   377112.432 3745624.398 23.44
   LOCATION L0001325     VOLUME   377103.288 3745624.428 23.50
   LOCATION L0001326     VOLUME   377094.144 3745624.459 23.56
   LOCATION L0001327     VOLUME   377085.000 3745624.489 23.62
   LOCATION L0001328     VOLUME   377075.856 3745624.519 23.68
** End of LINE VOLUME Source ID = RD208TH
** --------------------------------------------------------------------------
** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = RDCREN
** DESCRSRC Trucks Crenshaw Blvd
** PREFIX
** Length of Side = 18.29
** Configuration = Adjacent
** Emission Rate = 1.07E-06
** Vertical Dimension = 1.83
** SZINIT = 0.85
** Nodes = 3
** 377061.714, 3745624.609, 23.85, 0.00, 8.51
** 377062.451, 3745976.884, 22.18, 0.00, 8.51
** 377063.218, 3746683.867, 21.00, 0.00, 8.51
** --------------------------------------------------------------------------
   LOCATION L0001329     VOLUME   377061.733 3745633.753 23.73
   LOCATION L0001330     VOLUME   377061.771 3745652.041 23.64
   LOCATION L0001331     VOLUME   377061.810 3745670.329 23.55
   LOCATION L0001332     VOLUME   377061.848 3745688.617 23.44
   LOCATION L0001333     VOLUME   377061.886 3745706.905 23.34
   LOCATION L0001334     VOLUME   377061.924 3745725.193 23.23
   LOCATION L0001335     VOLUME   377061.963 3745743.481 23.12
   LOCATION L0001336     VOLUME   377062.001 3745761.769 23.01
   LOCATION L0001337     VOLUME   377062.039 3745780.057 22.92
   LOCATION L0001338     VOLUME   377062.077 3745798.345 22.84
   LOCATION L0001339     VOLUME   377062.116 3745816.633 22.75
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   LOCATION L0001340     VOLUME   377062.154 3745834.921 22.67
   LOCATION L0001341     VOLUME   377062.192 3745853.209 22.58
   LOCATION L0001342     VOLUME   377062.230 3745871.497 22.48
   LOCATION L0001343     VOLUME   377062.268 3745889.785 22.37
   LOCATION L0001344     VOLUME   377062.307 3745908.073 22.25
   LOCATION L0001345     VOLUME   377062.345 3745926.360 22.14
   LOCATION L0001346     VOLUME   377062.383 3745944.648 22.03
   LOCATION L0001347     VOLUME   377062.421 3745962.936 21.94
   LOCATION L0001348     VOLUME   377062.455 3745981.224 21.86
   LOCATION L0001349     VOLUME   377062.475 3745999.512 21.77
   LOCATION L0001350     VOLUME   377062.495 3746017.800 21.69
   LOCATION L0001351     VOLUME   377062.515 3746036.088 21.62
   LOCATION L0001352     VOLUME   377062.535 3746054.376 21.60
   LOCATION L0001353     VOLUME   377062.555 3746072.664 21.60
   LOCATION L0001354     VOLUME   377062.574 3746090.952 21.60
   LOCATION L0001355     VOLUME   377062.594 3746109.240 21.60
   LOCATION L0001356     VOLUME   377062.614 3746127.528 21.61
   LOCATION L0001357     VOLUME   377062.634 3746145.816 21.53
   LOCATION L0001358     VOLUME   377062.654 3746164.104 21.41
   LOCATION L0001359     VOLUME   377062.674 3746182.392 21.29
   LOCATION L0001360     VOLUME   377062.693 3746200.680 21.17
   LOCATION L0001361     VOLUME   377062.713 3746218.968 21.05
   LOCATION L0001362     VOLUME   377062.733 3746237.256 21.00
   LOCATION L0001363     VOLUME   377062.753 3746255.544 21.00
   LOCATION L0001364     VOLUME   377062.773 3746273.832 21.00
   LOCATION L0001365     VOLUME   377062.793 3746292.120 21.00
   LOCATION L0001366     VOLUME   377062.812 3746310.408 21.00
   LOCATION L0001367     VOLUME   377062.832 3746328.696 21.00
   LOCATION L0001368     VOLUME   377062.852 3746346.984 21.00
   LOCATION L0001369     VOLUME   377062.872 3746365.272 21.00
   LOCATION L0001370     VOLUME   377062.892 3746383.560 21.00
   LOCATION L0001371     VOLUME   377062.912 3746401.848 21.00
   LOCATION L0001372     VOLUME   377062.932 3746420.136 21.00
   LOCATION L0001373     VOLUME   377062.951 3746438.424 21.00
   LOCATION L0001374     VOLUME   377062.971 3746456.712 21.00
   LOCATION L0001375     VOLUME   377062.991 3746475.000 21.00
   LOCATION L0001376     VOLUME   377063.011 3746493.288 21.00
   LOCATION L0001377     VOLUME   377063.031 3746511.576 21.00
   LOCATION L0001378     VOLUME   377063.051 3746529.864 21.00
   LOCATION L0001379     VOLUME   377063.070 3746548.152 21.00
   LOCATION L0001380     VOLUME   377063.090 3746566.440 21.00
   LOCATION L0001381     VOLUME   377063.110 3746584.728 21.00
   LOCATION L0001382     VOLUME   377063.130 3746603.016 21.00
   LOCATION L0001383     VOLUME   377063.150 3746621.304 21.00
   LOCATION L0001384     VOLUME   377063.170 3746639.592 21.00
   LOCATION L0001385     VOLUME   377063.189 3746657.880 21.00
   LOCATION L0001386     VOLUME   377063.209 3746676.168 21.00
** End of LINE VOLUME Source ID = RDCREN
** ------------------------------------------------------------------------
** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = RDONE
** DESCRSRC Trucks onsite East DW
** PREFIX
** Length of Side = 3.66
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** Configuration = Adjacent
** Emission Rate = 2.18E-06
** Vertical Dimension = 1.83
** SZINIT = 0.85
** Nodes = 3
** 377547.753, 3745811.712, 21.00, 0.00, 1.70
** 377546.596, 3745896.669, 21.00, 0.00, 1.70
** 377482.604, 3745897.260, 21.00, 0.00, 1.70
** ----------------------------------------------------------------------
   LOCATION L0001387     VOLUME   377547.728 3745813.541 21.00
   LOCATION L0001388     VOLUME   377547.678 3745817.198 21.00
   LOCATION L0001389     VOLUME   377547.628 3745820.855 21.00
   LOCATION L0001390     VOLUME   377547.579 3745824.513 21.00
   LOCATION L0001391     VOLUME   377547.529 3745828.170 21.00
   LOCATION L0001392     VOLUME   377547.479 3745831.827 21.00
   LOCATION L0001393     VOLUME   377547.429 3745835.484 21.00
   LOCATION L0001394     VOLUME   377547.379 3745839.142 21.00
   LOCATION L0001395     VOLUME   377547.330 3745842.799 21.00
   LOCATION L0001396     VOLUME   377547.280 3745846.456 21.00
   LOCATION L0001397     VOLUME   377547.230 3745850.113 21.00
   LOCATION L0001398     VOLUME   377547.180 3745853.771 21.00
   LOCATION L0001399     VOLUME   377547.130 3745857.428 21.00
   LOCATION L0001400     VOLUME   377547.081 3745861.085 21.00
   LOCATION L0001401     VOLUME   377547.031 3745864.742 21.00
   LOCATION L0001402     VOLUME   377546.981 3745868.400 21.00
   LOCATION L0001403     VOLUME   377546.931 3745872.057 21.00
   LOCATION L0001404     VOLUME   377546.881 3745875.714 21.00
   LOCATION L0001405     VOLUME   377546.832 3745879.371 21.00
   LOCATION L0001406     VOLUME   377546.782 3745883.029 21.00
   LOCATION L0001407     VOLUME   377546.732 3745886.686 21.00
   LOCATION L0001408     VOLUME   377546.682 3745890.343 21.00
   LOCATION L0001409     VOLUME   377546.632 3745894.000 21.00
   LOCATION L0001410     VOLUME   377545.607 3745896.678 21.00
   LOCATION L0001411     VOLUME   377541.949 3745896.712 21.00
   LOCATION L0001412     VOLUME   377538.292 3745896.745 21.00
   LOCATION L0001413     VOLUME   377534.635 3745896.779 21.00
   LOCATION L0001414     VOLUME   377530.977 3745896.813 21.00
   LOCATION L0001415     VOLUME   377527.320 3745896.847 21.00
   LOCATION L0001416     VOLUME   377523.662 3745896.881 21.00
   LOCATION L0001417     VOLUME   377520.005 3745896.915 21.00
   LOCATION L0001418     VOLUME   377516.347 3745896.948 21.00
   LOCATION L0001419     VOLUME   377512.690 3745896.982 21.00
   LOCATION L0001420     VOLUME   377509.032 3745897.016 21.00
   LOCATION L0001421     VOLUME   377505.375 3745897.050 21.00
   LOCATION L0001422     VOLUME   377501.718 3745897.084 21.00
   LOCATION L0001423     VOLUME   377498.060 3745897.117 21.00
   LOCATION L0001424     VOLUME   377494.403 3745897.151 21.00
   LOCATION L0001425     VOLUME   377490.745 3745897.185 21.00
   LOCATION L0001426     VOLUME   377487.088 3745897.219 21.00
   LOCATION L0001427     VOLUME   377483.430 3745897.253 21.00
** End of LINE VOLUME Source ID = RDONE
** ----------------------------------------------------------------------
** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = RDONW
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** DESCRSRC Trucks onsite west DW
** PREFIX
** Length of Side = 3.66
** Configuration = Adjacent
** Emission Rate = 3.24E-06
** Vertical Dimension = 1.83
** SZINIT = 0.85
** Nodes = 4
** 377342.442, 3745807.614, 21.47, 0.00, 1.70
** 377341.382, 3745885.115, 21.15, 0.00, 1.70
** 377351.174, 3745899.975, 21.00, 0.00, 1.70
** 377478.306, 3745898.822, 21.00, 0.00, 1.70
** ------------------------------------------------------------------------
   LOCATION L0001428     VOLUME   377342.417 3745809.443 21.44
   LOCATION L0001429     VOLUME   377342.367 3745813.100 21.40
   LOCATION L0001430     VOLUME   377342.317 3745816.757 21.36
   LOCATION L0001431     VOLUME   377342.267 3745820.415 21.33
   LOCATION L0001432     VOLUME   377342.217 3745824.072 21.29
   LOCATION L0001433     VOLUME   377342.167 3745827.729 21.25
   LOCATION L0001434     VOLUME   377342.117 3745831.386 21.22
   LOCATION L0001435     VOLUME   377342.067 3745835.044 21.18
   LOCATION L0001436     VOLUME   377342.017 3745838.701 21.14
   LOCATION L0001437     VOLUME   377341.967 3745842.358 21.11
   LOCATION L0001438     VOLUME   377341.917 3745846.015 21.07
   LOCATION L0001439     VOLUME   377341.867 3745849.673 21.03
   LOCATION L0001440     VOLUME   377341.817 3745853.330 21.00
   LOCATION L0001441     VOLUME   377341.767 3745856.987 21.00
   LOCATION L0001442     VOLUME   377341.717 3745860.644 21.00
   LOCATION L0001443     VOLUME   377341.667 3745864.302 21.00
   LOCATION L0001444     VOLUME   377341.617 3745867.959 21.00
   LOCATION L0001445     VOLUME   377341.567 3745871.616 21.00
   LOCATION L0001446     VOLUME   377341.516 3745875.273 21.00
   LOCATION L0001447     VOLUME   377341.466 3745878.931 21.00
   LOCATION L0001448     VOLUME   377341.416 3745882.588 21.00
   LOCATION L0001449     VOLUME   377342.004 3745886.059 21.00
   LOCATION L0001450     VOLUME   377344.016 3745889.113 21.00
   LOCATION L0001451     VOLUME   377346.029 3745892.167 21.00
   LOCATION L0001452     VOLUME   377348.041 3745895.221 21.00
   LOCATION L0001453     VOLUME   377350.054 3745898.276 21.00
   LOCATION L0001454     VOLUME   377352.795 3745899.961 21.00
   LOCATION L0001455     VOLUME   377356.453 3745899.928 21.00
   LOCATION L0001456     VOLUME   377360.110 3745899.894 21.00
   LOCATION L0001457     VOLUME   377363.768 3745899.861 21.00
   LOCATION L0001458     VOLUME   377367.425 3745899.828 21.00
   LOCATION L0001459     VOLUME   377371.083 3745899.795 21.00
   LOCATION L0001460     VOLUME   377374.740 3745899.762 21.00
   LOCATION L0001461     VOLUME   377378.398 3745899.729 21.00
   LOCATION L0001462     VOLUME   377382.055 3745899.695 21.00
   LOCATION L0001463     VOLUME   377385.712 3745899.662 21.00
   LOCATION L0001464     VOLUME   377389.370 3745899.629 21.00
   LOCATION L0001465     VOLUME   377393.027 3745899.596 21.00
   LOCATION L0001466     VOLUME   377396.685 3745899.563 21.00
   LOCATION L0001467     VOLUME   377400.342 3745899.529 21.00
   LOCATION L0001468     VOLUME   377404.000 3745899.496 21.00
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   LOCATION L0001469     VOLUME   377407.657 3745899.463 21.00
   LOCATION L0001470     VOLUME   377411.315 3745899.430 21.00
   LOCATION L0001471     VOLUME   377414.972 3745899.397 21.00
   LOCATION L0001472     VOLUME   377418.630 3745899.364 21.00
   LOCATION L0001473     VOLUME   377422.287 3745899.330 21.00
   LOCATION L0001474     VOLUME   377425.944 3745899.297 21.00
   LOCATION L0001475     VOLUME   377429.602 3745899.264 21.00
   LOCATION L0001476     VOLUME   377433.259 3745899.231 21.00
   LOCATION L0001477     VOLUME   377436.917 3745899.198 21.00
   LOCATION L0001478     VOLUME   377440.574 3745899.165 21.00
   LOCATION L0001479     VOLUME   377444.232 3745899.131 21.00
   LOCATION L0001480     VOLUME   377447.889 3745899.098 21.00
   LOCATION L0001481     VOLUME   377451.547 3745899.065 21.00
   LOCATION L0001482     VOLUME   377455.204 3745899.032 21.00
   LOCATION L0001483     VOLUME   377458.861 3745898.999 21.00
   LOCATION L0001484     VOLUME   377462.519 3745898.966 21.00
   LOCATION L0001485     VOLUME   377466.176 3745898.932 21.00
   LOCATION L0001486     VOLUME   377469.834 3745898.899 21.00
   LOCATION L0001487     VOLUME   377473.491 3745898.866 21.00
   LOCATION L0001488     VOLUME   377477.149 3745898.833 21.00
** End of LINE VOLUME Source ID = RDONW
   LOCATION FIREPUMP     POINT      377357.408  3745846.162       21.050
** DESCRSRC Diesel-Powered Fire Pump
   LOCATION IDLE         POINT      377472.103  3745882.810       21.000
** DESCRSRC Trucks Idling
   LOCATION TRU          POINT      377466.563  3745883.025       21.000
** DESCRSRC Diesel-Powered TRUs
   LOCATION GEN          POINT      377351.000  3745842.000       21.100
** DESCRSRC Backup Diesel Generator
** Source Parameters **
** LINE VOLUME Source ID = RDEAST
   SRCPARAM L0001224     0.00000005596      0.00       4.25      0.85
   SRCPARAM L0001225     0.00000005596      0.00       4.25      0.85
   SRCPARAM L0001226     0.00000005596      0.00       4.25      0.85
   SRCPARAM L0001227     0.00000005596      0.00       4.25      0.85
   SRCPARAM L0001228     0.00000005596      0.00       4.25      0.85
   SRCPARAM L0001229     0.00000005596      0.00       4.25      0.85
   SRCPARAM L0001230     0.00000005596      0.00       4.25      0.85
   SRCPARAM L0001231     0.00000005596      0.00       4.25      0.85
   SRCPARAM L0001232     0.00000005596      0.00       4.25      0.85
   SRCPARAM L0001233     0.00000005596      0.00       4.25      0.85
   SRCPARAM L0001234     0.00000005596      0.00       4.25      0.85
   SRCPARAM L0001235     0.00000005596      0.00       4.25      0.85
   SRCPARAM L0001236     0.00000005596      0.00       4.25      0.85
   SRCPARAM L0001237     0.00000005596      0.00       4.25      0.85
   SRCPARAM L0001238     0.00000005596      0.00       4.25      0.85
   SRCPARAM L0001239     0.00000005596      0.00       4.25      0.85
   SRCPARAM L0001240     0.00000005596      0.00       4.25      0.85
   SRCPARAM L0001241     0.00000005596      0.00       4.25      0.85
   SRCPARAM L0001242     0.00000005596      0.00       4.25      0.85
   SRCPARAM L0001243     0.00000005596      0.00       4.25      0.85
   SRCPARAM L0001244     0.00000005596      0.00       4.25      0.85
   SRCPARAM L0001245     0.00000005596      0.00       4.25      0.85
   SRCPARAM L0001246     0.00000005596      0.00       4.25      0.85
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   SRCPARAM L0001247     0.00000005596      0.00       4.25       0.85
   SRCPARAM L0001248     0.00000005596      0.00       4.25       0.85
   SRCPARAM L0001249     0.00000005596      0.00       4.25       0.85
   SRCPARAM L0001250     0.00000005596      0.00       4.25       0.85
   SRCPARAM L0001251     0.00000005596      0.00       4.25       0.85
   SRCPARAM L0001252     0.00000005596      0.00       4.25       0.85
   SRCPARAM L0001253     0.00000005596      0.00       4.25       0.85
   SRCPARAM L0001254     0.00000005596      0.00       4.25       0.85
   SRCPARAM L0001255     0.00000005596      0.00       4.25       0.85
   SRCPARAM L0001256     0.00000005596      0.00       4.25       0.85
   SRCPARAM L0001257     0.00000005596      0.00       4.25       0.85
   SRCPARAM L0001258     0.00000005596      0.00       4.25       0.85
   SRCPARAM L0001259     0.00000005596      0.00       4.25       0.85
   SRCPARAM L0001260     0.00000005596      0.00       4.25       0.85
   SRCPARAM L0001261     0.00000005596      0.00       4.25       0.85
   SRCPARAM L0001262     0.00000005596      0.00       4.25       0.85
   SRCPARAM L0001263     0.00000005596      0.00       4.25       0.85
   SRCPARAM L0001264     0.00000005596      0.00       4.25       0.85
   SRCPARAM L0001265     0.00000005596      0.00       4.25       0.85
   SRCPARAM L0001266     0.00000005596      0.00       4.25       0.85
   SRCPARAM L0001267     0.00000005596      0.00       4.25       0.85
   SRCPARAM L0001268     0.00000005596      0.00       4.25       0.85
   SRCPARAM L0001269     0.00000005596      0.00       4.25       0.85
   SRCPARAM L0001270     0.00000005596      0.00       4.25       0.85
   SRCPARAM L0001271     0.00000005596      0.00       4.25       0.85
   SRCPARAM L0001272     0.00000005596      0.00       4.25       0.85
   SRCPARAM L0001273     0.00000005596      0.00       4.25       0.85
   SRCPARAM L0001274     0.00000005596      0.00       4.25       0.85
   SRCPARAM L0001275     0.00000005596      0.00       4.25       0.85
   SRCPARAM L0001276     0.00000005596      0.00       4.25       0.85
   SRCPARAM L0001277     0.00000005596      0.00       4.25       0.85
   SRCPARAM L0001278     0.00000005596      0.00       4.25       0.85
   SRCPARAM L0001279     0.00000005596      0.00       4.25       0.85
   SRCPARAM L0001280     0.00000005596      0.00       4.25       0.85
** --------------------------------------------------------------------
** LINE VOLUME Source ID = RDWEST
   SRCPARAM L0001281     0.00000001803      0.00       4.25       0.85
   SRCPARAM L0001282     0.00000001803      0.00       4.25       0.85
   SRCPARAM L0001283     0.00000001803      0.00       4.25       0.85
   SRCPARAM L0001284     0.00000001803      0.00       4.25       0.85
   SRCPARAM L0001285     0.00000001803      0.00       4.25       0.85
   SRCPARAM L0001286     0.00000001803      0.00       4.25       0.85
   SRCPARAM L0001287     0.00000001803      0.00       4.25       0.85
   SRCPARAM L0001288     0.00000001803      0.00       4.25       0.85
   SRCPARAM L0001289     0.00000001803      0.00       4.25       0.85
   SRCPARAM L0001290     0.00000001803      0.00       4.25       0.85
   SRCPARAM L0001291     0.00000001803      0.00       4.25       0.85
   SRCPARAM L0001292     0.00000001803      0.00       4.25       0.85
   SRCPARAM L0001293     0.00000001803      0.00       4.25       0.85
   SRCPARAM L0001294     0.00000001803      0.00       4.25       0.85
   SRCPARAM L0001295     0.00000001803      0.00       4.25       0.85
   SRCPARAM L0001296     0.00000001803      0.00       4.25       0.85
   SRCPARAM L0001297     0.00000001803      0.00       4.25       0.85
   SRCPARAM L0001298     0.00000001803      0.00       4.25       0.85
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   SRCPARAM L0001299     0.00000001803      0.00       4.25       0.85
   SRCPARAM L0001300     0.00000001803      0.00       4.25       0.85
   SRCPARAM L0001301     0.00000001803      0.00       4.25       0.85
   SRCPARAM L0001302     0.00000001803      0.00       4.25       0.85
   SRCPARAM L0001303     0.00000001803      0.00       4.25       0.85
   SRCPARAM L0001304     0.00000001803      0.00       4.25       0.85
   SRCPARAM L0001305     0.00000001803      0.00       4.25       0.85
   SRCPARAM L0001306     0.00000001803      0.00       4.25       0.85
   SRCPARAM L0001307     0.00000001803      0.00       4.25       0.85
   SRCPARAM L0001308     0.00000001803      0.00       4.25       0.85
   SRCPARAM L0001309     0.00000001803      0.00       4.25       0.85
   SRCPARAM L0001310     0.00000001803      0.00       4.25       0.85
   SRCPARAM L0001311     0.00000001803      0.00       4.25       0.85
   SRCPARAM L0001312     0.00000001803      0.00       4.25       0.85
   SRCPARAM L0001313     0.00000001803      0.00       4.25       0.85
   SRCPARAM L0001314     0.00000001803      0.00       4.25       0.85
** --------------------------------------------------------------------
** LINE VOLUME Source ID = RD208TH
   SRCPARAM L0001315     0.00000008786      0.00       4.25       0.85
   SRCPARAM L0001316     0.00000008786      0.00       4.25       0.85
   SRCPARAM L0001317     0.00000008786      0.00       4.25       0.85
   SRCPARAM L0001318     0.00000008786      0.00       4.25       0.85
   SRCPARAM L0001319     0.00000008786      0.00       4.25       0.85
   SRCPARAM L0001320     0.00000008786      0.00       4.25       0.85
   SRCPARAM L0001321     0.00000008786      0.00       4.25       0.85
   SRCPARAM L0001322     0.00000008786      0.00       4.25       0.85
   SRCPARAM L0001323     0.00000008786      0.00       4.25       0.85
   SRCPARAM L0001324     0.00000008786      0.00       4.25       0.85
   SRCPARAM L0001325     0.00000008786      0.00       4.25       0.85
   SRCPARAM L0001326     0.00000008786      0.00       4.25       0.85
   SRCPARAM L0001327     0.00000008786      0.00       4.25       0.85
   SRCPARAM L0001328     0.00000008786      0.00       4.25       0.85
** --------------------------------------------------------------------
** LINE VOLUME Source ID = RDCREN
   SRCPARAM L0001329     0.00000001845      0.00       8.51       0.85
   SRCPARAM L0001330     0.00000001845      0.00       8.51       0.85
   SRCPARAM L0001331     0.00000001845      0.00       8.51       0.85
   SRCPARAM L0001332     0.00000001845      0.00       8.51       0.85
   SRCPARAM L0001333     0.00000001845      0.00       8.51       0.85
   SRCPARAM L0001334     0.00000001845      0.00       8.51       0.85
   SRCPARAM L0001335     0.00000001845      0.00       8.51       0.85
   SRCPARAM L0001336     0.00000001845      0.00       8.51       0.85
   SRCPARAM L0001337     0.00000001845      0.00       8.51       0.85
   SRCPARAM L0001338     0.00000001845      0.00       8.51       0.85
   SRCPARAM L0001339     0.00000001845      0.00       8.51       0.85
   SRCPARAM L0001340     0.00000001845      0.00       8.51       0.85
   SRCPARAM L0001341     0.00000001845      0.00       8.51       0.85
   SRCPARAM L0001342     0.00000001845      0.00       8.51       0.85
   SRCPARAM L0001343     0.00000001845      0.00       8.51       0.85
   SRCPARAM L0001344     0.00000001845      0.00       8.51       0.85
   SRCPARAM L0001345     0.00000001845      0.00       8.51       0.85
   SRCPARAM L0001346     0.00000001845      0.00       8.51       0.85
   SRCPARAM L0001347     0.00000001845      0.00       8.51       0.85
   SRCPARAM L0001348     0.00000001845      0.00       8.51       0.85
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   SRCPARAM L0001349     0.00000001845      0.00       8.51       0.85
   SRCPARAM L0001350     0.00000001845      0.00       8.51       0.85
   SRCPARAM L0001351     0.00000001845      0.00       8.51       0.85
   SRCPARAM L0001352     0.00000001845      0.00       8.51       0.85
   SRCPARAM L0001353     0.00000001845      0.00       8.51       0.85
   SRCPARAM L0001354     0.00000001845      0.00       8.51       0.85
   SRCPARAM L0001355     0.00000001845      0.00       8.51       0.85
   SRCPARAM L0001356     0.00000001845      0.00       8.51       0.85
   SRCPARAM L0001357     0.00000001845      0.00       8.51       0.85
   SRCPARAM L0001358     0.00000001845      0.00       8.51       0.85
   SRCPARAM L0001359     0.00000001845      0.00       8.51       0.85
   SRCPARAM L0001360     0.00000001845      0.00       8.51       0.85
   SRCPARAM L0001361     0.00000001845      0.00       8.51       0.85
   SRCPARAM L0001362     0.00000001845      0.00       8.51       0.85
   SRCPARAM L0001363     0.00000001845      0.00       8.51       0.85
   SRCPARAM L0001364     0.00000001845      0.00       8.51       0.85
   SRCPARAM L0001365     0.00000001845      0.00       8.51       0.85
   SRCPARAM L0001366     0.00000001845      0.00       8.51       0.85
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   SRCPARAM L0001368     0.00000001845      0.00       8.51       0.85
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   SRCPARAM L0001372     0.00000001845      0.00       8.51       0.85
   SRCPARAM L0001373     0.00000001845      0.00       8.51       0.85
   SRCPARAM L0001374     0.00000001845      0.00       8.51       0.85
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   SRCPARAM L0001376     0.00000001845      0.00       8.51       0.85
   SRCPARAM L0001377     0.00000001845      0.00       8.51       0.85
   SRCPARAM L0001378     0.00000001845      0.00       8.51       0.85
   SRCPARAM L0001379     0.00000001845      0.00       8.51       0.85
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   SRCPARAM L0001381     0.00000001845      0.00       8.51       0.85
   SRCPARAM L0001382     0.00000001845      0.00       8.51       0.85
   SRCPARAM L0001383     0.00000001845      0.00       8.51       0.85
   SRCPARAM L0001384     0.00000001845      0.00       8.51       0.85
   SRCPARAM L0001385     0.00000001845      0.00       8.51       0.85
   SRCPARAM L0001386     0.00000001845      0.00       8.51       0.85
** ------------------------------------------------------------------------
** LINE VOLUME Source ID = RDONE
   SRCPARAM L0001387     0.00000005317      0.00       1.70       0.85
   SRCPARAM L0001388     0.00000005317      0.00       1.70       0.85
   SRCPARAM L0001389     0.00000005317      0.00       1.70       0.85
   SRCPARAM L0001390     0.00000005317      0.00       1.70       0.85
   SRCPARAM L0001391     0.00000005317      0.00       1.70       0.85
   SRCPARAM L0001392     0.00000005317      0.00       1.70       0.85
   SRCPARAM L0001393     0.00000005317      0.00       1.70       0.85
   SRCPARAM L0001394     0.00000005317      0.00       1.70       0.85
   SRCPARAM L0001395     0.00000005317      0.00       1.70       0.85
   SRCPARAM L0001396     0.00000005317      0.00       1.70       0.85
   SRCPARAM L0001397     0.00000005317      0.00       1.70       0.85
   SRCPARAM L0001398     0.00000005317      0.00       1.70       0.85
   SRCPARAM L0001399     0.00000005317      0.00       1.70       0.85
   SRCPARAM L0001400     0.00000005317      0.00       1.70       0.85
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   SRCPARAM L0001401     0.00000005317      0.00      1.70      0.85
   SRCPARAM L0001402     0.00000005317      0.00      1.70      0.85
   SRCPARAM L0001403     0.00000005317      0.00      1.70      0.85
   SRCPARAM L0001404     0.00000005317      0.00      1.70      0.85
   SRCPARAM L0001405     0.00000005317      0.00      1.70      0.85
   SRCPARAM L0001406     0.00000005317      0.00      1.70      0.85
   SRCPARAM L0001407     0.00000005317      0.00      1.70      0.85
   SRCPARAM L0001408     0.00000005317      0.00      1.70      0.85
   SRCPARAM L0001409     0.00000005317      0.00      1.70      0.85
   SRCPARAM L0001410     0.00000005317      0.00      1.70      0.85
   SRCPARAM L0001411     0.00000005317      0.00      1.70      0.85
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   SRCPARAM L0001422     0.00000005317      0.00      1.70      0.85
   SRCPARAM L0001423     0.00000005317      0.00      1.70      0.85
   SRCPARAM L0001424     0.00000005317      0.00      1.70      0.85
   SRCPARAM L0001425     0.00000005317      0.00      1.70      0.85
   SRCPARAM L0001426     0.00000005317      0.00      1.70      0.85
   SRCPARAM L0001427     0.00000005317      0.00      1.70      0.85
** ---------------------------------------------------------------------
** LINE VOLUME Source ID = RDONW
   SRCPARAM L0001428     0.00000005311      0.00      1.70      0.85
   SRCPARAM L0001429     0.00000005311      0.00      1.70      0.85
   SRCPARAM L0001430     0.00000005311      0.00      1.70      0.85
   SRCPARAM L0001431     0.00000005311      0.00      1.70      0.85
   SRCPARAM L0001432     0.00000005311      0.00      1.70      0.85
   SRCPARAM L0001433     0.00000005311      0.00      1.70      0.85
   SRCPARAM L0001434     0.00000005311      0.00      1.70      0.85
   SRCPARAM L0001435     0.00000005311      0.00      1.70      0.85
   SRCPARAM L0001436     0.00000005311      0.00      1.70      0.85
   SRCPARAM L0001437     0.00000005311      0.00      1.70      0.85
   SRCPARAM L0001438     0.00000005311      0.00      1.70      0.85
   SRCPARAM L0001439     0.00000005311      0.00      1.70      0.85
   SRCPARAM L0001440     0.00000005311      0.00      1.70      0.85
   SRCPARAM L0001441     0.00000005311      0.00      1.70      0.85
   SRCPARAM L0001442     0.00000005311      0.00      1.70      0.85
   SRCPARAM L0001443     0.00000005311      0.00      1.70      0.85
   SRCPARAM L0001444     0.00000005311      0.00      1.70      0.85
   SRCPARAM L0001445     0.00000005311      0.00      1.70      0.85
   SRCPARAM L0001446     0.00000005311      0.00      1.70      0.85
   SRCPARAM L0001447     0.00000005311      0.00      1.70      0.85
   SRCPARAM L0001448     0.00000005311      0.00      1.70      0.85
   SRCPARAM L0001449     0.00000005311      0.00      1.70      0.85
   SRCPARAM L0001450     0.00000005311      0.00      1.70      0.85
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   SRCPARAM L0001452     0.00000005311      0.00      1.70      0.85
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   SRCPARAM L0001453     0.00000005311      0.00      1.70      0.85
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   SRCPARAM L0001478     0.00000005311      0.00      1.70      0.85
   SRCPARAM L0001479     0.00000005311      0.00      1.70      0.85
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   SRCPARAM L0001485     0.00000005311      0.00      1.70      0.85
   SRCPARAM L0001486     0.00000005311      0.00      1.70      0.85
   SRCPARAM L0001487     0.00000005311      0.00      1.70      0.85
   SRCPARAM L0001488     0.00000005311      0.00      1.70      0.85
** ---------------------------------------------------------------------
   SRCPARAM FIREPUMP      0.000045    14.630   366.000        50       0.1
   SRCPARAM IDLE          0.000044     3.658   366.000        50       0.1
   SRCPARAM TRU          0.0000832     3.840   501.000        50      0.04
   SRCPARAM GEN            0.00006     3.048   366.000        50       0.1

