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MEMORANDUM

DATE: December 24, 2024

TO: Jessica Williams, Assistant Planner
City of Menifee Community Development Department

FROM: Ronald Brugger, Senior Air Quality Specialist

SUBJECT: Air Quality, Greenhouse Gas Emissions, and Energy Analysis for the Caliber Collision Paint and Auto Body Repair Project in Menifee, Riverside County, California (LSA Project No. 20231078.02)

INTRODUCTION

This Air Quality and Greenhouse Gas Emissions Analysis has been prepared to evaluate the impacts associated with the construction and operation of the proposed Caliber Collision Paint and Auto Body Repair Project (project). The analysis includes modeling of air pollutant and greenhouse gas (GHG) emissions using the latest version of the California Emissions Estimator Model version 2022.1 (CalEEMod) and follows the South Coast Air Quality Management District's (SCAQMD) 1993 *CEQA Air Quality Handbook* guidelines.[1] The results of the modeling have been compared to SCAQMD emissions thresholds. (References cited are included as footnotes.)

PROJECT LOCATION AND DESCRIPTION

The 2.39 -acre (gross) project site is located along the west side of Zeiders Road, south of Scott Road, and east of Howard Way in Menifee, Riverside County, California, as shown on Figure 1 (all figures are included as Attachment A).

The proposed project would include the construction of a one-story, 18,865-square-foot (sq ft) building to house the Caliber Collision Paint and Auto Body Repair shop with six bays and two natural gas-fired paint booths, as shown on Figure 2. It was assumed there would be at most two electric air compressors and welders. The planned hours of operation would be from 7:30 a.m. to 5:30 p.m., Monday through Friday, and from 8:00 a.m. to 12:00 p.m. on Saturday. The project is expected to have 20 full-time employees and approximately 13 to 15 customers on a typical weekday.

The project would also include construction of a parking lot with 103 parking spaces (including parking that is compliant with the Americans with Disabilities Act [ADA]) and a conceptual landscape plan

[1] South Coast Air Quality Management District (SCAQMD). 1993. CEQA Air Quality Handbook (1993). April. Website: www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993) (accessed October 2024).

consisting of native and drought tolerant plant material that includes 0.3 acre of landscape area within the 2.39-acre site. The landscape watering system would be automatic and connected to a weather sensor and rain shut-off device.

The site's General Plan Land Use designation and Zoning Classification is Economic Development Corridor–Southern Gateway (EDC-SG). The EDC-SG zone allows development of an auto body repair and paint shop with a Conditional Use Permit. The project would be consistent with the land use designation of the project site.

Project construction would include grading, paving, and construction of the facility building and parking areas. Grading would include importing 9,200 cubic yards and exporting 4,700 cubic yards of soil from a construction and landscaping material yard located immediately north of the project site. Project construction is expected to start in early 2025 and be completed in approximately 6 months.

SENSITIVE RECEPTORS IN THE PROJECT AREA

Sensitive receptors include residences, schools, hospitals, and similar uses that are sensitive to air quality. The nearest sensitive receptors in proximity to the project site include single-family residential homes to the south of the project site along Zeiders Road. The closest residence is approximately 70 feet from the project site boundary. Table A summarizes these sensitive receptors.

Table A: Summary of Analysis Distances by Impact Category

Activity	Nearest Sensitive Receptor	Points of Analysis	Distance (feet)
Construction[1]	Single-family homes to the south and north of the project site	Perimeter of construction activities to centroid of nearest sensitive receptor building	70 ft to the south and 390 ft to the north
Operations	Single-family homes to the south and north of the project site	Emissions sources on site generalized at the centroid of the project site to centroid of nearest sensitive receptor building	250 ft to the south and 980 ft to the north

Source: Compiled by LSA (October 2024).

[1] Distance for construction air quality impact potential includes the assumption that heavy construction equipment would operate adjacent to the proposed project boundary, which is 70 feet from the nearest off-site residential structure.

ft = foot/feet

ENVIRONMENTAL SETTING

Air Quality Background

Air quality is primarily a function of local climate, local sources of air pollution, and regional pollution transport. The amount of a given pollutant in the atmosphere is determined by the amount of the pollutant released and the atmosphere's ability to transport and dilute the pollutant. The major determinants of transport and dilution are wind, atmospheric stability, terrain and, for photochemical pollutants, sunshine.

A region's topographic features have a direct correlation with air pollution flow and therefore are used to determine the boundary of air basins. The proposed project site is in Riverside County and is within the jurisdiction of SCAQMD, which regulates air quality in the South Coast Air Basin (Basin).

The Basin comprises approximately 10,000 square miles (sq mi) and covers all of Orange County and the urban parts of Los Angeles, Riverside, and San Bernardino counties. The Basin is on a coastal plain with connecting broad valleys and low hills to the east. Regionally, the Basin is bounded by the Pacific Ocean to the southwest and high mountains to the east, forming the inland perimeter.

Both State and federal governments have established health-based ambient air quality standards for six criteria air pollutants: carbon monoxide (CO), ozone (O_3), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), lead (Pb), and suspended particulate matter. In addition, the State has set standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. These standards are designed to protect the health and welfare of the populace with a reasonable margin of safety. Two criteria pollutants, O_3 and NO_2, are considered regional pollutants because they (or their precursors) affect air quality on a regional scale. Pollutants such as CO, SO_2, and Pb are considered local pollutants that tend to accumulate in the air locally.

Air quality monitoring stations are located throughout the nation and are maintained by the local air districts and State air quality regulating agencies. Data collected at permanent monitoring stations are used by the United States Environmental Protection Agency (USEPA) to identify regions as "attainment" or "nonattainment" depending on