** Building Downwash **
   BUILDHGT FIREPUMP        13.72    13.72    13.72    13.72    13.72    13.72
   BUILDHGT FIREPUMP        13.72    13.72    13.72    13.72    13.72    13.72
   BUILDHGT FIREPUMP        13.72    13.72    13.72    13.72    13.72    13.72
   BUILDHGT FIREPUMP        13.72    13.72    13.72    13.72    13.72    13.72
   BUILDHGT FIREPUMP        13.72    13.72    13.72    13.72    13.72    13.72
   BUILDHGT FIREPUMP        13.72    13.72    13.72    13.72    13.72    13.72

   BUILDHGT IDLE            13.72    13.72    13.72    13.72    13.72    13.72
   BUILDHGT IDLE            13.72    13.72    13.72    13.72    13.72    13.72
   BUILDHGT IDLE            13.72    13.72    13.72    13.72    13.72    13.72
   BUILDHGT IDLE            13.72    13.72    13.72    13.72    13.72    13.72
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BUILDHGT IDLE	13.72	13.72	13.72	13.72	13.72	13.72
BUILDHGT IDLE	13.72	13.72	13.72	13.72	13.72	13.72
BUILDHGT TRU	13.72	13.72	13.72	13.72	13.72	13.72
BUILDHGT TRU	13.72	13.72	13.72	13.72	13.72	13.72
BUILDHGT TRU	13.72	13.72	13.72	13.72	13.72	13.72
BUILDHGT TRU	13.72	13.72	13.72	13.72	13.72	13.72
BUILDHGT TRU	13.72	13.72	13.72	13.72	13.72	13.72
BUILDHGT TRU	13.72	13.72	13.72	13.72	13.72	13.72
BUILDHGT GEN	13.72	13.72	13.72	13.72	13.72	13.72
BUILDHGT GEN	13.72	13.72	13.72	13.72	13.72	13.72
BUILDHGT GEN	13.72	13.72	13.72	13.72	13.72	13.72
BUILDHGT GEN	13.72	13.72	13.72	13.72	13.72	13.72
BUILDHGT GEN	13.72	13.72	13.72	13.72	13.72	13.72
BUILDHGT GEN	13.72	13.72	13.72	13.72	13.72	13.72
BUILDWID FIREPUMP	189.00	194.01	193.13	186.38	173.96	156.26
BUILDWID FIREPUMP	133.81	107.30	78.85	89.43	116.68	140.38
BUILDWID FIREPUMP	159.82	174.40	183.68	187.38	185.39	180.49
BUILDWID FIREPUMP	189.00	194.01	193.13	186.38	173.96	156.26
BUILDWID FIREPUMP	133.81	107.29	78.85	89.43	116.68	140.38
BUILDWID FIREPUMP	159.82	174.40	183.68	187.38	185.39	180.49
BUILDWID IDLE	189.00	194.01	193.13	186.38	173.96	156.26
BUILDWID IDLE	133.81	107.30	78.85	89.43	116.68	140.38
BUILDWID IDLE	159.82	174.40	183.68	187.38	185.39	180.49
BUILDWID IDLE	189.00	194.01	193.13	186.38	173.96	156.26
BUILDWID IDLE	133.81	107.29	78.85	89.43	116.68	140.38
BUILDWID IDLE	159.82	174.40	183.68	187.38	185.39	180.49
BUILDWID TRU	189.00	194.01	193.13	186.38	173.96	156.26
BUILDWID TRU	133.81	107.30	78.85	89.43	116.68	140.38
BUILDWID TRU	159.82	174.40	183.68	187.38	185.39	180.49
BUILDWID TRU	189.00	194.01	193.13	186.38	173.96	156.26
BUILDWID TRU	133.81	107.29	78.85	89.43	116.68	140.38
BUILDWID TRU	159.82	174.40	183.68	187.38	185.39	180.49
BUILDWID GEN	189.00	194.01	193.13	186.38	173.96	156.26
BUILDWID GEN	133.81	107.30	78.85	89.43	116.68	140.38
BUILDWID GEN	159.82	174.40	183.68	187.38	185.39	180.49
BUILDWID GEN	189.00	194.01	193.13	186.38	173.96	156.26
BUILDWID GEN	133.81	107.29	78.85	89.43	116.68	140.38
BUILDWID GEN	159.82	174.40	183.68	187.38	185.39	180.49
BUILDLEN FIREPUMP	89.43	116.68	140.38	159.82	174.40	183.68
BUILDLEN FIREPUMP	187.38	185.39	180.49	189.00	194.01	193.13
BUILDLEN FIREPUMP	186.38	173.96	156.26	133.81	107.30	78.85
BUILDLEN FIREPUMP	89.43	116.68	140.38	159.82	174.40	183.68
BUILDLEN FIREPUMP	187.38	185.39	180.49	189.00	194.01	193.13
BUILDLEN FIREPUMP	186.38	173.96	156.26	133.81	107.29	78.85
BUILDLEN IDLE	89.43	116.68	140.38	159.82	174.40	183.68
BUILDLEN IDLE	187.38	185.39	180.49	189.00	194.01	193.13

BUILDLEN	IDLE	186.38	173.96	156.26	133.81	107.30	78.85
BUILDLEN	IDLE	89.43	116.68	140.38	159.82	174.40	183.68
BUILDLEN	IDLE	187.38	185.39	180.49	189.00	194.01	193.13
BUILDLEN	IDLE	186.38	173.96	156.26	133.81	107.29	78.85
BUILDLEN	TRU	89.43	116.68	140.38	159.82	174.40	183.68
BUILDLEN	TRU	187.38	185.39	180.49	189.00	194.01	193.13
BUILDLEN	TRU	186.38	173.96	156.26	133.81	107.30	78.85
BUILDLEN	TRU	89.43	116.68	140.38	159.82	174.40	183.68
BUILDLEN	TRU	187.38	185.39	180.49	189.00	194.01	193.13
BUILDLEN	TRU	186.38	173.96	156.26	133.81	107.29	78.85
BUILDLEN	GEN	89.43	116.68	140.38	159.82	174.40	183.68
BUILDLEN	GEN	187.38	185.39	180.49	189.00	194.01	193.13
BUILDLEN	GEN	186.38	173.96	156.26	133.81	107.30	78.85
BUILDLEN	GEN	89.43	116.68	140.38	159.82	174.40	183.68
BUILDLEN	GEN	187.38	185.39	180.49	189.00	194.01	193.13
BUILDLEN	GEN	186.38	173.96	156.26	133.81	107.29	78.85
XBADJ	FIREPUMP	-34.08	-32.55	-30.03	-26.60	-22.36	-17.44
XBADJ	FIREPUMP	-11.99	-6.17	-2.78	-10.20	-17.32	-23.90
XBADJ	FIREPUMP	-29.76	-34.72	-38.62	-41.35	-42.82	-42.99
XBADJ	FIREPUMP	-55.35	-84.13	-110.35	-133.22	-152.04	-166.24
XBADJ	FIREPUMP	-175.39	-179.21	-177.71	-178.80	-176.70	-169.23
XBADJ	FIREPUMP	-156.61	-139.24	-117.64	-92.46	-64.48	-35.86
XBADJ	IDLE	-90.09	-106.22	-119.12	-128.40	-133.77	-135.09
XBADJ	IDLE	-132.30	-125.48	-117.47	-116.79	-112.55	-104.90
XBADJ	IDLE	-94.06	-80.36	-64.23	-46.13	-26.64	-6.34
XBADJ	IDLE	0.66	-10.46	-21.27	-31.42	-40.63	-48.59
XBADJ	IDLE	-55.08	-59.90	-63.02	-72.22	-81.46	-88.23
XBADJ	IDLE	-92.31	-93.60	-92.03	-87.68	-80.65	-72.51
XBADJ	TRU	-89.34	-104.52	-116.53	-125.00	-129.66	-130.39
XBADJ	TRU	-127.16	-120.06	-111.93	-111.29	-107.28	-100.00
XBADJ	TRU	-89.68	-76.64	-61.27	-44.04	-25.47	-6.13
XBADJ	TRU	-0.10	-12.16	-23.85	-34.82	-44.73	-53.29
XBADJ	TRU	-60.22	-65.32	-68.56	-77.71	-86.74	-93.13
XBADJ	TRU	-96.69	-97.32	-94.99	-89.77	-81.82	-72.72
XBADJ	GEN	-28.87	-26.45	-23.22	-19.29	-14.77	-9.81
XBADJ	GEN	-4.54	0.86	3.63	-4.61	-12.72	-20.43
XBADJ	GEN	-27.53	-33.79	-39.02	-43.06	-45.80	-47.15
XBADJ	GEN	-60.56	-90.23	-117.16	-140.53	-159.63	-173.87
XBADJ	GEN	-182.84	-186.25	-184.12	-184.39	-181.30	-172.70
XBADJ	GEN	-158.85	-140.17	-117.24	-90.74	-61.49	-31.70
YBADJ	FIREPUMP	-84.30	-79.69	-72.66	-63.43	-52.26	-39.51
YBADJ	FIREPUMP	-25.56	-10.83	3.57	10.63	25.79	40.16
YBADJ	FIREPUMP	53.31	64.84	74.40	81.70	86.52	87.46
YBADJ	FIREPUMP	84.30	79.69	72.66	63.43	52.26	39.51
YBADJ	FIREPUMP	25.56	10.83	-3.57	-10.63	-25.79	-40.16
YBADJ	FIREPUMP	-53.31	-64.84	-74.40	-81.70	-86.52	-87.46

```
   YBADJ    IDLE            22.28    15.55     8.34     0.87    -6.62   -13.90
   YBADJ    IDLE           -20.77   -27.01   -33.09   -45.38   -47.88   -48.93
   YBADJ    IDLE           -48.49   -46.57   -43.25   -38.61   -32.79   -27.22
   YBADJ    IDLE           -22.28   -15.55    -8.34    -0.87     6.62    13.90
   YBADJ    IDLE            20.77    27.01    33.09    45.38    47.88    48.93
   YBADJ    IDLE            48.49    46.57    43.25    38.61    32.79    27.22

   YBADJ    TRU             16.79    10.27     3.43    -3.50   -10.34   -16.86
   YBADJ    TRU            -22.86   -28.17   -33.30   -44.62   -46.18   -46.34
   YBADJ    TRU            -45.09   -42.47   -38.55   -33.47   -27.37   -21.68
   YBADJ    TRU            -16.79   -10.27    -3.43     3.50    10.34    16.86
   YBADJ    TRU             22.86    28.17    33.30    44.62    46.18    46.34
   YBADJ    TRU             45.09    42.47    38.55    33.47    27.37    21.68

   YBADJ    GEN            -89.89   -84.29   -76.13   -65.66   -53.19   -39.11
   YBADJ    GEN            -23.84    -7.84     7.73    15.84    31.89    46.97
   YBADJ    GEN             60.62    72.43    82.03    89.15    93.56    93.87
   YBADJ    GEN             89.89    84.29    76.13    65.66    53.19    39.11
   YBADJ    GEN             23.84     7.84    -7.73   -15.84   -31.89   -46.97
   YBADJ    GEN            -60.62   -72.43   -82.03   -89.15   -93.56   -93.87

   URBANSRC ALL
   SRCGROUP ALL
SO FINISHED
**
****************************************
** AERMOD Receptor Pathway
****************************************
**
**
RE STARTING
   INCLUDED Ops25.rou
RE FINISHED
**
****************************************
** AERMOD Meteorology Pathway
****************************************
**
**
ME STARTING
   SURFFILE ..\HawthorneAirportADJU\KHHR_V9_ADJU\KHHR_v9.SFC
   PROFFILE ..\HawthorneAirportADJU\KHHR_V9_ADJU\KHHR_v9.PFL
   SURFDATA 3167 2012 Hawthorne_Airport
   UAIRDATA 3190 2012
   PROFBASE 19.0 METERS
ME FINISHED
**
****************************************
** AERMOD Output Pathway
****************************************
**
**
OU STARTING
   RECTABLE ALLAVE 1ST
```

```
   RECTABLE 1 1ST
** Auto-Generated Plotfiles
   PLOTFILE 1 ALL 1ST OPS25.AD\01H1GALL.PLT 31
   PLOTFILE PERIOD ALL OPS25.AD\PE00GALL.PLT 32
   SUMMFILE Ops25.sum
OU FINISHED
**
****************************************
** Project Parameters
****************************************
** PROJCTN  CoordinateSystemUTM
** DESCPTN  UTM: Universal Transverse Mercator
** DATUM    World Geodetic System 1984
** DTMRGN   Global Definition
** UNITS    m
** ZONE     11
** ZONEINX  0
**
```

```
* AERMOD (22112 ): 205th St Warehouse Project - Unmitigated Operational DPM 2025-2026      05/31/23
* AERMET ( 16216):                                                                          12:29:21
* MODELING OPTIONS USED:   RegDFAULT  CONC  ELEV  URBAN  ADJ_U*
*         PLOT FILE OF PERIOD VALUES AVERAGED ACROSS   0 YEARS FOR SOURCE GROUP: ALL
*         FOR A TOTAL OF    18 RECEPTORS.
*         FORMAT: (3(1X,F13.5),3(1X,F8.2),2X,A6,2X,A8,2X,I8.8,2X,A8)
*        X             Y      AVERAGE CONC    ZELEV    ZHILL    ZFLAG    AVE     GRP       NUM HRS   NET ID
* ____________ ____________ ____________ ________ ________ ________ ______ ________ ________ ________
  377296.00000 3745919.00000       0.00600    21.16    21.16     0.00  PERIOD  ALL       00043848
  377329.00000 3745921.00000       0.00776    21.03    21.03     0.00  PERIOD  ALL       00043848
  377374.00000 3745918.00000       0.00937    21.00    21.00     0.00  PERIOD  ALL       00043848
  377429.00000 3745918.00000       0.01380    21.00    21.00     0.00  PERIOD  ALL       00043848
  377494.00000 3745918.00000       0.02086    21.00    21.00     0.00  PERIOD  ALL       00043848
  377517.00000 3745916.00000       0.02241    21.00    21.00     0.00  PERIOD  ALL       00043848
  377547.00000 3745916.00000       0.02219    21.00    21.00     0.00  PERIOD  ALL       00043848
  377578.00000 3745920.00000       0.01480    21.00    21.00     0.00  PERIOD  ALL       00043848
  377630.00000 3745915.00000       0.00935    21.00    21.00     0.00  PERIOD  ALL       00043848
  377630.00000 3745744.00000       0.00521    21.00    21.00     0.00  PERIOD  ALL       00043848
  377421.00000 3745655.00000       0.00634    21.90    21.90     0.00  PERIOD  ALL       00043848
  377718.00000 3745293.00000       0.00132    22.01    22.01     0.00  PERIOD  ALL       00043848
  377589.00000 3745291.00000       0.00161    23.00    23.00     0.00  PERIOD  ALL       00043848
  377431.00000 3745293.00000       0.00180    23.05    23.05     0.00  PERIOD  ALL       00043848
  377264.00000 3745290.00000       0.00140    24.09    24.09     0.00  PERIOD  ALL       00043848
  377105.00000 3745293.00000       0.00099    25.00    25.00     0.00  PERIOD  ALL       00043848
  376823.00000 3744785.00000       0.00019    27.00    27.00     0.00  PERIOD  ALL       00043848
  377135.00000 3745991.00000       0.00213    21.54    21.54     0.00  PERIOD  ALL       00043848
** CONCUNIT ug/m^3
** DEPUNIT g/m^2
```

APPENDIX H

AERMOD Model Years 2026 – 2040 Operational PM10 Printouts

```
**
***************************************
**
** AERMOD Input Produced by:
** AERMOD View Ver. 11.2.0
** Lakes Environmental Software Inc.
** Date: 5/31/2023
** File: C:\Vista Env\2023\23005 Torrance\AERMOD\Ops26\Ops26.ADI
**
***************************************
**
**
***************************************
** AERMOD Control Pathway
***************************************
**
**
CO STARTING
   TITLEONE 205th St Warehouse Project - Unmitigated Operational DPM 2026-2040
   TITLETWO PM10
   MODELOPT DFAULT CONC
   AVERTIME 1 PERIOD
   URBANOPT 9818605 Los_Angeles_Co
   POLLUTID PM_10
   RUNORNOT RUN
   ERRORFIL Ops26.err
CO FINISHED
**
***************************************
** AERMOD Source Pathway
***************************************
**
**
SO STARTING
** Source Location **
** Source ID - Type - X Coord. - Y Coord. **
** ------------------------------------------------------------------------
** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = RDEAST
** DESCRSRC Trucks East DW via Amapola Ave
** PREFIX
** Length of Side = 9.14
** Configuration = Adjacent
** Emission Rate = 1.12E-06
** Vertical Dimension = 1.83
** SZINIT = 0.85
** Nodes = 4
** 377546.094, 3745804.871, 21.00, 0.00, 4.25
** 377549.026, 3745780.159, 21.00, 0.00, 4.25
** 377548.105, 3745623.077, 21.24, 0.00, 4.25
** 377208.781, 3745624.001, 22.91, 0.00, 4.25
** ------------------------------------------------------------------------
   LOCATION L0001547     VOLUME   377546.633 3745800.330 21.00
   LOCATION L0001548     VOLUME   377547.710 3745791.250 21.00
```

LOCATION	L0001549	VOLUME	377548.787	3745782.170	21.00
LOCATION	L0001550	VOLUME	377548.984	3745773.040	21.00
LOCATION	L0001551	VOLUME	377548.931	3745763.896	21.00
LOCATION	L0001552	VOLUME	377548.877	3745754.752	21.00
LOCATION	L0001553	VOLUME	377548.823	3745745.609	21.00
LOCATION	L0001554	VOLUME	377548.770	3745736.465	21.00
LOCATION	L0001555	VOLUME	377548.716	3745727.321	21.00
LOCATION	L0001556	VOLUME	377548.662	3745718.177	21.00
LOCATION	L0001557	VOLUME	377548.609	3745709.033	21.00
LOCATION	L0001558	VOLUME	377548.555	3745699.889	21.00
LOCATION	L0001559	VOLUME	377548.502	3745690.745	21.00
LOCATION	L0001560	VOLUME	377548.448	3745681.602	21.00
LOCATION	L0001561	VOLUME	377548.394	3745672.458	21.00
LOCATION	L0001562	VOLUME	377548.341	3745663.314	21.02
LOCATION	L0001563	VOLUME	377548.287	3745654.170	21.12
LOCATION	L0001564	VOLUME	377548.234	3745645.026	21.22
LOCATION	L0001565	VOLUME	377548.180	3745635.882	21.32
LOCATION	L0001566	VOLUME	377548.126	3745626.739	21.42
LOCATION	L0001567	VOLUME	377542.622	3745623.092	21.46
LOCATION	L0001568	VOLUME	377533.478	3745623.117	21.46
LOCATION	L0001569	VOLUME	377524.334	3745623.142	21.46
LOCATION	L0001570	VOLUME	377515.190	3745623.167	21.46
LOCATION	L0001571	VOLUME	377506.046	3745623.192	21.46
LOCATION	L0001572	VOLUME	377496.902	3745623.217	21.46
LOCATION	L0001573	VOLUME	377487.758	3745623.242	21.47
LOCATION	L0001574	VOLUME	377478.614	3745623.266	21.53
LOCATION	L0001575	VOLUME	377469.470	3745623.291	21.60
LOCATION	L0001576	VOLUME	377460.327	3745623.316	21.66
LOCATION	L0001577	VOLUME	377451.183	3745623.341	21.73
LOCATION	L0001578	VOLUME	377442.039	3745623.366	21.79
LOCATION	L0001579	VOLUME	377432.895	3745623.391	21.85
LOCATION	L0001580	VOLUME	377423.751	3745623.416	21.92
LOCATION	L0001581	VOLUME	377414.607	3745623.441	21.98
LOCATION	L0001582	VOLUME	377405.463	3745623.466	22.04
LOCATION	L0001583	VOLUME	377396.319	3745623.490	22.09
LOCATION	L0001584	VOLUME	377387.175	3745623.515	22.15
LOCATION	L0001585	VOLUME	377378.031	3745623.540	22.21
LOCATION	L0001586	VOLUME	377368.887	3745623.565	22.26
LOCATION	L0001587	VOLUME	377359.743	3745623.590	22.32
LOCATION	L0001588	VOLUME	377350.599	3745623.615	22.38
LOCATION	L0001589	VOLUME	377341.455	3745623.640	22.44
LOCATION	L0001590	VOLUME	377332.311	3745623.665	22.50
LOCATION	L0001591	VOLUME	377323.167	3745623.690	22.56
LOCATION	L0001592	VOLUME	377314.023	3745623.714	22.62
LOCATION	L0001593	VOLUME	377304.879	3745623.739	22.68
LOCATION	L0001594	VOLUME	377295.735	3745623.764	22.74
LOCATION	L0001595	VOLUME	377286.591	3745623.789	22.80
LOCATION	L0001596	VOLUME	377277.447	3745623.814	22.87
LOCATION	L0001597	VOLUME	377268.303	3745623.839	22.93
LOCATION	L0001598	VOLUME	377259.159	3745623.864	22.99
LOCATION	L0001599	VOLUME	377250.015	3745623.889	23.00
LOCATION	L0001600	VOLUME	377240.871	3745623.913	23.00
LOCATION	L0001601	VOLUME	377231.727	3745623.938	23.00
LOCATION	L0001602	VOLUME	377222.583	3745623.963	23.00

```
   LOCATION L0001603     VOLUME   377213.439 3745623.988 23.00
** End of LINE VOLUME Source ID = RDEAST
** --------------------------------------------------------------------
** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = RDWEST
** DESCRSRC Trucks West DW via Beech Ave
** PREFIX
** Length of Side = 9.14
** Configuration = Adjacent
** Emission Rate = 2.15E-07
** Vertical Dimension = 1.83
** SZINIT = 0.85
** Nodes = 4
** 377342.439, 3745803.769, 21.54, 0.00, 4.25
** 377342.439, 3745796.648, 21.85, 0.00, 4.25
** 377205.205, 3745795.614, 22.46, 0.00, 4.25
** 377204.056, 3745633.496, 22.92, 0.00, 4.25
** --------------------------------------------------------------------
   LOCATION L0001604     VOLUME   377342.439 3745799.197 21.54
   LOCATION L0001605     VOLUME   377335.845 3745796.598 21.61
   LOCATION L0001606     VOLUME   377326.701 3745796.529 21.66
   LOCATION L0001607     VOLUME   377317.557 3745796.460 21.71
   LOCATION L0001608     VOLUME   377308.413 3745796.392 21.76
   LOCATION L0001609     VOLUME   377299.270 3745796.323 21.80
   LOCATION L0001610     VOLUME   377290.126 3745796.254 21.85
   LOCATION L0001611     VOLUME   377280.982 3745796.185 21.89
   LOCATION L0001612     VOLUME   377271.839 3745796.116 21.94
   LOCATION L0001613     VOLUME   377262.695 3745796.047 21.98
   LOCATION L0001614     VOLUME   377253.551 3745795.978 22.05
   LOCATION L0001615     VOLUME   377244.407 3745795.909 22.12
   LOCATION L0001616     VOLUME   377235.264 3745795.840 22.20
   LOCATION L0001617     VOLUME   377226.120 3745795.771 22.27
   LOCATION L0001618     VOLUME   377216.976 3745795.702 22.35
   LOCATION L0001619     VOLUME   377207.832 3745795.633 22.43
   LOCATION L0001620     VOLUME   377205.158 3745789.097 22.50
   LOCATION L0001621     VOLUME   377205.094 3745779.954 22.57
   LOCATION L0001622     VOLUME   377205.029 3745770.810 22.64
   LOCATION L0001623     VOLUME   377204.964 3745761.666 22.70
   LOCATION L0001624     VOLUME   377204.899 3745752.522 22.73
   LOCATION L0001625     VOLUME   377204.835 3745743.379 22.76
   LOCATION L0001626     VOLUME   377204.770 3745734.235 22.79
   LOCATION L0001627     VOLUME   377204.705 3745725.091 22.82
   LOCATION L0001628     VOLUME   377204.640 3745715.947 22.85
   LOCATION L0001629     VOLUME   377204.575 3745706.804 22.88
   LOCATION L0001630     VOLUME   377204.511 3745697.660 22.91
   LOCATION L0001631     VOLUME   377204.446 3745688.516 22.94
   LOCATION L0001632     VOLUME   377204.381 3745679.372 22.97
   LOCATION L0001633     VOLUME   377204.316 3745670.228 23.00
   LOCATION L0001634     VOLUME   377204.251 3745661.085 23.00
   LOCATION L0001635     VOLUME   377204.187 3745651.941 23.00
   LOCATION L0001636     VOLUME   377204.122 3745642.797 23.00
   LOCATION L0001637     VOLUME   377204.057 3745633.653 23.00
** End of LINE VOLUME Source ID = RDWEST
** --------------------------------------------------------------------
```

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** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = RD208TH
** DESCRSRC Trucks 208th - Crenshaw to Beech
** PREFIX
** Length of Side = 9.14
** Configuration = Adjacent
** Emission Rate = 4.31E-07
** Vertical Dimension = 1.83
** SZINIT = 0.85
** Nodes = 2
** 377199.300, 3745624.111, 22.92, 0.00, 4.25
** 377071.078, 3745624.535, 23.79, 0.00, 4.25
** ------------------------------------------------------------------------
   LOCATION L0001638     VOLUME   377194.728 3745624.126 23.00
   LOCATION L0001639     VOLUME   377185.584 3745624.156 23.00
   LOCATION L0001640     VOLUME   377176.440 3745624.186 23.02
   LOCATION L0001641     VOLUME   377167.296 3745624.216 23.08
   LOCATION L0001642     VOLUME   377158.152 3745624.247 23.14
   LOCATION L0001643     VOLUME   377149.008 3745624.277 23.20
   LOCATION L0001644     VOLUME   377139.864 3745624.307 23.26
   LOCATION L0001645     VOLUME   377130.720 3745624.338 23.32
   LOCATION L0001646     VOLUME   377121.576 3745624.368 23.38
   LOCATION L0001647     VOLUME   377112.432 3745624.398 23.44
   LOCATION L0001648     VOLUME   377103.288 3745624.428 23.50
   LOCATION L0001649     VOLUME   377094.144 3745624.459 23.56
   LOCATION L0001650     VOLUME   377085.000 3745624.489 23.62
   LOCATION L0001651     VOLUME   377075.856 3745624.519 23.68
** End of LINE VOLUME Source ID = RD208TH
** ------------------------------------------------------------------------
** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = RDCREN
** DESCRSRC Trucks Crenshaw Blvd
** PREFIX
** Length of Side = 18.29
** Configuration = Adjacent
** Emission Rate = 4.09E-07
** Vertical Dimension = 1.83
** SZINIT = 0.85
** Nodes = 3
** 377061.714, 3745624.609, 23.85, 0.00, 8.51
** 377062.451, 3745976.884, 22.18, 0.00, 8.51
** 377063.218, 3746683.867, 21.00, 0.00, 8.51
** ------------------------------------------------------------------------
   LOCATION L0001652     VOLUME   377061.733 3745633.753 23.73
   LOCATION L0001653     VOLUME   377061.771 3745652.041 23.64
   LOCATION L0001654     VOLUME   377061.810 3745670.329 23.55
   LOCATION L0001655     VOLUME   377061.848 3745688.617 23.44
   LOCATION L0001656     VOLUME   377061.886 3745706.905 23.34
   LOCATION L0001657     VOLUME   377061.924 3745725.193 23.23
   LOCATION L0001658     VOLUME   377061.963 3745743.481 23.12
   LOCATION L0001659     VOLUME   377062.001 3745761.769 23.01
   LOCATION L0001660     VOLUME   377062.039 3745780.057 22.92
   LOCATION L0001661     VOLUME   377062.077 3745798.345 22.84
   LOCATION L0001662     VOLUME   377062.116 3745816.633 22.75
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   LOCATION L0001663     VOLUME   377062.154 3745834.921 22.67
   LOCATION L0001664     VOLUME   377062.192 3745853.209 22.58
   LOCATION L0001665     VOLUME   377062.230 3745871.497 22.48
   LOCATION L0001666     VOLUME   377062.268 3745889.785 22.37
   LOCATION L0001667     VOLUME   377062.307 3745908.073 22.25
   LOCATION L0001668     VOLUME   377062.345 3745926.360 22.14
   LOCATION L0001669     VOLUME   377062.383 3745944.648 22.03
   LOCATION L0001670     VOLUME   377062.421 3745962.936 21.94
   LOCATION L0001671     VOLUME   377062.455 3745981.224 21.86
   LOCATION L0001672     VOLUME   377062.475 3745999.512 21.77
   LOCATION L0001673     VOLUME   377062.495 3746017.800 21.69
   LOCATION L0001674     VOLUME   377062.515 3746036.088 21.62
   LOCATION L0001675     VOLUME   377062.535 3746054.376 21.60
   LOCATION L0001676     VOLUME   377062.555 3746072.664 21.60
   LOCATION L0001677     VOLUME   377062.574 3746090.952 21.60
   LOCATION L0001678     VOLUME   377062.594 3746109.240 21.60
   LOCATION L0001679     VOLUME   377062.614 3746127.528 21.61
   LOCATION L0001680     VOLUME   377062.634 3746145.816 21.53
   LOCATION L0001681     VOLUME   377062.654 3746164.104 21.41
   LOCATION L0001682     VOLUME   377062.674 3746182.392 21.29
   LOCATION L0001683     VOLUME   377062.693 3746200.680 21.17
   LOCATION L0001684     VOLUME   377062.713 3746218.968 21.05
   LOCATION L0001685     VOLUME   377062.733 3746237.256 21.00
   LOCATION L0001686     VOLUME   377062.753 3746255.544 21.00
   LOCATION L0001687     VOLUME   377062.773 3746273.832 21.00
   LOCATION L0001688     VOLUME   377062.793 3746292.120 21.00
   LOCATION L0001689     VOLUME   377062.812 3746310.408 21.00
   LOCATION L0001690     VOLUME   377062.832 3746328.696 21.00
   LOCATION L0001691     VOLUME   377062.852 3746346.984 21.00
   LOCATION L0001692     VOLUME   377062.872 3746365.272 21.00
   LOCATION L0001693     VOLUME   377062.892 3746383.560 21.00
   LOCATION L0001694     VOLUME   377062.912 3746401.848 21.00
   LOCATION L0001695     VOLUME   377062.932 3746420.136 21.00
   LOCATION L0001696     VOLUME   377062.951 3746438.424 21.00
   LOCATION L0001697     VOLUME   377062.971 3746456.712 21.00
   LOCATION L0001698     VOLUME   377062.991 3746475.000 21.00
   LOCATION L0001699     VOLUME   377063.011 3746493.288 21.00
   LOCATION L0001700     VOLUME   377063.031 3746511.576 21.00
   LOCATION L0001701     VOLUME   377063.051 3746529.864 21.00
   LOCATION L0001702     VOLUME   377063.070 3746548.152 21.00
   LOCATION L0001703     VOLUME   377063.090 3746566.440 21.00
   LOCATION L0001704     VOLUME   377063.110 3746584.728 21.00
   LOCATION L0001705     VOLUME   377063.130 3746603.016 21.00
   LOCATION L0001706     VOLUME   377063.150 3746621.304 21.00
   LOCATION L0001707     VOLUME   377063.170 3746639.592 21.00
   LOCATION L0001708     VOLUME   377063.189 3746657.880 21.00
   LOCATION L0001709     VOLUME   377063.209 3746676.168 21.00
** End of LINE VOLUME Source ID = RDCREN
** ------------------------------------------------------------------------
** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = RDONE
** DESCRSRC Trucks onsite East DW
** PREFIX
** Length of Side = 3.66
```

```
** Configuration = Adjacent
** Emission Rate = 7.08E-07
** Vertical Dimension = 1.83
** SZINIT = 0.85
** Nodes = 3
** 377547.753, 3745811.712, 21.00, 0.00, 1.70
** 377546.596, 3745896.669, 21.00, 0.00, 1.70
** 377482.604, 3745897.260, 21.00, 0.00, 1.70
** ------------------------------------------------------------------------
   LOCATION L0001710     VOLUME   377547.728 3745813.541 21.00
   LOCATION L0001711     VOLUME   377547.678 3745817.198 21.00
   LOCATION L0001712     VOLUME   377547.628 3745820.855 21.00
   LOCATION L0001713     VOLUME   377547.579 3745824.513 21.00
   LOCATION L0001714     VOLUME   377547.529 3745828.170 21.00
   LOCATION L0001715     VOLUME   377547.479 3745831.827 21.00
   LOCATION L0001716     VOLUME   377547.429 3745835.484 21.00
   LOCATION L0001717     VOLUME   377547.379 3745839.142 21.00
   LOCATION L0001718     VOLUME   377547.330 3745842.799 21.00
   LOCATION L0001719     VOLUME   377547.280 3745846.456 21.00
   LOCATION L0001720     VOLUME   377547.230 3745850.113 21.00
   LOCATION L0001721     VOLUME   377547.180 3745853.771 21.00
   LOCATION L0001722     VOLUME   377547.130 3745857.428 21.00
   LOCATION L0001723     VOLUME   377547.081 3745861.085 21.00
   LOCATION L0001724     VOLUME   377547.031 3745864.742 21.00
   LOCATION L0001725     VOLUME   377546.981 3745868.400 21.00
   LOCATION L0001726     VOLUME   377546.931 3745872.057 21.00
   LOCATION L0001727     VOLUME   377546.881 3745875.714 21.00
   LOCATION L0001728     VOLUME   377546.832 3745879.371 21.00
   LOCATION L0001729     VOLUME   377546.782 3745883.029 21.00
   LOCATION L0001730     VOLUME   377546.732 3745886.686 21.00
   LOCATION L0001731     VOLUME   377546.682 3745890.343 21.00
   LOCATION L0001732     VOLUME   377546.632 3745894.000 21.00
   LOCATION L0001733     VOLUME   377545.607 3745896.678 21.00
   LOCATION L0001734     VOLUME   377541.949 3745896.712 21.00
   LOCATION L0001735     VOLUME   377538.292 3745896.745 21.00
   LOCATION L0001736     VOLUME   377534.635 3745896.779 21.00
   LOCATION L0001737     VOLUME   377530.977 3745896.813 21.00
   LOCATION L0001738     VOLUME   377527.320 3745896.847 21.00
   LOCATION L0001739     VOLUME   377523.662 3745896.881 21.00
   LOCATION L0001740     VOLUME   377520.005 3745896.915 21.00
   LOCATION L0001741     VOLUME   377516.347 3745896.948 21.00
   LOCATION L0001742     VOLUME   377512.690 3745896.982 21.00
   LOCATION L0001743     VOLUME   377509.032 3745897.016 21.00
   LOCATION L0001744     VOLUME   377505.375 3745897.050 21.00
   LOCATION L0001745     VOLUME   377501.718 3745897.084 21.00
   LOCATION L0001746     VOLUME   377498.060 3745897.117 21.00
   LOCATION L0001747     VOLUME   377494.403 3745897.151 21.00
   LOCATION L0001748     VOLUME   377490.745 3745897.185 21.00
   LOCATION L0001749     VOLUME   377487.088 3745897.219 21.00
   LOCATION L0001750     VOLUME   377483.430 3745897.253 21.00
** End of LINE VOLUME Source ID = RDONE
** ------------------------------------------------------------------------
** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = RDONW
```

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** DESCRSRC Trucks onsite west DW
** PREFIX
** Length of Side = 3.66
** Configuration = Adjacent
** Emission Rate = 1.05E-06
** Vertical Dimension = 1.83
** SZINIT = 0.85
** Nodes = 4
** 377342.442, 3745807.614, 21.47, 0.00, 1.70
** 377341.382, 3745885.115, 21.15, 0.00, 1.70
** 377351.174, 3745899.975, 21.00, 0.00, 1.70
** 377478.306, 3745898.822, 21.00, 0.00, 1.70
** ------------------------------------------------------------------------
   LOCATION L0001751     VOLUME   377342.417 3745809.443 21.44
   LOCATION L0001752     VOLUME   377342.367 3745813.100 21.40
   LOCATION L0001753     VOLUME   377342.317 3745816.757 21.36
   LOCATION L0001754     VOLUME   377342.267 3745820.415 21.33
   LOCATION L0001755     VOLUME   377342.217 3745824.072 21.29
   LOCATION L0001756     VOLUME   377342.167 3745827.729 21.25
   LOCATION L0001757     VOLUME   377342.117 3745831.386 21.22
   LOCATION L0001758     VOLUME   377342.067 3745835.044 21.18
   LOCATION L0001759     VOLUME   377342.017 3745838.701 21.14
   LOCATION L0001760     VOLUME   377341.967 3745842.358 21.11
   LOCATION L0001761     VOLUME   377341.917 3745846.015 21.07
   LOCATION L0001762     VOLUME   377341.867 3745849.673 21.03
   LOCATION L0001763     VOLUME   377341.817 3745853.330 21.00
   LOCATION L0001764     VOLUME   377341.767 3745856.987 21.00
   LOCATION L0001765     VOLUME   377341.717 3745860.644 21.00
   LOCATION L0001766     VOLUME   377341.667 3745864.302 21.00
   LOCATION L0001767     VOLUME   377341.617 3745867.959 21.00
   LOCATION L0001768     VOLUME   377341.567 3745871.616 21.00
   LOCATION L0001769     VOLUME   377341.516 3745875.273 21.00
   LOCATION L0001770     VOLUME   377341.466 3745878.931 21.00
   LOCATION L0001771     VOLUME   377341.416 3745882.588 21.00
   LOCATION L0001772     VOLUME   377342.004 3745886.059 21.00
   LOCATION L0001773     VOLUME   377344.016 3745889.113 21.00
   LOCATION L0001774     VOLUME   377346.029 3745892.167 21.00
   LOCATION L0001775     VOLUME   377348.041 3745895.221 21.00
   LOCATION L0001776     VOLUME   377350.054 3745898.276 21.00
   LOCATION L0001777     VOLUME   377352.795 3745899.961 21.00
   LOCATION L0001778     VOLUME   377356.453 3745899.928 21.00
   LOCATION L0001779     VOLUME   377360.110 3745899.894 21.00
   LOCATION L0001780     VOLUME   377363.768 3745899.861 21.00
   LOCATION L0001781     VOLUME   377367.425 3745899.828 21.00
   LOCATION L0001782     VOLUME   377371.083 3745899.795 21.00
   LOCATION L0001783     VOLUME   377374.740 3745899.762 21.00
   LOCATION L0001784     VOLUME   377378.398 3745899.729 21.00
   LOCATION L0001785     VOLUME   377382.055 3745899.695 21.00
   LOCATION L0001786     VOLUME   377385.712 3745899.662 21.00
   LOCATION L0001787     VOLUME   377389.370 3745899.629 21.00
   LOCATION L0001788     VOLUME   377393.027 3745899.596 21.00
   LOCATION L0001789     VOLUME   377396.685 3745899.563 21.00
   LOCATION L0001790     VOLUME   377400.342 3745899.529 21.00
   LOCATION L0001791     VOLUME   377404.000 3745899.496 21.00
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   LOCATION L0001792     VOLUME   377407.657 3745899.463 21.00
   LOCATION L0001793     VOLUME   377411.315 3745899.430 21.00
   LOCATION L0001794     VOLUME   377414.972 3745899.397 21.00
   LOCATION L0001795     VOLUME   377418.630 3745899.364 21.00
   LOCATION L0001796     VOLUME   377422.287 3745899.330 21.00
   LOCATION L0001797     VOLUME   377425.944 3745899.297 21.00
   LOCATION L0001798     VOLUME   377429.602 3745899.264 21.00
   LOCATION L0001799     VOLUME   377433.259 3745899.231 21.00
   LOCATION L0001800     VOLUME   377436.917 3745899.198 21.00
   LOCATION L0001801     VOLUME   377440.574 3745899.165 21.00
   LOCATION L0001802     VOLUME   377444.232 3745899.131 21.00
   LOCATION L0001803     VOLUME   377447.889 3745899.098 21.00
   LOCATION L0001804     VOLUME   377451.547 3745899.065 21.00
   LOCATION L0001805     VOLUME   377455.204 3745899.032 21.00
   LOCATION L0001806     VOLUME   377458.861 3745898.999 21.00
   LOCATION L0001807     VOLUME   377462.519 3745898.966 21.00
   LOCATION L0001808     VOLUME   377466.176 3745898.932 21.00
   LOCATION L0001809     VOLUME   377469.834 3745898.899 21.00
   LOCATION L0001810     VOLUME   377473.491 3745898.866 21.00
   LOCATION L0001811     VOLUME   377477.149 3745898.833 21.00
** End of LINE VOLUME Source ID = RDONW
   LOCATION FIREPUMP     POINT      377357.408  3745846.162       21.050
** DESCRSRC Diesel-Powered Fire Pump
   LOCATION IDLE         POINT      377472.103  3745882.810       21.000
** DESCRSRC Trucks Idling
   LOCATION TRU          POINT      377466.563  3745883.025       21.000
** DESCRSRC Diesel-Powered TRUs
   LOCATION GEN          POINT      377351.000  3745842.000       21.100
** Source Parameters **
** LINE VOLUME Source ID = RDEAST
   SRCPARAM L0001547     0.00000001965      0.00      4.25      0.85
   SRCPARAM L0001548     0.00000001965      0.00      4.25      0.85
   SRCPARAM L0001549     0.00000001965      0.00      4.25      0.85
   SRCPARAM L0001550     0.00000001965      0.00      4.25      0.85
   SRCPARAM L0001551     0.00000001965      0.00      4.25      0.85
   SRCPARAM L0001552     0.00000001965      0.00      4.25      0.85
   SRCPARAM L0001553     0.00000001965      0.00      4.25      0.85
   SRCPARAM L0001554     0.00000001965      0.00      4.25      0.85
   SRCPARAM L0001555     0.00000001965      0.00      4.25      0.85
   SRCPARAM L0001556     0.00000001965      0.00      4.25      0.85
   SRCPARAM L0001557     0.00000001965      0.00      4.25      0.85
   SRCPARAM L0001558     0.00000001965      0.00      4.25      0.85
   SRCPARAM L0001559     0.00000001965      0.00      4.25      0.85
   SRCPARAM L0001560     0.00000001965      0.00      4.25      0.85
   SRCPARAM L0001561     0.00000001965      0.00      4.25      0.85
   SRCPARAM L0001562     0.00000001965      0.00      4.25      0.85
   SRCPARAM L0001563     0.00000001965      0.00      4.25      0.85
   SRCPARAM L0001564     0.00000001965      0.00      4.25      0.85
   SRCPARAM L0001565     0.00000001965      0.00      4.25      0.85
   SRCPARAM L0001566     0.00000001965      0.00      4.25      0.85
   SRCPARAM L0001567     0.00000001965      0.00      4.25      0.85
   SRCPARAM L0001568     0.00000001965      0.00      4.25      0.85
   SRCPARAM L0001569     0.00000001965      0.00      4.25      0.85
   SRCPARAM L0001570     0.00000001965      0.00      4.25      0.85
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   SRCPARAM L0001571     0.00000001965      0.00       4.25       0.85
   SRCPARAM L0001572     0.00000001965      0.00       4.25       0.85
   SRCPARAM L0001573     0.00000001965      0.00       4.25       0.85
   SRCPARAM L0001574     0.00000001965      0.00       4.25       0.85
   SRCPARAM L0001575     0.00000001965      0.00       4.25       0.85
   SRCPARAM L0001576     0.00000001965      0.00       4.25       0.85
   SRCPARAM L0001577     0.00000001965      0.00       4.25       0.85
   SRCPARAM L0001578     0.00000001965      0.00       4.25       0.85
   SRCPARAM L0001579     0.00000001965      0.00       4.25       0.85
   SRCPARAM L0001580     0.00000001965      0.00       4.25       0.85
   SRCPARAM L0001581     0.00000001965      0.00       4.25       0.85
   SRCPARAM L0001582     0.00000001965      0.00       4.25       0.85
   SRCPARAM L0001583     0.00000001965      0.00       4.25       0.85
   SRCPARAM L0001584     0.00000001965      0.00       4.25       0.85
   SRCPARAM L0001585     0.00000001965      0.00       4.25       0.85
   SRCPARAM L0001586     0.00000001965      0.00       4.25       0.85
   SRCPARAM L0001587     0.00000001965      0.00       4.25       0.85
   SRCPARAM L0001588     0.00000001965      0.00       4.25       0.85
   SRCPARAM L0001589     0.00000001965      0.00       4.25       0.85
   SRCPARAM L0001590     0.00000001965      0.00       4.25       0.85
   SRCPARAM L0001591     0.00000001965      0.00       4.25       0.85
   SRCPARAM L0001592     0.00000001965      0.00       4.25       0.85
   SRCPARAM L0001593     0.00000001965      0.00       4.25       0.85
   SRCPARAM L0001594     0.00000001965      0.00       4.25       0.85
   SRCPARAM L0001595     0.00000001965      0.00       4.25       0.85
   SRCPARAM L0001596     0.00000001965      0.00       4.25       0.85
   SRCPARAM L0001597     0.00000001965      0.00       4.25       0.85
   SRCPARAM L0001598     0.00000001965      0.00       4.25       0.85
   SRCPARAM L0001599     0.00000001965      0.00       4.25       0.85
   SRCPARAM L0001600     0.00000001965      0.00       4.25       0.85
   SRCPARAM L0001601     0.00000001965      0.00       4.25       0.85
   SRCPARAM L0001602     0.00000001965      0.00       4.25       0.85
   SRCPARAM L0001603     0.00000001965      0.00       4.25       0.85
** ----------------------------------------------------------------------
** LINE VOLUME Source ID = RDWEST
   SRCPARAM L0001604     0.000000006324      0.00       4.25       0.85
   SRCPARAM L0001605     0.000000006324      0.00       4.25       0.85
   SRCPARAM L0001606     0.000000006324      0.00       4.25       0.85
   SRCPARAM L0001607     0.000000006324      0.00       4.25       0.85
   SRCPARAM L0001608     0.000000006324      0.00       4.25       0.85
   SRCPARAM L0001609     0.000000006324      0.00       4.25       0.85
   SRCPARAM L0001610     0.000000006324      0.00       4.25       0.85
   SRCPARAM L0001611     0.000000006324      0.00       4.25       0.85
   SRCPARAM L0001612     0.000000006324      0.00       4.25       0.85
   SRCPARAM L0001613     0.000000006324      0.00       4.25       0.85
   SRCPARAM L0001614     0.000000006324      0.00       4.25       0.85
   SRCPARAM L0001615     0.000000006324      0.00       4.25       0.85
   SRCPARAM L0001616     0.000000006324      0.00       4.25       0.85
   SRCPARAM L0001617     0.000000006324      0.00       4.25       0.85
   SRCPARAM L0001618     0.000000006324      0.00       4.25       0.85
   SRCPARAM L0001619     0.000000006324      0.00       4.25       0.85
   SRCPARAM L0001620     0.000000006324      0.00       4.25       0.85
   SRCPARAM L0001621     0.000000006324      0.00       4.25       0.85
   SRCPARAM L0001622     0.000000006324      0.00       4.25       0.85
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   SRCPARAM L0001623     0.000000006324      0.00      4.25      0.85
   SRCPARAM L0001624     0.000000006324      0.00      4.25      0.85
   SRCPARAM L0001625     0.000000006324      0.00      4.25      0.85
   SRCPARAM L0001626     0.000000006324      0.00      4.25      0.85
   SRCPARAM L0001627     0.000000006324      0.00      4.25      0.85
   SRCPARAM L0001628     0.000000006324      0.00      4.25      0.85
   SRCPARAM L0001629     0.000000006324      0.00      4.25      0.85
   SRCPARAM L0001630     0.000000006324      0.00      4.25      0.85
   SRCPARAM L0001631     0.000000006324      0.00      4.25      0.85
   SRCPARAM L0001632     0.000000006324      0.00      4.25      0.85
   SRCPARAM L0001633     0.000000006324      0.00      4.25      0.85
   SRCPARAM L0001634     0.000000006324      0.00      4.25      0.85
   SRCPARAM L0001635     0.000000006324      0.00      4.25      0.85
   SRCPARAM L0001636     0.000000006324      0.00      4.25      0.85
   SRCPARAM L0001637     0.000000006324      0.00      4.25      0.85
** ----------------------------------------------------------------------
** LINE VOLUME Source ID = RD208TH
   SRCPARAM L0001638     0.00000003079      0.00      4.25      0.85
   SRCPARAM L0001639     0.00000003079      0.00      4.25      0.85
   SRCPARAM L0001640     0.00000003079      0.00      4.25      0.85
   SRCPARAM L0001641     0.00000003079      0.00      4.25      0.85
   SRCPARAM L0001642     0.00000003079      0.00      4.25      0.85
   SRCPARAM L0001643     0.00000003079      0.00      4.25      0.85
   SRCPARAM L0001644     0.00000003079      0.00      4.25      0.85
   SRCPARAM L0001645     0.00000003079      0.00      4.25      0.85
   SRCPARAM L0001646     0.00000003079      0.00      4.25      0.85
   SRCPARAM L0001647     0.00000003079      0.00      4.25      0.85
   SRCPARAM L0001648     0.00000003079      0.00      4.25      0.85
   SRCPARAM L0001649     0.00000003079      0.00      4.25      0.85
   SRCPARAM L0001650     0.00000003079      0.00      4.25      0.85
   SRCPARAM L0001651     0.00000003079      0.00      4.25      0.85
** ----------------------------------------------------------------------
** LINE VOLUME Source ID = RDCREN
   SRCPARAM L0001652     0.000000007052      0.00      8.51      0.85
   SRCPARAM L0001653     0.000000007052      0.00      8.51      0.85
   SRCPARAM L0001654     0.000000007052      0.00      8.51      0.85
   SRCPARAM L0001655     0.000000007052      0.00      8.51      0.85
   SRCPARAM L0001656     0.000000007052      0.00      8.51      0.85
   SRCPARAM L0001657     0.000000007052      0.00      8.51      0.85
   SRCPARAM L0001658     0.000000007052      0.00      8.51      0.85
   SRCPARAM L0001659     0.000000007052      0.00      8.51      0.85
   SRCPARAM L0001660     0.000000007052      0.00      8.51      0.85
   SRCPARAM L0001661     0.000000007052      0.00      8.51      0.85
   SRCPARAM L0001662     0.000000007052      0.00      8.51      0.85
   SRCPARAM L0001663     0.000000007052      0.00      8.51      0.85
   SRCPARAM L0001664     0.000000007052      0.00      8.51      0.85
   SRCPARAM L0001665     0.000000007052      0.00      8.51      0.85
   SRCPARAM L0001666     0.000000007052      0.00      8.51      0.85
   SRCPARAM L0001667     0.000000007052      0.00      8.51      0.85
   SRCPARAM L0001668     0.000000007052      0.00      8.51      0.85
   SRCPARAM L0001669     0.000000007052      0.00      8.51      0.85
   SRCPARAM L0001670     0.000000007052      0.00      8.51      0.85
   SRCPARAM L0001671     0.000000007052      0.00      8.51      0.85
   SRCPARAM L0001672     0.000000007052      0.00      8.51      0.85
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   SRCPARAM L0001673     0.000000007052      0.00      8.51      0.85
   SRCPARAM L0001674     0.000000007052      0.00      8.51      0.85
   SRCPARAM L0001675     0.000000007052      0.00      8.51      0.85
   SRCPARAM L0001676     0.000000007052      0.00      8.51      0.85
   SRCPARAM L0001677     0.000000007052      0.00      8.51      0.85
   SRCPARAM L0001678     0.000000007052      0.00      8.51      0.85
   SRCPARAM L0001679     0.000000007052      0.00      8.51      0.85
   SRCPARAM L0001680     0.000000007052      0.00      8.51      0.85
   SRCPARAM L0001681     0.000000007052      0.00      8.51      0.85
   SRCPARAM L0001682     0.000000007052      0.00      8.51      0.85
   SRCPARAM L0001683     0.000000007052      0.00      8.51      0.85
   SRCPARAM L0001684     0.000000007052      0.00      8.51      0.85
   SRCPARAM L0001685     0.000000007052      0.00      8.51      0.85
   SRCPARAM L0001686     0.000000007052      0.00      8.51      0.85
   SRCPARAM L0001687     0.000000007052      0.00      8.51      0.85
   SRCPARAM L0001688     0.000000007052      0.00      8.51      0.85
   SRCPARAM L0001689     0.000000007052      0.00      8.51      0.85
   SRCPARAM L0001690     0.000000007052      0.00      8.51      0.85
   SRCPARAM L0001691     0.000000007052      0.00      8.51      0.85
   SRCPARAM L0001692     0.000000007052      0.00      8.51      0.85
   SRCPARAM L0001693     0.000000007052      0.00      8.51      0.85
   SRCPARAM L0001694     0.000000007052      0.00      8.51      0.85
   SRCPARAM L0001695     0.000000007052      0.00      8.51      0.85
   SRCPARAM L0001696     0.000000007052      0.00      8.51      0.85
   SRCPARAM L0001697     0.000000007052      0.00      8.51      0.85
   SRCPARAM L0001698     0.000000007052      0.00      8.51      0.85
   SRCPARAM L0001699     0.000000007052      0.00      8.51      0.85
   SRCPARAM L0001700     0.000000007052      0.00      8.51      0.85
   SRCPARAM L0001701     0.000000007052      0.00      8.51      0.85
   SRCPARAM L0001702     0.000000007052      0.00      8.51      0.85
   SRCPARAM L0001703     0.000000007052      0.00      8.51      0.85
   SRCPARAM L0001704     0.000000007052      0.00      8.51      0.85
   SRCPARAM L0001705     0.000000007052      0.00      8.51      0.85
   SRCPARAM L0001706     0.000000007052      0.00      8.51      0.85
   SRCPARAM L0001707     0.000000007052      0.00      8.51      0.85
   SRCPARAM L0001708     0.000000007052      0.00      8.51      0.85
   SRCPARAM L0001709     0.000000007052      0.00      8.51      0.85
** ----------------------------------------------------------------------
** LINE VOLUME Source ID = RDONE
   SRCPARAM L0001710     0.00000001727      0.00      1.70      0.85
   SRCPARAM L0001711     0.00000001727      0.00      1.70      0.85
   SRCPARAM L0001712     0.00000001727      0.00      1.70      0.85
   SRCPARAM L0001713     0.00000001727      0.00      1.70      0.85
   SRCPARAM L0001714     0.00000001727      0.00      1.70      0.85
   SRCPARAM L0001715     0.00000001727      0.00      1.70      0.85
   SRCPARAM L0001716     0.00000001727      0.00      1.70      0.85
   SRCPARAM L0001717     0.00000001727      0.00      1.70      0.85
   SRCPARAM L0001718     0.00000001727      0.00      1.70      0.85
   SRCPARAM L0001719     0.00000001727      0.00      1.70      0.85
   SRCPARAM L0001720     0.00000001727      0.00      1.70      0.85
   SRCPARAM L0001721     0.00000001727      0.00      1.70      0.85
   SRCPARAM L0001722     0.00000001727      0.00      1.70      0.85
   SRCPARAM L0001723     0.00000001727      0.00      1.70      0.85
   SRCPARAM L0001724     0.00000001727      0.00      1.70      0.85
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   SRCPARAM L0001725     0.00000001727      0.00       1.70       0.85
   SRCPARAM L0001726     0.00000001727      0.00       1.70       0.85
   SRCPARAM L0001727     0.00000001727      0.00       1.70       0.85
   SRCPARAM L0001728     0.00000001727      0.00       1.70       0.85
   SRCPARAM L0001729     0.00000001727      0.00       1.70       0.85
   SRCPARAM L0001730     0.00000001727      0.00       1.70       0.85
   SRCPARAM L0001731     0.00000001727      0.00       1.70       0.85
   SRCPARAM L0001732     0.00000001727      0.00       1.70       0.85
   SRCPARAM L0001733     0.00000001727      0.00       1.70       0.85
   SRCPARAM L0001734     0.00000001727      0.00       1.70       0.85
   SRCPARAM L0001735     0.00000001727      0.00       1.70       0.85
   SRCPARAM L0001736     0.00000001727      0.00       1.70       0.85
   SRCPARAM L0001737     0.00000001727      0.00       1.70       0.85
   SRCPARAM L0001738     0.00000001727      0.00       1.70       0.85
   SRCPARAM L0001739     0.00000001727      0.00       1.70       0.85
   SRCPARAM L0001740     0.00000001727      0.00       1.70       0.85
   SRCPARAM L0001741     0.00000001727      0.00       1.70       0.85
   SRCPARAM L0001742     0.00000001727      0.00       1.70       0.85
   SRCPARAM L0001743     0.00000001727      0.00       1.70       0.85
   SRCPARAM L0001744     0.00000001727      0.00       1.70       0.85
   SRCPARAM L0001745     0.00000001727      0.00       1.70       0.85
   SRCPARAM L0001746     0.00000001727      0.00       1.70       0.85
   SRCPARAM L0001747     0.00000001727      0.00       1.70       0.85
   SRCPARAM L0001748     0.00000001727      0.00       1.70       0.85
   SRCPARAM L0001749     0.00000001727      0.00       1.70       0.85
   SRCPARAM L0001750     0.00000001727      0.00       1.70       0.85
** ----------------------------------------------------------------------
** LINE VOLUME Source ID = RDONW
   SRCPARAM L0001751     0.00000001721      0.00       1.70       0.85
   SRCPARAM L0001752     0.00000001721      0.00       1.70       0.85
   SRCPARAM L0001753     0.00000001721      0.00       1.70       0.85
   SRCPARAM L0001754     0.00000001721      0.00       1.70       0.85
   SRCPARAM L0001755     0.00000001721      0.00       1.70       0.85
   SRCPARAM L0001756     0.00000001721      0.00       1.70       0.85
   SRCPARAM L0001757     0.00000001721      0.00       1.70       0.85
   SRCPARAM L0001758     0.00000001721      0.00       1.70       0.85
   SRCPARAM L0001759     0.00000001721      0.00       1.70       0.85
   SRCPARAM L0001760     0.00000001721      0.00       1.70       0.85
   SRCPARAM L0001761     0.00000001721      0.00       1.70       0.85
   SRCPARAM L0001762     0.00000001721      0.00       1.70       0.85
   SRCPARAM L0001763     0.00000001721      0.00       1.70       0.85
   SRCPARAM L0001764     0.00000001721      0.00       1.70       0.85
   SRCPARAM L0001765     0.00000001721      0.00       1.70       0.85
   SRCPARAM L0001766     0.00000001721      0.00       1.70       0.85
   SRCPARAM L0001767     0.00000001721      0.00       1.70       0.85
   SRCPARAM L0001768     0.00000001721      0.00       1.70       0.85
   SRCPARAM L0001769     0.00000001721      0.00       1.70       0.85
   SRCPARAM L0001770     0.00000001721      0.00       1.70       0.85
   SRCPARAM L0001771     0.00000001721      0.00       1.70       0.85
   SRCPARAM L0001772     0.00000001721      0.00       1.70       0.85
   SRCPARAM L0001773     0.00000001721      0.00       1.70       0.85
   SRCPARAM L0001774     0.00000001721      0.00       1.70       0.85
   SRCPARAM L0001775     0.00000001721      0.00       1.70       0.85
   SRCPARAM L0001776     0.00000001721      0.00       1.70       0.85
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   SRCPARAM L0001777     0.00000001721      0.00      1.70      0.85
   SRCPARAM L0001778     0.00000001721      0.00      1.70      0.85
   SRCPARAM L0001779     0.00000001721      0.00      1.70      0.85
   SRCPARAM L0001780     0.00000001721      0.00      1.70      0.85
   SRCPARAM L0001781     0.00000001721      0.00      1.70      0.85
   SRCPARAM L0001782     0.00000001721      0.00      1.70      0.85
   SRCPARAM L0001783     0.00000001721      0.00      1.70      0.85
   SRCPARAM L0001784     0.00000001721      0.00      1.70      0.85
   SRCPARAM L0001785     0.00000001721      0.00      1.70      0.85
   SRCPARAM L0001786     0.00000001721      0.00      1.70      0.85
   SRCPARAM L0001787     0.00000001721      0.00      1.70      0.85
   SRCPARAM L0001788     0.00000001721      0.00      1.70      0.85
   SRCPARAM L0001789     0.00000001721      0.00      1.70      0.85
   SRCPARAM L0001790     0.00000001721      0.00      1.70      0.85
   SRCPARAM L0001791     0.00000001721      0.00      1.70      0.85
   SRCPARAM L0001792     0.00000001721      0.00      1.70      0.85
   SRCPARAM L0001793     0.00000001721      0.00      1.70      0.85
   SRCPARAM L0001794     0.00000001721      0.00      1.70      0.85
   SRCPARAM L0001795     0.00000001721      0.00      1.70      0.85
   SRCPARAM L0001796     0.00000001721      0.00      1.70      0.85
   SRCPARAM L0001797     0.00000001721      0.00      1.70      0.85
   SRCPARAM L0001798     0.00000001721      0.00      1.70      0.85
   SRCPARAM L0001799     0.00000001721      0.00      1.70      0.85
   SRCPARAM L0001800     0.00000001721      0.00      1.70      0.85
   SRCPARAM L0001801     0.00000001721      0.00      1.70      0.85
   SRCPARAM L0001802     0.00000001721      0.00      1.70      0.85
   SRCPARAM L0001803     0.00000001721      0.00      1.70      0.85
   SRCPARAM L0001804     0.00000001721      0.00      1.70      0.85
   SRCPARAM L0001805     0.00000001721      0.00      1.70      0.85
   SRCPARAM L0001806     0.00000001721      0.00      1.70      0.85
   SRCPARAM L0001807     0.00000001721      0.00      1.70      0.85
   SRCPARAM L0001808     0.00000001721      0.00      1.70      0.85
   SRCPARAM L0001809     0.00000001721      0.00      1.70      0.85
   SRCPARAM L0001810     0.00000001721      0.00      1.70      0.85
   SRCPARAM L0001811     0.00000001721      0.00      1.70      0.85
** ---------------------------------------------------------------------
   SRCPARAM FIREPUMP      0.000045    14.630   366.000        50       0.1
   SRCPARAM IDLE         0.0000176     3.658   366.000        50       0.1
   SRCPARAM TRU           6.47E-06     3.840   501.000        50      0.04
   SRCPARAM GEN            0.00006     3.048   366.000        50       0.1

** Building Downwash **
   BUILDHGT FIREPUMP        13.72    13.72    13.72    13.72    13.72    13.72
   BUILDHGT FIREPUMP        13.72    13.72    13.72    13.72    13.72    13.72
   BUILDHGT FIREPUMP        13.72    13.72    13.72    13.72    13.72    13.72
   BUILDHGT FIREPUMP        13.72    13.72    13.72    13.72    13.72    13.72
   BUILDHGT FIREPUMP        13.72    13.72    13.72    13.72    13.72    13.72
   BUILDHGT FIREPUMP        13.72    13.72    13.72    13.72    13.72    13.72

   BUILDHGT IDLE            13.72    13.72    13.72    13.72    13.72    13.72
   BUILDHGT IDLE            13.72    13.72    13.72    13.72    13.72    13.72
   BUILDHGT IDLE            13.72    13.72    13.72    13.72    13.72    13.72
   BUILDHGT IDLE            13.72    13.72    13.72    13.72    13.72    13.72
   BUILDHGT IDLE            13.72    13.72    13.72    13.72    13.72    13.72
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BUILDHGT IDLE	13.72	13.72	13.72	13.72	13.72	13.72
BUILDHGT TRU	13.72	13.72	13.72	13.72	13.72	13.72
BUILDHGT TRU	13.72	13.72	13.72	13.72	13.72	13.72
BUILDHGT TRU	13.72	13.72	13.72	13.72	13.72	13.72
BUILDHGT TRU	13.72	13.72	13.72	13.72	13.72	13.72
BUILDHGT TRU	13.72	13.72	13.72	13.72	13.72	13.72
BUILDHGT TRU	13.72	13.72	13.72	13.72	13.72	13.72
BUILDHGT GEN	13.72	13.72	13.72	13.72	13.72	13.72
BUILDHGT GEN	13.72	13.72	13.72	13.72	13.72	13.72
BUILDHGT GEN	13.72	13.72	13.72	13.72	13.72	13.72
BUILDHGT GEN	13.72	13.72	13.72	13.72	13.72	13.72
BUILDHGT GEN	13.72	13.72	13.72	13.72	13.72	13.72
BUILDHGT GEN	13.72	13.72	13.72	13.72	13.72	13.72
BUILDWID FIREPUMP	189.00	194.01	193.13	186.38	173.96	156.26
BUILDWID FIREPUMP	133.81	107.30	78.85	89.43	116.68	140.38
BUILDWID FIREPUMP	159.82	174.40	183.68	187.38	185.39	180.49
BUILDWID FIREPUMP	189.00	194.01	193.13	186.38	173.96	156.26
BUILDWID FIREPUMP	133.81	107.29	78.85	89.43	116.68	140.38
BUILDWID FIREPUMP	159.82	174.40	183.68	187.38	185.39	180.49
BUILDWID IDLE	189.00	194.01	193.13	186.38	173.96	156.26
BUILDWID IDLE	133.81	107.30	78.85	89.43	116.68	140.38
BUILDWID IDLE	159.82	174.40	183.68	187.38	185.39	180.49
BUILDWID IDLE	189.00	194.01	193.13	186.38	173.96	156.26
BUILDWID IDLE	133.81	107.29	78.85	89.43	116.68	140.38
BUILDWID IDLE	159.82	174.40	183.68	187.38	185.39	180.49
BUILDWID TRU	189.00	194.01	193.13	186.38	173.96	156.26
BUILDWID TRU	133.81	107.30	78.85	89.43	116.68	140.38
BUILDWID TRU	159.82	174.40	183.68	187.38	185.39	180.49
BUILDWID TRU	189.00	194.01	193.13	186.38	173.96	156.26
BUILDWID TRU	133.81	107.29	78.85	89.43	116.68	140.38
BUILDWID TRU	159.82	174.40	183.68	187.38	185.39	180.49
BUILDWID GEN	189.00	194.01	193.13	186.38	173.96	156.26
BUILDWID GEN	133.81	107.30	78.85	89.43	116.68	140.38
BUILDWID GEN	159.82	174.40	183.68	187.38	185.39	180.49
BUILDWID GEN	189.00	194.01	193.13	186.38	173.96	156.26
BUILDWID GEN	133.81	107.29	78.85	89.43	116.68	140.38
BUILDWID GEN	159.82	174.40	183.68	187.38	185.39	180.49
BUILDLEN FIREPUMP	89.43	116.68	140.38	159.82	174.40	183.68
BUILDLEN FIREPUMP	187.38	185.39	180.49	189.00	194.01	193.13
BUILDLEN FIREPUMP	186.38	173.96	156.26	133.81	107.30	78.85
BUILDLEN FIREPUMP	89.43	116.68	140.38	159.82	174.40	183.68
BUILDLEN FIREPUMP	187.38	185.39	180.49	189.00	194.01	193.13
BUILDLEN FIREPUMP	186.38	173.96	156.26	133.81	107.29	78.85
BUILDLEN IDLE	89.43	116.68	140.38	159.82	174.40	183.68
BUILDLEN IDLE	187.38	185.39	180.49	189.00	194.01	193.13
BUILDLEN IDLE	186.38	173.96	156.26	133.81	107.30	78.85

BUILDLEN	IDLE	89.43	116.68	140.38	159.82	174.40	183.68
BUILDLEN	IDLE	187.38	185.39	180.49	189.00	194.01	193.13
BUILDLEN	IDLE	186.38	173.96	156.26	133.81	107.29	78.85
BUILDLEN	TRU	89.43	116.68	140.38	159.82	174.40	183.68
BUILDLEN	TRU	187.38	185.39	180.49	189.00	194.01	193.13
BUILDLEN	TRU	186.38	173.96	156.26	133.81	107.30	78.85
BUILDLEN	TRU	89.43	116.68	140.38	159.82	174.40	183.68
BUILDLEN	TRU	187.38	185.39	180.49	189.00	194.01	193.13
BUILDLEN	TRU	186.38	173.96	156.26	133.81	107.29	78.85
BUILDLEN	GEN	89.43	116.68	140.38	159.82	174.40	183.68
BUILDLEN	GEN	187.38	185.39	180.49	189.00	194.01	193.13
BUILDLEN	GEN	186.38	173.96	156.26	133.81	107.30	78.85
BUILDLEN	GEN	89.43	116.68	140.38	159.82	174.40	183.68
BUILDLEN	GEN	187.38	185.39	180.49	189.00	194.01	193.13
BUILDLEN	GEN	186.38	173.96	156.26	133.81	107.29	78.85
XBADJ	FIREPUMP	-34.08	-32.55	-30.03	-26.60	-22.36	-17.44
XBADJ	FIREPUMP	-11.99	-6.17	-2.78	-10.20	-17.32	-23.90
XBADJ	FIREPUMP	-29.76	-34.72	-38.62	-41.35	-42.82	-42.99
XBADJ	FIREPUMP	-55.35	-84.13	-110.35	-133.22	-152.04	-166.24
XBADJ	FIREPUMP	-175.39	-179.21	-177.71	-178.80	-176.70	-169.23
XBADJ	FIREPUMP	-156.61	-139.24	-117.64	-92.46	-64.48	-35.86
XBADJ	IDLE	-90.09	-106.22	-119.12	-128.40	-133.77	-135.09
XBADJ	IDLE	-132.30	-125.48	-117.47	-116.79	-112.55	-104.90
XBADJ	IDLE	-94.06	-80.36	-64.23	-46.13	-26.64	-6.34
XBADJ	IDLE	0.66	-10.46	-21.27	-31.42	-40.63	-48.59
XBADJ	IDLE	-55.08	-59.90	-63.02	-72.22	-81.46	-88.23
XBADJ	IDLE	-92.31	-93.60	-92.03	-87.68	-80.65	-72.51
XBADJ	TRU	-89.34	-104.52	-116.53	-125.00	-129.66	-130.39
XBADJ	TRU	-127.16	-120.06	-111.93	-111.29	-107.28	-100.00
XBADJ	TRU	-89.68	-76.64	-61.27	-44.04	-25.47	-6.13
XBADJ	TRU	-0.10	-12.16	-23.85	-34.82	-44.73	-53.29
XBADJ	TRU	-60.22	-65.32	-68.56	-77.71	-86.74	-93.13
XBADJ	TRU	-96.69	-97.32	-94.99	-89.77	-81.82	-72.72
XBADJ	GEN	-28.87	-26.45	-23.22	-19.29	-14.77	-9.81
XBADJ	GEN	-4.54	0.86	3.63	-4.61	-12.72	-20.43
XBADJ	GEN	-27.53	-33.79	-39.02	-43.06	-45.80	-47.15
XBADJ	GEN	-60.56	-90.23	-117.16	-140.53	-159.63	-173.87
XBADJ	GEN	-182.84	-186.25	-184.12	-184.39	-181.30	-172.70
XBADJ	GEN	-158.85	-140.17	-117.24	-90.74	-61.49	-31.70
YBADJ	FIREPUMP	-84.30	-79.69	-72.66	-63.43	-52.26	-39.51
YBADJ	FIREPUMP	-25.56	-10.83	3.57	10.63	25.79	40.16
YBADJ	FIREPUMP	53.31	64.84	74.40	81.70	86.52	87.46
YBADJ	FIREPUMP	84.30	79.69	72.66	63.43	52.26	39.51
YBADJ	FIREPUMP	25.56	10.83	-3.57	-10.63	-25.79	-40.16
YBADJ	FIREPUMP	-53.31	-64.84	-74.40	-81.70	-86.52	-87.46
YBADJ	IDLE	22.28	15.55	8.34	0.87	-6.62	-13.90

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   YBADJ    IDLE           -20.77   -27.01   -33.09   -45.38   -47.88   -48.93
   YBADJ    IDLE           -48.49   -46.57   -43.25   -38.61   -32.79   -27.22
   YBADJ    IDLE           -22.28   -15.55    -8.34    -0.87     6.62    13.90
   YBADJ    IDLE            20.77    27.01    33.09    45.38    47.88    48.93
   YBADJ    IDLE            48.49    46.57    43.25    38.61    32.79    27.22

   YBADJ    TRU             16.79    10.27     3.43    -3.50   -10.34   -16.86
   YBADJ    TRU            -22.86   -28.17   -33.30   -44.62   -46.18   -46.34
   YBADJ    TRU            -45.09   -42.47   -38.55   -33.47   -27.37   -21.68
   YBADJ    TRU            -16.79   -10.27    -3.43     3.50    10.34    16.86
   YBADJ    TRU             22.86    28.17    33.30    44.62    46.18    46.34
   YBADJ    TRU             45.09    42.47    38.55    33.47    27.37    21.68

   YBADJ    GEN            -89.89   -84.29   -76.13   -65.66   -53.19   -39.11
   YBADJ    GEN            -23.84    -7.84     7.73    15.84    31.89    46.97
   YBADJ    GEN             60.62    72.43    82.03    89.15    93.56    93.87
   YBADJ    GEN             89.89    84.29    76.13    65.66    53.19    39.11
   YBADJ    GEN             23.84     7.84    -7.73   -15.84   -31.89   -46.97
   YBADJ    GEN            -60.62   -72.43   -82.03   -89.15   -93.56   -93.87

   URBANSRC ALL
   SRCGROUP ALL
SO FINISHED
**
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** AERMOD Receptor Pathway
****************************************
**
**
RE STARTING
   INCLUDED Ops26.rou
RE FINISHED
**
****************************************
** AERMOD Meteorology Pathway
****************************************
**
**
ME STARTING
   SURFFILE ..\HawthorneAirportADJU\KHHR_V9_ADJU\KHHR_v9.SFC
   PROFFILE ..\HawthorneAirportADJU\KHHR_V9_ADJU\KHHR_v9.PFL
   SURFDATA 3167 2012 Hawthorne_Airport
   UAIRDATA 3190 2012
   PROFBASE 19.0 METERS
ME FINISHED
**
****************************************
** AERMOD Output Pathway
****************************************
**
**
OU STARTING
   RECTABLE ALLAVE 1ST
   RECTABLE 1 1ST
```

```
** Auto-Generated Plotfiles
   PLOTFILE 1 ALL 1ST OPS26.AD\01H1GALL.PLT 31
   PLOTFILE PERIOD ALL OPS26.AD\PE00GALL.PLT 32
   SUMMFILE Ops26.sum
OU FINISHED
**
****************************************
** Project Parameters
****************************************
** PROJCTN  CoordinateSystemUTM
** DESCPTN  UTM: Universal Transverse Mercator
** DATUM    World Geodetic System 1984
** DTMRGN   Global Definition
** UNITS    m
** ZONE     11
** ZONEINX  0
**
```

```
* AERMOD (22112 ): 205th St Warehouse Project - Unmitigated Operational DPM 2026-2040      05/31/23
* AERMET ( 16216):                                                                          13:22:27
* MODELING OPTIONS USED:   RegDFAULT  CONC  ELEV  URBAN  ADJ_U*
*         PLOT FILE OF PERIOD VALUES AVERAGED ACROSS   0 YEARS FOR SOURCE GROUP: ALL
*         FOR A TOTAL OF    18 RECEPTORS.
*         FORMAT: (3(1X,F13.5),3(1X,F8.2),2X,A6,2X,A8,2X,I8.8,2X,A8)
```

X	Y	AVERAGE CONC	ZELEV	ZHILL	ZFLAG	AVE	GRP	NUM HRS	NET ID
377296.00000	3745919.00000	0.00324	21.16	21.16	0.00	PERIOD	ALL	00043848	
377329.00000	3745921.00000	0.00397	21.03	21.03	0.00	PERIOD	ALL	00043848	
377374.00000	3745918.00000	0.00411	21.00	21.00	0.00	PERIOD	ALL	00043848	
377429.00000	3745918.00000	0.00444	21.00	21.00	0.00	PERIOD	ALL	00043848	
377494.00000	3745918.00000	0.00600	21.00	21.00	0.00	PERIOD	ALL	00043848	
377517.00000	3745916.00000	0.00672	21.00	21.00	0.00	PERIOD	ALL	00043848	
377547.00000	3745916.00000	0.00732	21.00	21.00	0.00	PERIOD	ALL	00043848	
377578.00000	3745920.00000	0.00514	21.00	21.00	0.00	PERIOD	ALL	00043848	
377630.00000	3745915.00000	0.00350	21.00	21.00	0.00	PERIOD	ALL	00043848	
377630.00000	3745744.00000	0.00229	21.00	21.00	0.00	PERIOD	ALL	00043848	
377421.00000	3745655.00000	0.00302	21.90	21.90	0.00	PERIOD	ALL	00043848	
377718.00000	3745293.00000	0.00063	22.01	22.01	0.00	PERIOD	ALL	00043848	
377589.00000	3745291.00000	0.00077	23.00	23.00	0.00	PERIOD	ALL	00043848	
377431.00000	3745293.00000	0.00088	23.05	23.05	0.00	PERIOD	ALL	00043848	
377264.00000	3745290.00000	0.00072	24.09	24.09	0.00	PERIOD	ALL	00043848	
377105.00000	3745293.00000	0.00050	25.00	25.00	0.00	PERIOD	ALL	00043848	
376823.00000	3744785.00000	0.00011	27.00	27.00	0.00	PERIOD	ALL	00043848	
377135.00000	3745991.00000	0.00109	21.54	21.54	0.00	PERIOD	ALL	00043848	

```
** CONCUNIT ug/m^3
** DEPUNIT g/m^2
```

APPENDIX I

AERMOD Model Years 2040 – 2053 Operational PM10 Printouts

```
**
****************************************
**
** AERMOD Input Produced by:
** AERMOD View Ver. 11.2.0
** Lakes Environmental Software Inc.
** Date: 5/27/2023
** File: C:\Vista Env\2023\23005 Torrance\AERMOD\Ops40\Ops40.ADI
**
****************************************
**
**
****************************************
** AERMOD Control Pathway
****************************************
**
**
CO STARTING
   TITLEONE 205th St Warehouse Project - Unmitigated Operational DPM 2040-2053
   TITLETWO PM10
   MODELOPT DFAULT CONC
   AVERTIME 1 PERIOD
   URBANOPT 9818605 Los_Angeles_Co
   POLLUTID PM_10
   RUNORNOT RUN
   ERRORFIL Ops40.err
CO FINISHED
**
****************************************
** AERMOD Source Pathway
****************************************
**
**
SO STARTING
** Source Location **
** Source ID - Type - X Coord. - Y Coord. **
** ------------------------------------------------------------------------
** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = RDEAST
** DESCRSRC Trucks East DW via Amapola Ave
** PREFIX
** Length of Side = 9.14
** Configuration = Adjacent
** Emission Rate = 0.0
** Vertical Dimension = 1.83
** SZINIT = 0.85
** Nodes = 4
** 377546.094, 3745804.871, 21.00, 0.00, 4.25
** 377549.026, 3745780.159, 21.00, 0.00, 4.25
** 377548.105, 3745623.077, 21.24, 0.00, 4.25
** 377208.781, 3745624.001, 22.91, 0.00, 4.25
** ------------------------------------------------------------------------
   LOCATION L0001489     VOLUME   377546.633 3745800.330 21.00
   LOCATION L0001490     VOLUME   377547.710 3745791.250 21.00
```

```
LOCATION L0001491     VOLUME   377548.787 3745782.170 21.00
LOCATION L0001492     VOLUME   377548.984 3745773.040 21.00
LOCATION L0001493     VOLUME   377548.931 3745763.896 21.00
LOCATION L0001494     VOLUME   377548.877 3745754.752 21.00
LOCATION L0001495     VOLUME   377548.823 3745745.609 21.00
LOCATION L0001496     VOLUME   377548.770 3745736.465 21.00
LOCATION L0001497     VOLUME   377548.716 3745727.321 21.00
LOCATION L0001498     VOLUME   377548.662 3745718.177 21.00
LOCATION L0001499     VOLUME   377548.609 3745709.033 21.00
LOCATION L0001500     VOLUME   377548.555 3745699.889 21.00
LOCATION L0001501     VOLUME   377548.502 3745690.745 21.00
LOCATION L0001502     VOLUME   377548.448 3745681.602 21.00
LOCATION L0001503     VOLUME   377548.394 3745672.458 21.00
LOCATION L0001504     VOLUME   377548.341 3745663.314 21.02
LOCATION L0001505     VOLUME   377548.287 3745654.170 21.12
LOCATION L0001506     VOLUME   377548.234 3745645.026 21.22
LOCATION L0001507     VOLUME   377548.180 3745635.882 21.32
LOCATION L0001508     VOLUME   377548.126 3745626.739 21.42
LOCATION L0001509     VOLUME   377542.622 3745623.092 21.46
LOCATION L0001510     VOLUME   377533.478 3745623.117 21.46
LOCATION L0001511     VOLUME   377524.334 3745623.142 21.46
LOCATION L0001512     VOLUME   377515.190 3745623.167 21.46
LOCATION L0001513     VOLUME   377506.046 3745623.192 21.46
LOCATION L0001514     VOLUME   377496.902 3745623.217 21.46
LOCATION L0001515     VOLUME   377487.758 3745623.242 21.47
LOCATION L0001516     VOLUME   377478.614 3745623.266 21.53
LOCATION L0001517     VOLUME   377469.470 3745623.291 21.60
LOCATION L0001518     VOLUME   377460.327 3745623.316 21.66
LOCATION L0001519     VOLUME   377451.183 3745623.341 21.73
LOCATION L0001520     VOLUME   377442.039 3745623.366 21.79
LOCATION L0001521     VOLUME   377432.895 3745623.391 21.85
LOCATION L0001522     VOLUME   377423.751 3745623.416 21.92
LOCATION L0001523     VOLUME   377414.607 3745623.441 21.98
LOCATION L0001524     VOLUME   377405.463 3745623.466 22.04
LOCATION L0001525     VOLUME   377396.319 3745623.490 22.09
LOCATION L0001526     VOLUME   377387.175 3745623.515 22.15
LOCATION L0001527     VOLUME   377378.031 3745623.540 22.21
LOCATION L0001528     VOLUME   377368.887 3745623.565 22.26
LOCATION L0001529     VOLUME   377359.743 3745623.590 22.32
LOCATION L0001530     VOLUME   377350.599 3745623.615 22.38
LOCATION L0001531     VOLUME   377341.455 3745623.640 22.44
LOCATION L0001532     VOLUME   377332.311 3745623.665 22.50
LOCATION L0001533     VOLUME   377323.167 3745623.690 22.56
LOCATION L0001534     VOLUME   377314.023 3745623.714 22.62
LOCATION L0001535     VOLUME   377304.879 3745623.739 22.68
LOCATION L0001536     VOLUME   377295.735 3745623.764 22.74
LOCATION L0001537     VOLUME   377286.591 3745623.789 22.80
LOCATION L0001538     VOLUME   377277.447 3745623.814 22.87
LOCATION L0001539     VOLUME   377268.303 3745623.839 22.93
LOCATION L0001540     VOLUME   377259.159 3745623.864 22.99
LOCATION L0001541     VOLUME   377250.015 3745623.889 23.00
LOCATION L0001542     VOLUME   377240.871 3745623.913 23.00
LOCATION L0001543     VOLUME   377231.727 3745623.938 23.00
LOCATION L0001544     VOLUME   377222.583 3745623.963 23.00
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   LOCATION L0001545     VOLUME   377213.439 3745623.988 23.00
** End of LINE VOLUME Source ID = RDEAST
** ------------------------------------------------------------------------
** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = RDWEST
** DESCRSRC Trucks West DW via Beech Ave
** PREFIX
** Length of Side = 9.14
** Configuration = Adjacent
** Emission Rate = 0.0
** Vertical Dimension = 1.83
** SZINIT = 0.85
** Nodes = 4
** 377342.439, 3745803.769, 21.54, 0.00, 4.25
** 377342.439, 3745796.648, 21.85, 0.00, 4.25
** 377205.205, 3745795.614, 22.46, 0.00, 4.25
** 377204.056, 3745633.496, 22.92, 0.00, 4.25
** ------------------------------------------------------------------------
   LOCATION L0001546     VOLUME   377342.439 3745799.197 21.54
   LOCATION L0001547     VOLUME   377335.845 3745796.598 21.61
   LOCATION L0001548     VOLUME   377326.701 3745796.529 21.66
   LOCATION L0001549     VOLUME   377317.557 3745796.460 21.71
   LOCATION L0001550     VOLUME   377308.413 3745796.392 21.76
   LOCATION L0001551     VOLUME   377299.270 3745796.323 21.80
   LOCATION L0001552     VOLUME   377290.126 3745796.254 21.85
   LOCATION L0001553     VOLUME   377280.982 3745796.185 21.89
   LOCATION L0001554     VOLUME   377271.839 3745796.116 21.94
   LOCATION L0001555     VOLUME   377262.695 3745796.047 21.98
   LOCATION L0001556     VOLUME   377253.551 3745795.978 22.05
   LOCATION L0001557     VOLUME   377244.407 3745795.909 22.12
   LOCATION L0001558     VOLUME   377235.264 3745795.840 22.20
   LOCATION L0001559     VOLUME   377226.120 3745795.771 22.27
   LOCATION L0001560     VOLUME   377216.976 3745795.702 22.35
   LOCATION L0001561     VOLUME   377207.832 3745795.633 22.43
   LOCATION L0001562     VOLUME   377205.158 3745789.097 22.50
   LOCATION L0001563     VOLUME   377205.094 3745779.954 22.57
   LOCATION L0001564     VOLUME   377205.029 3745770.810 22.64
   LOCATION L0001565     VOLUME   377204.964 3745761.666 22.70
   LOCATION L0001566     VOLUME   377204.899 3745752.522 22.73
   LOCATION L0001567     VOLUME   377204.835 3745743.379 22.76
   LOCATION L0001568     VOLUME   377204.770 3745734.235 22.79
   LOCATION L0001569     VOLUME   377204.705 3745725.091 22.82
   LOCATION L0001570     VOLUME   377204.640 3745715.947 22.85
   LOCATION L0001571     VOLUME   377204.575 3745706.804 22.88
   LOCATION L0001572     VOLUME   377204.511 3745697.660 22.91
   LOCATION L0001573     VOLUME   377204.446 3745688.516 22.94
   LOCATION L0001574     VOLUME   377204.381 3745679.372 22.97
   LOCATION L0001575     VOLUME   377204.316 3745670.228 23.00
   LOCATION L0001576     VOLUME   377204.251 3745661.085 23.00
   LOCATION L0001577     VOLUME   377204.187 3745651.941 23.00
   LOCATION L0001578     VOLUME   377204.122 3745642.797 23.00
   LOCATION L0001579     VOLUME   377204.057 3745633.653 23.00
** End of LINE VOLUME Source ID = RDWEST
** ------------------------------------------------------------------------
```

```
** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = RD208TH
** DESCRSRC Trucks 208th - Crenshaw to Beech
** PREFIX
** Length of Side = 9.14
** Configuration = Adjacent
** Emission Rate = 0.0
** Vertical Dimension = 1.83
** SZINIT = 0.85
** Nodes = 2
** 377199.300, 3745624.111, 22.92, 0.00, 4.25
** 377071.078, 3745624.535, 23.79, 0.00, 4.25
** --------------------------------------------------------------------
   LOCATION L0001580     VOLUME   377194.728 3745624.126 23.00
   LOCATION L0001581     VOLUME   377185.584 3745624.156 23.00
   LOCATION L0001582     VOLUME   377176.440 3745624.186 23.02
   LOCATION L0001583     VOLUME   377167.296 3745624.216 23.08
   LOCATION L0001584     VOLUME   377158.152 3745624.247 23.14
   LOCATION L0001585     VOLUME   377149.008 3745624.277 23.20
   LOCATION L0001586     VOLUME   377139.864 3745624.307 23.26
   LOCATION L0001587     VOLUME   377130.720 3745624.338 23.32
   LOCATION L0001588     VOLUME   377121.576 3745624.368 23.38
   LOCATION L0001589     VOLUME   377112.432 3745624.398 23.44
   LOCATION L0001590     VOLUME   377103.288 3745624.428 23.50
   LOCATION L0001591     VOLUME   377094.144 3745624.459 23.56
   LOCATION L0001592     VOLUME   377085.000 3745624.489 23.62
   LOCATION L0001593     VOLUME   377075.856 3745624.519 23.68
** End of LINE VOLUME Source ID = RD208TH
** --------------------------------------------------------------------
** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = RDCREN
** DESCRSRC Trucks Crenshaw Blvd
** PREFIX
** Length of Side = 18.29
** Configuration = Adjacent
** Emission Rate = 0.0
** Vertical Dimension = 1.83
** SZINIT = 0.85
** Nodes = 3
** 377061.714, 3745624.609, 23.85, 0.00, 8.51
** 377062.451, 3745976.884, 22.18, 0.00, 8.51
** 377063.218, 3746683.867, 21.00, 0.00, 8.51
** --------------------------------------------------------------------
   LOCATION L0001594     VOLUME   377061.733 3745633.753 23.73
   LOCATION L0001595     VOLUME   377061.771 3745652.041 23.64
   LOCATION L0001596     VOLUME   377061.810 3745670.329 23.55
   LOCATION L0001597     VOLUME   377061.848 3745688.617 23.44
   LOCATION L0001598     VOLUME   377061.886 3745706.905 23.34
   LOCATION L0001599     VOLUME   377061.924 3745725.193 23.23
   LOCATION L0001600     VOLUME   377061.963 3745743.481 23.12
   LOCATION L0001601     VOLUME   377062.001 3745761.769 23.01
   LOCATION L0001602     VOLUME   377062.039 3745780.057 22.92
   LOCATION L0001603     VOLUME   377062.077 3745798.345 22.84
   LOCATION L0001604     VOLUME   377062.116 3745816.633 22.75
```

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   LOCATION L0001605     VOLUME   377062.154 3745834.921 22.67
   LOCATION L0001606     VOLUME   377062.192 3745853.209 22.58
   LOCATION L0001607     VOLUME   377062.230 3745871.497 22.48
   LOCATION L0001608     VOLUME   377062.268 3745889.785 22.37
   LOCATION L0001609     VOLUME   377062.307 3745908.073 22.25
   LOCATION L0001610     VOLUME   377062.345 3745926.360 22.14
   LOCATION L0001611     VOLUME   377062.383 3745944.648 22.03
   LOCATION L0001612     VOLUME   377062.421 3745962.936 21.94
   LOCATION L0001613     VOLUME   377062.455 3745981.224 21.86
   LOCATION L0001614     VOLUME   377062.475 3745999.512 21.77
   LOCATION L0001615     VOLUME   377062.495 3746017.800 21.69
   LOCATION L0001616     VOLUME   377062.515 3746036.088 21.62
   LOCATION L0001617     VOLUME   377062.535 3746054.376 21.60
   LOCATION L0001618     VOLUME   377062.555 3746072.664 21.60
   LOCATION L0001619     VOLUME   377062.574 3746090.952 21.60
   LOCATION L0001620     VOLUME   377062.594 3746109.240 21.60
   LOCATION L0001621     VOLUME   377062.614 3746127.528 21.61
   LOCATION L0001622     VOLUME   377062.634 3746145.816 21.53
   LOCATION L0001623     VOLUME   377062.654 3746164.104 21.41
   LOCATION L0001624     VOLUME   377062.674 3746182.392 21.29
   LOCATION L0001625     VOLUME   377062.693 3746200.680 21.17
   LOCATION L0001626     VOLUME   377062.713 3746218.968 21.05
   LOCATION L0001627     VOLUME   377062.733 3746237.256 21.00
   LOCATION L0001628     VOLUME   377062.753 3746255.544 21.00
   LOCATION L0001629     VOLUME   377062.773 3746273.832 21.00
   LOCATION L0001630     VOLUME   377062.793 3746292.120 21.00
   LOCATION L0001631     VOLUME   377062.812 3746310.408 21.00
   LOCATION L0001632     VOLUME   377062.832 3746328.696 21.00
   LOCATION L0001633     VOLUME   377062.852 3746346.984 21.00
   LOCATION L0001634     VOLUME   377062.872 3746365.272 21.00
   LOCATION L0001635     VOLUME   377062.892 3746383.560 21.00
   LOCATION L0001636     VOLUME   377062.912 3746401.848 21.00
   LOCATION L0001637     VOLUME   377062.932 3746420.136 21.00
   LOCATION L0001638     VOLUME   377062.951 3746438.424 21.00
   LOCATION L0001639     VOLUME   377062.971 3746456.712 21.00
   LOCATION L0001640     VOLUME   377062.991 3746475.000 21.00
   LOCATION L0001641     VOLUME   377063.011 3746493.288 21.00
   LOCATION L0001642     VOLUME   377063.031 3746511.576 21.00
   LOCATION L0001643     VOLUME   377063.051 3746529.864 21.00
   LOCATION L0001644     VOLUME   377063.070 3746548.152 21.00
   LOCATION L0001645     VOLUME   377063.090 3746566.440 21.00
   LOCATION L0001646     VOLUME   377063.110 3746584.728 21.00
   LOCATION L0001647     VOLUME   377063.130 3746603.016 21.00
   LOCATION L0001648     VOLUME   377063.150 3746621.304 21.00
   LOCATION L0001649     VOLUME   377063.170 3746639.592 21.00
   LOCATION L0001650     VOLUME   377063.189 3746657.880 21.00
   LOCATION L0001651     VOLUME   377063.209 3746676.168 21.00
** End of LINE VOLUME Source ID = RDCREN
** --------------------------------------------------------------------
** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = RDONE
** DESCRSRC Trucks onsite East DW
** PREFIX
** Length of Side = 3.66
```

```
** Configuration = Adjacent
** Emission Rate = 0.0
** Vertical Dimension = 1.83
** SZINIT = 0.85
** Nodes = 3
** 377547.753, 3745811.712, 21.00, 0.00, 1.70
** 377546.596, 3745896.669, 21.00, 0.00, 1.70
** 377482.604, 3745897.260, 21.00, 0.00, 1.70
** ------------------------------------------------------------------------
   LOCATION L0001652     VOLUME   377547.728 3745813.541 21.00
   LOCATION L0001653     VOLUME   377547.678 3745817.198 21.00
   LOCATION L0001654     VOLUME   377547.628 3745820.855 21.00
   LOCATION L0001655     VOLUME   377547.579 3745824.513 21.00
   LOCATION L0001656     VOLUME   377547.529 3745828.170 21.00
   LOCATION L0001657     VOLUME   377547.479 3745831.827 21.00
   LOCATION L0001658     VOLUME   377547.429 3745835.484 21.00
   LOCATION L0001659     VOLUME   377547.379 3745839.142 21.00
   LOCATION L0001660     VOLUME   377547.330 3745842.799 21.00
   LOCATION L0001661     VOLUME   377547.280 3745846.456 21.00
   LOCATION L0001662     VOLUME   377547.230 3745850.113 21.00
   LOCATION L0001663     VOLUME   377547.180 3745853.771 21.00
   LOCATION L0001664     VOLUME   377547.130 3745857.428 21.00
   LOCATION L0001665     VOLUME   377547.081 3745861.085 21.00
   LOCATION L0001666     VOLUME   377547.031 3745864.742 21.00
   LOCATION L0001667     VOLUME   377546.981 3745868.400 21.00
   LOCATION L0001668     VOLUME   377546.931 3745872.057 21.00
   LOCATION L0001669     VOLUME   377546.881 3745875.714 21.00
   LOCATION L0001670     VOLUME   377546.832 3745879.371 21.00
   LOCATION L0001671     VOLUME   377546.782 3745883.029 21.00
   LOCATION L0001672     VOLUME   377546.732 3745886.686 21.00
   LOCATION L0001673     VOLUME   377546.682 3745890.343 21.00
   LOCATION L0001674     VOLUME   377546.632 3745894.000 21.00
   LOCATION L0001675     VOLUME   377545.607 3745896.678 21.00
   LOCATION L0001676     VOLUME   377541.949 3745896.712 21.00
   LOCATION L0001677     VOLUME   377538.292 3745896.745 21.00
   LOCATION L0001678     VOLUME   377534.635 3745896.779 21.00
   LOCATION L0001679     VOLUME   377530.977 3745896.813 21.00
   LOCATION L0001680     VOLUME   377527.320 3745896.847 21.00
   LOCATION L0001681     VOLUME   377523.662 3745896.881 21.00
   LOCATION L0001682     VOLUME   377520.005 3745896.915 21.00
   LOCATION L0001683     VOLUME   377516.347 3745896.948 21.00
   LOCATION L0001684     VOLUME   377512.690 3745896.982 21.00
   LOCATION L0001685     VOLUME   377509.032 3745897.016 21.00
   LOCATION L0001686     VOLUME   377505.375 3745897.050 21.00
   LOCATION L0001687     VOLUME   377501.718 3745897.084 21.00
   LOCATION L0001688     VOLUME   377498.060 3745897.117 21.00
   LOCATION L0001689     VOLUME   377494.403 3745897.151 21.00
   LOCATION L0001690     VOLUME   377490.745 3745897.185 21.00
   LOCATION L0001691     VOLUME   377487.088 3745897.219 21.00
   LOCATION L0001692     VOLUME   377483.430 3745897.253 21.00
** End of LINE VOLUME Source ID = RDONE
** ------------------------------------------------------------------------
** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = RDONW
```

```
** DESCRSRC Trucks onsite west DW
** PREFIX
** Length of Side = 3.66
** Configuration = Adjacent
** Emission Rate = 0.0
** Vertical Dimension = 1.83
** SZINIT = 0.85
** Nodes = 4
** 377342.442, 3745807.614, 21.47, 0.00, 1.70
** 377341.382, 3745885.115, 21.15, 0.00, 1.70
** 377351.174, 3745899.975, 21.00, 0.00, 1.70
** 377478.306, 3745898.822, 21.00, 0.00, 1.70
** ------------------------------------------------------------------------
   LOCATION L0001693     VOLUME   377342.417 3745809.443 21.44
   LOCATION L0001694     VOLUME   377342.367 3745813.100 21.40
   LOCATION L0001695     VOLUME   377342.317 3745816.757 21.36
   LOCATION L0001696     VOLUME   377342.267 3745820.415 21.33
   LOCATION L0001697     VOLUME   377342.217 3745824.072 21.29
   LOCATION L0001698     VOLUME   377342.167 3745827.729 21.25
   LOCATION L0001699     VOLUME   377342.117 3745831.386 21.22
   LOCATION L0001700     VOLUME   377342.067 3745835.044 21.18
   LOCATION L0001701     VOLUME   377342.017 3745838.701 21.14
   LOCATION L0001702     VOLUME   377341.967 3745842.358 21.11
   LOCATION L0001703     VOLUME   377341.917 3745846.015 21.07
   LOCATION L0001704     VOLUME   377341.867 3745849.673 21.03
   LOCATION L0001705     VOLUME   377341.817 3745853.330 21.00
   LOCATION L0001706     VOLUME   377341.767 3745856.987 21.00
   LOCATION L0001707     VOLUME   377341.717 3745860.644 21.00
   LOCATION L0001708     VOLUME   377341.667 3745864.302 21.00
   LOCATION L0001709     VOLUME   377341.617 3745867.959 21.00
   LOCATION L0001710     VOLUME   377341.567 3745871.616 21.00
   LOCATION L0001711     VOLUME   377341.516 3745875.273 21.00
   LOCATION L0001712     VOLUME   377341.466 3745878.931 21.00
   LOCATION L0001713     VOLUME   377341.416 3745882.588 21.00
   LOCATION L0001714     VOLUME   377342.004 3745886.059 21.00
   LOCATION L0001715     VOLUME   377344.016 3745889.113 21.00
   LOCATION L0001716     VOLUME   377346.029 3745892.167 21.00
   LOCATION L0001717     VOLUME   377348.041 3745895.221 21.00
   LOCATION L0001718     VOLUME   377350.054 3745898.276 21.00
   LOCATION L0001719     VOLUME   377352.795 3745899.961 21.00
   LOCATION L0001720     VOLUME   377356.453 3745899.928 21.00
   LOCATION L0001721     VOLUME   377360.110 3745899.894 21.00
   LOCATION L0001722     VOLUME   377363.768 3745899.861 21.00
   LOCATION L0001723     VOLUME   377367.425 3745899.828 21.00
   LOCATION L0001724     VOLUME   377371.083 3745899.795 21.00
   LOCATION L0001725     VOLUME   377374.740 3745899.762 21.00
   LOCATION L0001726     VOLUME   377378.398 3745899.729 21.00
   LOCATION L0001727     VOLUME   377382.055 3745899.695 21.00
   LOCATION L0001728     VOLUME   377385.712 3745899.662 21.00
   LOCATION L0001729     VOLUME   377389.370 3745899.629 21.00
   LOCATION L0001730     VOLUME   377393.027 3745899.596 21.00
   LOCATION L0001731     VOLUME   377396.685 3745899.563 21.00
   LOCATION L0001732     VOLUME   377400.342 3745899.529 21.00
   LOCATION L0001733     VOLUME   377404.000 3745899.496 21.00
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   LOCATION L0001734     VOLUME   377407.657 3745899.463 21.00
   LOCATION L0001735     VOLUME   377411.315 3745899.430 21.00
   LOCATION L0001736     VOLUME   377414.972 3745899.397 21.00
   LOCATION L0001737     VOLUME   377418.630 3745899.364 21.00
   LOCATION L0001738     VOLUME   377422.287 3745899.330 21.00
   LOCATION L0001739     VOLUME   377425.944 3745899.297 21.00
   LOCATION L0001740     VOLUME   377429.602 3745899.264 21.00
   LOCATION L0001741     VOLUME   377433.259 3745899.231 21.00
   LOCATION L0001742     VOLUME   377436.917 3745899.198 21.00
   LOCATION L0001743     VOLUME   377440.574 3745899.165 21.00
   LOCATION L0001744     VOLUME   377444.232 3745899.131 21.00
   LOCATION L0001745     VOLUME   377447.889 3745899.098 21.00
   LOCATION L0001746     VOLUME   377451.547 3745899.065 21.00
   LOCATION L0001747     VOLUME   377455.204 3745899.032 21.00
   LOCATION L0001748     VOLUME   377458.861 3745898.999 21.00
   LOCATION L0001749     VOLUME   377462.519 3745898.966 21.00
   LOCATION L0001750     VOLUME   377466.176 3745898.932 21.00
   LOCATION L0001751     VOLUME   377469.834 3745898.899 21.00
   LOCATION L0001752     VOLUME   377473.491 3745898.866 21.00
   LOCATION L0001753     VOLUME   377477.149 3745898.833 21.00
** End of LINE VOLUME Source ID = RDONW
   LOCATION FIREPUMP     POINT      377357.408  3745846.162       21.050
** DESCRSRC Diesel-Powered Fire Pump
   LOCATION IDLE         POINT      377472.103  3745882.810       21.000
** DESCRSRC Trucks Idling
   LOCATION TRU          POINT      377466.563  3745883.025       21.000
** DESCRSRC Diesel-Powered TRUs
   LOCATION GEN          POINT      377351.000  3745842.000       21.100
** DESCRSRC Backup Generator
** Source Parameters **
** LINE VOLUME Source ID = RDEAST
   SRCPARAM L0001489          0.0      0.00      4.25      0.85
   SRCPARAM L0001490          0.0      0.00      4.25      0.85
   SRCPARAM L0001491          0.0      0.00      4.25      0.85
   SRCPARAM L0001492          0.0      0.00      4.25      0.85
   SRCPARAM L0001493          0.0      0.00      4.25      0.85
   SRCPARAM L0001494          0.0      0.00      4.25      0.85
   SRCPARAM L0001495          0.0      0.00      4.25      0.85
   SRCPARAM L0001496          0.0      0.00      4.25      0.85
   SRCPARAM L0001497          0.0      0.00      4.25      0.85
   SRCPARAM L0001498          0.0      0.00      4.25      0.85
   SRCPARAM L0001499          0.0      0.00      4.25      0.85
   SRCPARAM L0001500          0.0      0.00      4.25      0.85
   SRCPARAM L0001501          0.0      0.00      4.25      0.85
   SRCPARAM L0001502          0.0      0.00      4.25      0.85
   SRCPARAM L0001503          0.0      0.00      4.25      0.85
   SRCPARAM L0001504          0.0      0.00      4.25      0.85
   SRCPARAM L0001505          0.0      0.00      4.25      0.85
   SRCPARAM L0001506          0.0      0.00      4.25      0.85
   SRCPARAM L0001507          0.0      0.00      4.25      0.85
   SRCPARAM L0001508          0.0      0.00      4.25      0.85
   SRCPARAM L0001509          0.0      0.00      4.25      0.85
   SRCPARAM L0001510          0.0      0.00      4.25      0.85
   SRCPARAM L0001511          0.0      0.00      4.25      0.85
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   SRCPARAM L0001512          0.0      0.00      4.25      0.85
   SRCPARAM L0001513          0.0      0.00      4.25      0.85
   SRCPARAM L0001514          0.0      0.00      4.25      0.85
   SRCPARAM L0001515          0.0      0.00      4.25      0.85
   SRCPARAM L0001516          0.0      0.00      4.25      0.85
   SRCPARAM L0001517          0.0      0.00      4.25      0.85
   SRCPARAM L0001518          0.0      0.00      4.25      0.85
   SRCPARAM L0001519          0.0      0.00      4.25      0.85
   SRCPARAM L0001520          0.0      0.00      4.25      0.85
   SRCPARAM L0001521          0.0      0.00      4.25      0.85
   SRCPARAM L0001522          0.0      0.00      4.25      0.85
   SRCPARAM L0001523          0.0      0.00      4.25      0.85
   SRCPARAM L0001524          0.0      0.00      4.25      0.85
   SRCPARAM L0001525          0.0      0.00      4.25      0.85
   SRCPARAM L0001526          0.0      0.00      4.25      0.85
   SRCPARAM L0001527          0.0      0.00      4.25      0.85
   SRCPARAM L0001528          0.0      0.00      4.25      0.85
   SRCPARAM L0001529          0.0      0.00      4.25      0.85
   SRCPARAM L0001530          0.0      0.00      4.25      0.85
   SRCPARAM L0001531          0.0      0.00      4.25      0.85
   SRCPARAM L0001532          0.0      0.00      4.25      0.85
   SRCPARAM L0001533          0.0      0.00      4.25      0.85
   SRCPARAM L0001534          0.0      0.00      4.25      0.85
   SRCPARAM L0001535          0.0      0.00      4.25      0.85
   SRCPARAM L0001536          0.0      0.00      4.25      0.85
   SRCPARAM L0001537          0.0      0.00      4.25      0.85
   SRCPARAM L0001538          0.0      0.00      4.25      0.85
   SRCPARAM L0001539          0.0      0.00      4.25      0.85
   SRCPARAM L0001540          0.0      0.00      4.25      0.85
   SRCPARAM L0001541          0.0      0.00      4.25      0.85
   SRCPARAM L0001542          0.0      0.00      4.25      0.85
   SRCPARAM L0001543          0.0      0.00      4.25      0.85
   SRCPARAM L0001544          0.0      0.00      4.25      0.85
   SRCPARAM L0001545          0.0      0.00      4.25      0.85
** ------------------------------------------------------------------------
** LINE VOLUME Source ID = RDWEST
   SRCPARAM L0001546          0.0      0.00      4.25      0.85
   SRCPARAM L0001547          0.0      0.00      4.25      0.85
   SRCPARAM L0001548          0.0      0.00      4.25      0.85
   SRCPARAM L0001549          0.0      0.00      4.25      0.85
   SRCPARAM L0001550          0.0      0.00      4.25      0.85
   SRCPARAM L0001551          0.0      0.00      4.25      0.85
   SRCPARAM L0001552          0.0      0.00      4.25      0.85
   SRCPARAM L0001553          0.0      0.00      4.25      0.85
   SRCPARAM L0001554          0.0      0.00      4.25      0.85
   SRCPARAM L0001555          0.0      0.00      4.25      0.85
   SRCPARAM L0001556          0.0      0.00      4.25      0.85
   SRCPARAM L0001557          0.0      0.00      4.25      0.85
   SRCPARAM L0001558          0.0      0.00      4.25      0.85
   SRCPARAM L0001559          0.0      0.00      4.25      0.85
   SRCPARAM L0001560          0.0      0.00      4.25      0.85
   SRCPARAM L0001561          0.0      0.00      4.25      0.85
   SRCPARAM L0001562          0.0      0.00      4.25      0.85
   SRCPARAM L0001563          0.0      0.00      4.25      0.85
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   SRCPARAM L0001564          0.0      0.00      4.25      0.85
   SRCPARAM L0001565          0.0      0.00      4.25      0.85
   SRCPARAM L0001566          0.0      0.00      4.25      0.85
   SRCPARAM L0001567          0.0      0.00      4.25      0.85
   SRCPARAM L0001568          0.0      0.00      4.25      0.85
   SRCPARAM L0001569          0.0      0.00      4.25      0.85
   SRCPARAM L0001570          0.0      0.00      4.25      0.85
   SRCPARAM L0001571          0.0      0.00      4.25      0.85
   SRCPARAM L0001572          0.0      0.00      4.25      0.85
   SRCPARAM L0001573          0.0      0.00      4.25      0.85
   SRCPARAM L0001574          0.0      0.00      4.25      0.85
   SRCPARAM L0001575          0.0      0.00      4.25      0.85
   SRCPARAM L0001576          0.0      0.00      4.25      0.85
   SRCPARAM L0001577          0.0      0.00      4.25      0.85
   SRCPARAM L0001578          0.0      0.00      4.25      0.85
   SRCPARAM L0001579          0.0      0.00      4.25      0.85
** ------------------------------------------------------------------
** LINE VOLUME Source ID = RD208TH
   SRCPARAM L0001580          0.0      0.00      4.25      0.85
   SRCPARAM L0001581          0.0      0.00      4.25      0.85
   SRCPARAM L0001582          0.0      0.00      4.25      0.85
   SRCPARAM L0001583          0.0      0.00      4.25      0.85
   SRCPARAM L0001584          0.0      0.00      4.25      0.85
   SRCPARAM L0001585          0.0      0.00      4.25      0.85
   SRCPARAM L0001586          0.0      0.00      4.25      0.85
   SRCPARAM L0001587          0.0      0.00      4.25      0.85
   SRCPARAM L0001588          0.0      0.00      4.25      0.85
   SRCPARAM L0001589          0.0      0.00      4.25      0.85
   SRCPARAM L0001590          0.0      0.00      4.25      0.85
   SRCPARAM L0001591          0.0      0.00      4.25      0.85
   SRCPARAM L0001592          0.0      0.00      4.25      0.85
   SRCPARAM L0001593          0.0      0.00      4.25      0.85
** ------------------------------------------------------------------
** LINE VOLUME Source ID = RDCREN
   SRCPARAM L0001594          0.0      0.00      8.51      0.85
   SRCPARAM L0001595          0.0      0.00      8.51      0.85
   SRCPARAM L0001596          0.0      0.00      8.51      0.85
   SRCPARAM L0001597          0.0      0.00      8.51      0.85
   SRCPARAM L0001598          0.0      0.00      8.51      0.85
   SRCPARAM L0001599          0.0      0.00      8.51      0.85
   SRCPARAM L0001600          0.0      0.00      8.51      0.85
   SRCPARAM L0001601          0.0      0.00      8.51      0.85
   SRCPARAM L0001602          0.0      0.00      8.51      0.85
   SRCPARAM L0001603          0.0      0.00      8.51      0.85
   SRCPARAM L0001604          0.0      0.00      8.51      0.85
   SRCPARAM L0001605          0.0      0.00      8.51      0.85
   SRCPARAM L0001606          0.0      0.00      8.51      0.85
   SRCPARAM L0001607          0.0      0.00      8.51      0.85
   SRCPARAM L0001608          0.0      0.00      8.51      0.85
   SRCPARAM L0001609          0.0      0.00      8.51      0.85
   SRCPARAM L0001610          0.0      0.00      8.51      0.85
   SRCPARAM L0001611          0.0      0.00      8.51      0.85
   SRCPARAM L0001612          0.0      0.00      8.51      0.85
   SRCPARAM L0001613          0.0      0.00      8.51      0.85
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   SRCPARAM L0001614          0.0      0.00      8.51      0.85
   SRCPARAM L0001615          0.0      0.00      8.51      0.85
   SRCPARAM L0001616          0.0      0.00      8.51      0.85
   SRCPARAM L0001617          0.0      0.00      8.51      0.85
   SRCPARAM L0001618          0.0      0.00      8.51      0.85
   SRCPARAM L0001619          0.0      0.00      8.51      0.85
   SRCPARAM L0001620          0.0      0.00      8.51      0.85
   SRCPARAM L0001621          0.0      0.00      8.51      0.85
   SRCPARAM L0001622          0.0      0.00      8.51      0.85
   SRCPARAM L0001623          0.0      0.00      8.51      0.85
   SRCPARAM L0001624          0.0      0.00      8.51      0.85
   SRCPARAM L0001625          0.0      0.00      8.51      0.85
   SRCPARAM L0001626          0.0      0.00      8.51      0.85
   SRCPARAM L0001627          0.0      0.00      8.51      0.85
   SRCPARAM L0001628          0.0      0.00      8.51      0.85
   SRCPARAM L0001629          0.0      0.00      8.51      0.85
   SRCPARAM L0001630          0.0      0.00      8.51      0.85
   SRCPARAM L0001631          0.0      0.00      8.51      0.85
   SRCPARAM L0001632          0.0      0.00      8.51      0.85
   SRCPARAM L0001633          0.0      0.00      8.51      0.85
   SRCPARAM L0001634          0.0      0.00      8.51      0.85
   SRCPARAM L0001635          0.0      0.00      8.51      0.85
   SRCPARAM L0001636          0.0      0.00      8.51      0.85
   SRCPARAM L0001637          0.0      0.00      8.51      0.85
   SRCPARAM L0001638          0.0      0.00      8.51      0.85
   SRCPARAM L0001639          0.0      0.00      8.51      0.85
   SRCPARAM L0001640          0.0      0.00      8.51      0.85
   SRCPARAM L0001641          0.0      0.00      8.51      0.85
   SRCPARAM L0001642          0.0      0.00      8.51      0.85
   SRCPARAM L0001643          0.0      0.00      8.51      0.85
   SRCPARAM L0001644          0.0      0.00      8.51      0.85
   SRCPARAM L0001645          0.0      0.00      8.51      0.85
   SRCPARAM L0001646          0.0      0.00      8.51      0.85
   SRCPARAM L0001647          0.0      0.00      8.51      0.85
   SRCPARAM L0001648          0.0      0.00      8.51      0.85
   SRCPARAM L0001649          0.0      0.00      8.51      0.85
   SRCPARAM L0001650          0.0      0.00      8.51      0.85
   SRCPARAM L0001651          0.0      0.00      8.51      0.85
** ------------------------------------------------------------------------
** LINE VOLUME Source ID = RDONE
   SRCPARAM L0001652          0.0      0.00      1.70      0.85
   SRCPARAM L0001653          0.0      0.00      1.70      0.85
   SRCPARAM L0001654          0.0      0.00      1.70      0.85
   SRCPARAM L0001655          0.0      0.00      1.70      0.85
   SRCPARAM L0001656          0.0      0.00      1.70      0.85
   SRCPARAM L0001657          0.0      0.00      1.70      0.85
   SRCPARAM L0001658          0.0      0.00      1.70      0.85
   SRCPARAM L0001659          0.0      0.00      1.70      0.85
   SRCPARAM L0001660          0.0      0.00      1.70      0.85
   SRCPARAM L0001661          0.0      0.00      1.70      0.85
   SRCPARAM L0001662          0.0      0.00      1.70      0.85
   SRCPARAM L0001663          0.0      0.00      1.70      0.85
   SRCPARAM L0001664          0.0      0.00      1.70      0.85
   SRCPARAM L0001665          0.0      0.00      1.70      0.85
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   SRCPARAM L0001666          0.0      0.00      1.70      0.85
   SRCPARAM L0001667          0.0      0.00      1.70      0.85
   SRCPARAM L0001668          0.0      0.00      1.70      0.85
   SRCPARAM L0001669          0.0      0.00      1.70      0.85
   SRCPARAM L0001670          0.0      0.00      1.70      0.85
   SRCPARAM L0001671          0.0      0.00      1.70      0.85
   SRCPARAM L0001672          0.0      0.00      1.70      0.85
   SRCPARAM L0001673          0.0      0.00      1.70      0.85
   SRCPARAM L0001674          0.0      0.00      1.70      0.85
   SRCPARAM L0001675          0.0      0.00      1.70      0.85
   SRCPARAM L0001676          0.0      0.00      1.70      0.85
   SRCPARAM L0001677          0.0      0.00      1.70      0.85
   SRCPARAM L0001678          0.0      0.00      1.70      0.85
   SRCPARAM L0001679          0.0      0.00      1.70      0.85
   SRCPARAM L0001680          0.0      0.00      1.70      0.85
   SRCPARAM L0001681          0.0      0.00      1.70      0.85
   SRCPARAM L0001682          0.0      0.00      1.70      0.85
   SRCPARAM L0001683          0.0      0.00      1.70      0.85
   SRCPARAM L0001684          0.0      0.00      1.70      0.85
   SRCPARAM L0001685          0.0      0.00      1.70      0.85
   SRCPARAM L0001686          0.0      0.00      1.70      0.85
   SRCPARAM L0001687          0.0      0.00      1.70      0.85
   SRCPARAM L0001688          0.0      0.00      1.70      0.85
   SRCPARAM L0001689          0.0      0.00      1.70      0.85
   SRCPARAM L0001690          0.0      0.00      1.70      0.85
   SRCPARAM L0001691          0.0      0.00      1.70      0.85
   SRCPARAM L0001692          0.0      0.00      1.70      0.85
** ------------------------------------------------------------------------
** LINE VOLUME Source ID = RDONW
   SRCPARAM L0001693          0.0      0.00      1.70      0.85
   SRCPARAM L0001694          0.0      0.00      1.70      0.85
   SRCPARAM L0001695          0.0      0.00      1.70      0.85
   SRCPARAM L0001696          0.0      0.00      1.70      0.85
   SRCPARAM L0001697          0.0      0.00      1.70      0.85
   SRCPARAM L0001698          0.0      0.00      1.70      0.85
   SRCPARAM L0001699          0.0      0.00      1.70      0.85
   SRCPARAM L0001700          0.0      0.00      1.70      0.85
   SRCPARAM L0001701          0.0      0.00      1.70      0.85
   SRCPARAM L0001702          0.0      0.00      1.70      0.85
   SRCPARAM L0001703          0.0      0.00      1.70      0.85
   SRCPARAM L0001704          0.0      0.00      1.70      0.85
   SRCPARAM L0001705          0.0      0.00      1.70      0.85
   SRCPARAM L0001706          0.0      0.00      1.70      0.85
   SRCPARAM L0001707          0.0      0.00      1.70      0.85
   SRCPARAM L0001708          0.0      0.00      1.70      0.85
   SRCPARAM L0001709          0.0      0.00      1.70      0.85
   SRCPARAM L0001710          0.0      0.00      1.70      0.85
   SRCPARAM L0001711          0.0      0.00      1.70      0.85
   SRCPARAM L0001712          0.0      0.00      1.70      0.85
   SRCPARAM L0001713          0.0      0.00      1.70      0.85
   SRCPARAM L0001714          0.0      0.00      1.70      0.85
   SRCPARAM L0001715          0.0      0.00      1.70      0.85
   SRCPARAM L0001716          0.0      0.00      1.70      0.85
   SRCPARAM L0001717          0.0      0.00      1.70      0.85
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   SRCPARAM L0001718          0.0      0.00      1.70      0.85
   SRCPARAM L0001719          0.0      0.00      1.70      0.85
   SRCPARAM L0001720          0.0      0.00      1.70      0.85
   SRCPARAM L0001721          0.0      0.00      1.70      0.85
   SRCPARAM L0001722          0.0      0.00      1.70      0.85
   SRCPARAM L0001723          0.0      0.00      1.70      0.85
   SRCPARAM L0001724          0.0      0.00      1.70      0.85
   SRCPARAM L0001725          0.0      0.00      1.70      0.85
   SRCPARAM L0001726          0.0      0.00      1.70      0.85
   SRCPARAM L0001727          0.0      0.00      1.70      0.85
   SRCPARAM L0001728          0.0      0.00      1.70      0.85
   SRCPARAM L0001729          0.0      0.00      1.70      0.85
   SRCPARAM L0001730          0.0      0.00      1.70      0.85
   SRCPARAM L0001731          0.0      0.00      1.70      0.85
   SRCPARAM L0001732          0.0      0.00      1.70      0.85
   SRCPARAM L0001733          0.0      0.00      1.70      0.85
   SRCPARAM L0001734          0.0      0.00      1.70      0.85
   SRCPARAM L0001735          0.0      0.00      1.70      0.85
   SRCPARAM L0001736          0.0      0.00      1.70      0.85
   SRCPARAM L0001737          0.0      0.00      1.70      0.85
   SRCPARAM L0001738          0.0      0.00      1.70      0.85
   SRCPARAM L0001739          0.0      0.00      1.70      0.85
   SRCPARAM L0001740          0.0      0.00      1.70      0.85
   SRCPARAM L0001741          0.0      0.00      1.70      0.85
   SRCPARAM L0001742          0.0      0.00      1.70      0.85
   SRCPARAM L0001743          0.0      0.00      1.70      0.85
   SRCPARAM L0001744          0.0      0.00      1.70      0.85
   SRCPARAM L0001745          0.0      0.00      1.70      0.85
   SRCPARAM L0001746          0.0      0.00      1.70      0.85
   SRCPARAM L0001747          0.0      0.00      1.70      0.85
   SRCPARAM L0001748          0.0      0.00      1.70      0.85
   SRCPARAM L0001749          0.0      0.00      1.70      0.85
   SRCPARAM L0001750          0.0      0.00      1.70      0.85
   SRCPARAM L0001751          0.0      0.00      1.70      0.85
   SRCPARAM L0001752          0.0      0.00      1.70      0.85
   SRCPARAM L0001753          0.0      0.00      1.70      0.85
** --------------------------------------------------------------------------
   SRCPARAM FIREPUMP     0.000045    14.630   366.000        50       0.1
   SRCPARAM IDLE              0.0     3.658   366.000        50       0.1
   SRCPARAM TRU               0.0     3.840   501.000        50      0.04
   SRCPARAM GEN           0.00006     3.048   366.000        50       0.1

** Building Downwash **
   BUILDHGT FIREPUMP        13.72     13.72     13.72     13.72     13.72     13.72
   BUILDHGT FIREPUMP        13.72     13.72     13.72     13.72     13.72     13.72
   BUILDHGT FIREPUMP        13.72     13.72     13.72     13.72     13.72     13.72
   BUILDHGT FIREPUMP        13.72     13.72     13.72     13.72     13.72     13.72
   BUILDHGT FIREPUMP        13.72     13.72     13.72     13.72     13.72     13.72
   BUILDHGT FIREPUMP        13.72     13.72     13.72     13.72     13.72     13.72

   BUILDHGT IDLE            13.72     13.72     13.72     13.72     13.72     13.72
   BUILDHGT IDLE            13.72     13.72     13.72     13.72     13.72     13.72
   BUILDHGT IDLE            13.72     13.72     13.72     13.72     13.72     13.72
   BUILDHGT IDLE            13.72     13.72     13.72     13.72     13.72     13.72
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BUILDHGT IDLE	13.72	13.72	13.72	13.72	13.72	13.72
BUILDHGT IDLE	13.72	13.72	13.72	13.72	13.72	13.72
BUILDHGT TRU	13.72	13.72	13.72	13.72	13.72	13.72
BUILDHGT TRU	13.72	13.72	13.72	13.72	13.72	13.72
BUILDHGT TRU	13.72	13.72	13.72	13.72	13.72	13.72
BUILDHGT TRU	13.72	13.72	13.72	13.72	13.72	13.72
BUILDHGT TRU	13.72	13.72	13.72	13.72	13.72	13.72
BUILDHGT TRU	13.72	13.72	13.72	13.72	13.72	13.72
BUILDHGT GEN	13.72	13.72	13.72	13.72	13.72	13.72
BUILDHGT GEN	13.72	13.72	13.72	13.72	13.72	13.72
BUILDHGT GEN	13.72	13.72	13.72	13.72	13.72	13.72
BUILDHGT GEN	13.72	13.72	13.72	13.72	13.72	13.72
BUILDHGT GEN	13.72	13.72	13.72	13.72	13.72	13.72
BUILDHGT GEN	13.72	13.72	13.72	13.72	13.72	13.72
BUILDWID FIREPUMP	189.00	194.01	193.13	186.38	173.96	156.26
BUILDWID FIREPUMP	133.81	107.30	78.85	89.43	116.68	140.38
BUILDWID FIREPUMP	159.82	174.40	183.68	187.38	185.39	180.49
BUILDWID FIREPUMP	189.00	194.01	193.13	186.38	173.96	156.26
BUILDWID FIREPUMP	133.81	107.29	78.85	89.43	116.68	140.38
BUILDWID FIREPUMP	159.82	174.40	183.68	187.38	185.39	180.49
BUILDWID IDLE	189.00	194.01	193.13	186.38	173.96	156.26
BUILDWID IDLE	133.81	107.30	78.85	89.43	116.68	140.38
BUILDWID IDLE	159.82	174.40	183.68	187.38	185.39	180.49
BUILDWID IDLE	189.00	194.01	193.13	186.38	173.96	156.26
BUILDWID IDLE	133.81	107.29	78.85	89.43	116.68	140.38
BUILDWID IDLE	159.82	174.40	183.68	187.38	185.39	180.49
BUILDWID TRU	189.00	194.01	193.13	186.38	173.96	156.26
BUILDWID TRU	133.81	107.30	78.85	89.43	116.68	140.38
BUILDWID TRU	159.82	174.40	183.68	187.38	185.39	180.49
BUILDWID TRU	189.00	194.01	193.13	186.38	173.96	156.26
BUILDWID TRU	133.81	107.29	78.85	89.43	116.68	140.38
BUILDWID TRU	159.82	174.40	183.68	187.38	185.39	180.49
BUILDWID GEN	189.00	194.01	193.13	186.38	173.96	156.26
BUILDWID GEN	133.81	107.30	78.85	89.43	116.68	140.38
BUILDWID GEN	159.82	174.40	183.68	187.38	185.39	180.49
BUILDWID GEN	189.00	194.01	193.13	186.38	173.96	156.26
BUILDWID GEN	133.81	107.29	78.85	89.43	116.68	140.38
BUILDWID GEN	159.82	174.40	183.68	187.38	185.39	180.49
BUILDLEN FIREPUMP	89.43	116.68	140.38	159.82	174.40	183.68
BUILDLEN FIREPUMP	187.38	185.39	180.49	189.00	194.01	193.13
BUILDLEN FIREPUMP	186.38	173.96	156.26	133.81	107.30	78.85
BUILDLEN FIREPUMP	89.43	116.68	140.38	159.82	174.40	183.68
BUILDLEN FIREPUMP	187.38	185.39	180.49	189.00	194.01	193.13
BUILDLEN FIREPUMP	186.38	173.96	156.26	133.81	107.29	78.85
BUILDLEN IDLE	89.43	116.68	140.38	159.82	174.40	183.68
BUILDLEN IDLE	187.38	185.39	180.49	189.00	194.01	193.13

BUILDLEN	IDLE	186.38	173.96	156.26	133.81	107.30	78.85
BUILDLEN	IDLE	89.43	116.68	140.38	159.82	174.40	183.68
BUILDLEN	IDLE	187.38	185.39	180.49	189.00	194.01	193.13
BUILDLEN	IDLE	186.38	173.96	156.26	133.81	107.29	78.85
BUILDLEN	TRU	89.43	116.68	140.38	159.82	174.40	183.68
BUILDLEN	TRU	187.38	185.39	180.49	189.00	194.01	193.13
BUILDLEN	TRU	186.38	173.96	156.26	133.81	107.30	78.85
BUILDLEN	TRU	89.43	116.68	140.38	159.82	174.40	183.68
BUILDLEN	TRU	187.38	185.39	180.49	189.00	194.01	193.13
BUILDLEN	TRU	186.38	173.96	156.26	133.81	107.29	78.85
BUILDLEN	GEN	89.43	116.68	140.38	159.82	174.40	183.68
BUILDLEN	GEN	187.38	185.39	180.49	189.00	194.01	193.13
BUILDLEN	GEN	186.38	173.96	156.26	133.81	107.30	78.85
BUILDLEN	GEN	89.43	116.68	140.38	159.82	174.40	183.68
BUILDLEN	GEN	187.38	185.39	180.49	189.00	194.01	193.13
BUILDLEN	GEN	186.38	173.96	156.26	133.81	107.29	78.85
XBADJ	FIREPUMP	-34.08	-32.55	-30.03	-26.60	-22.36	-17.44
XBADJ	FIREPUMP	-11.99	-6.17	-2.78	-10.20	-17.32	-23.90
XBADJ	FIREPUMP	-29.76	-34.72	-38.62	-41.35	-42.82	-42.99
XBADJ	FIREPUMP	-55.35	-84.13	-110.35	-133.22	-152.04	-166.24
XBADJ	FIREPUMP	-175.39	-179.21	-177.71	-178.80	-176.70	-169.23
XBADJ	FIREPUMP	-156.61	-139.24	-117.64	-92.46	-64.48	-35.86
XBADJ	IDLE	-90.09	-106.22	-119.12	-128.40	-133.77	-135.09
XBADJ	IDLE	-132.30	-125.48	-117.47	-116.79	-112.55	-104.90
XBADJ	IDLE	-94.06	-80.36	-64.23	-46.13	-26.64	-6.34
XBADJ	IDLE	0.66	-10.46	-21.27	-31.42	-40.63	-48.59
XBADJ	IDLE	-55.08	-59.90	-63.02	-72.22	-81.46	-88.23
XBADJ	IDLE	-92.31	-93.60	-92.03	-87.68	-80.65	-72.51
XBADJ	TRU	-89.34	-104.52	-116.53	-125.00	-129.66	-130.39
XBADJ	TRU	-127.16	-120.06	-111.93	-111.29	-107.28	-100.00
XBADJ	TRU	-89.68	-76.64	-61.27	-44.04	-25.47	-6.13
XBADJ	TRU	-0.10	-12.16	-23.85	-34.82	-44.73	-53.29
XBADJ	TRU	-60.22	-65.32	-68.56	-77.71	-86.74	-93.13
XBADJ	TRU	-96.69	-97.32	-94.99	-89.77	-81.82	-72.72
XBADJ	GEN	-33.80	-31.15	-27.55	-23.12	-17.99	-12.31
XBADJ	GEN	-6.25	-0.01	3.63	-3.74	-11.01	-17.93
XBADJ	GEN	-24.31	-29.96	-34.69	-38.37	-40.88	-42.15
XBADJ	GEN	-55.64	-85.53	-112.83	-136.70	-156.41	-171.37
XBADJ	GEN	-181.13	-185.38	-184.12	-185.26	-183.01	-175.20
XBADJ	GEN	-162.06	-144.01	-121.57	-95.44	-66.42	-36.70
YBADJ	FIREPUMP	-84.30	-79.69	-72.66	-63.43	-52.26	-39.51
YBADJ	FIREPUMP	-25.56	-10.83	3.57	10.63	25.79	40.16
YBADJ	FIREPUMP	53.31	64.84	74.40	81.70	86.52	87.46
YBADJ	FIREPUMP	84.30	79.69	72.66	63.43	52.26	39.51
YBADJ	FIREPUMP	25.56	10.83	-3.57	-10.63	-25.79	-40.16
YBADJ	FIREPUMP	-53.31	-64.84	-74.40	-81.70	-86.52	-87.46

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   YBADJ    IDLE            22.28    15.55     8.34     0.87    -6.62   -13.90
   YBADJ    IDLE           -20.77   -27.01   -33.09   -45.38   -47.88   -48.93
   YBADJ    IDLE           -48.49   -46.57   -43.25   -38.61   -32.79   -27.22
   YBADJ    IDLE           -22.28   -15.55    -8.34    -0.87     6.62    13.90
   YBADJ    IDLE            20.77    27.01    33.09    45.38    47.88    48.93
   YBADJ    IDLE            48.49    46.57    43.25    38.61    32.79    27.22

   YBADJ    TRU             16.79    10.27     3.43    -3.50   -10.34   -16.86
   YBADJ    TRU            -22.86   -28.17   -33.30   -44.62   -46.18   -46.34
   YBADJ    TRU            -45.09   -42.47   -38.55   -33.47   -27.37   -21.68
   YBADJ    TRU            -16.79   -10.27    -3.43     3.50    10.34    16.86
   YBADJ    TRU             22.86    28.17    33.30    44.62    46.18    46.34
   YBADJ    TRU             45.09    42.47    38.55    33.47    27.37    21.68

   YBADJ    GEN            -90.76   -86.00   -78.63   -68.88   -57.02   -43.44
   YBADJ    GEN            -28.54   -12.77     2.73    10.92    27.19    42.64
   YBADJ    GEN             56.79    69.21    79.53    87.44    92.69    93.88
   YBADJ    GEN             90.76    86.00    78.63    68.88    57.02    43.44
   YBADJ    GEN             28.54    12.77    -2.73   -10.92   -27.19   -42.64
   YBADJ    GEN            -56.79   -69.21   -79.53   -87.44   -92.69   -93.87

   URBANSRC ALL
   SRCGROUP ALL
SO FINISHED
**
****************************************
** AERMOD Receptor Pathway
****************************************
**
**
RE STARTING
   INCLUDED Ops40.rou
RE FINISHED
**
****************************************
** AERMOD Meteorology Pathway
****************************************
**
**
ME STARTING
   SURFFILE ..\HawthorneAirportADJU\KHHR_V9_ADJU\KHHR_v9.SFC
   PROFFILE ..\HawthorneAirportADJU\KHHR_V9_ADJU\KHHR_v9.PFL
   SURFDATA 3167 2012 Hawthorne_Airport
   UAIRDATA 3190 2012
   PROFBASE 19.0 METERS
ME FINISHED
**
****************************************
** AERMOD Output Pathway
****************************************
**
**
OU STARTING
   RECTABLE ALLAVE 1ST
```

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   RECTABLE 1 1ST
** Auto-Generated Plotfiles
   PLOTFILE 1 ALL 1ST OPS40.AD\01H1GALL.PLT 31
   PLOTFILE PERIOD ALL OPS40.AD\PE00GALL.PLT 32
   SUMMFILE Ops40.sum
OU FINISHED
**
****************************************
** Project Parameters
****************************************
** PROJCTN  CoordinateSystemUTM
** DESCPTN  UTM: Universal Transverse Mercator
** DATUM    World Geodetic System 1984
** DTMRGN   Global Definition
** UNITS    m
** ZONE     11
** ZONEINX  0
**
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* AERMOD (22112): 205th St Warehouse Project - Unmitigated Operational DPM 2040-2053 05/27/23
* AERMET (16216): 11:50:08
* MODELING OPTIONS USED: RegDFAULT CONC ELEV URBAN ADJ_U*
* PLOT FILE OF PERIOD VALUES AVERAGED ACROSS 0 YEARS FOR SOURCE GROUP: ALL
* FOR A TOTAL OF 18 RECEPTORS.
* FORMAT: (3(1X,F13.5),3(1X,F8.2),2X,A6,2X,A8,2X,I8.8,2X,A8)

* X	Y	AVERAGE CONC	ZELEV	ZHILL	ZFLAG	AVE	GRP	NUM HRS	NET ID
377296.00000	3745919.00000	0.00253	21.16	21.16	0.00	PERIOD	ALL	00043848	
377329.00000	3745921.00000	0.00301	21.03	21.03	0.00	PERIOD	ALL	00043848	
377374.00000	3745918.00000	0.00308	21.00	21.00	0.00	PERIOD	ALL	00043848	
377429.00000	3745918.00000	0.00258	21.00	21.00	0.00	PERIOD	ALL	00043848	
377494.00000	3745918.00000	0.00313	21.00	21.00	0.00	PERIOD	ALL	00043848	
377517.00000	3745916.00000	0.00339	21.00	21.00	0.00	PERIOD	ALL	00043848	
377547.00000	3745916.00000	0.00393	21.00	21.00	0.00	PERIOD	ALL	00043848	
377578.00000	3745920.00000	0.00284	21.00	21.00	0.00	PERIOD	ALL	00043848	
377630.00000	3745915.00000	0.00214	21.00	21.00	0.00	PERIOD	ALL	00043848	
377630.00000	3745744.00000	0.00161	21.00	21.00	0.00	PERIOD	ALL	00043848	
377421.00000	3745655.00000	0.00223	21.90	21.90	0.00	PERIOD	ALL	00043848	
377718.00000	3745293.00000	0.00046	22.01	22.01	0.00	PERIOD	ALL	00043848	
377589.00000	3745291.00000	0.00058	23.00	23.00	0.00	PERIOD	ALL	00043848	
377431.00000	3745293.00000	0.00069	23.05	23.05	0.00	PERIOD	ALL	00043848	
377264.00000	3745290.00000	0.00059	24.09	24.09	0.00	PERIOD	ALL	00043848	
377105.00000	3745293.00000	0.00040	25.00	25.00	0.00	PERIOD	ALL	00043848	
376823.00000	3744785.00000	0.00009	27.00	27.00	0.00	PERIOD	ALL	00043848	
377135.00000	3745991.00000	0.00084	21.54	21.54	0.00	PERIOD	ALL	00043848	

** CONCUNIT ug/m^3
** DEPUNIT g/m^2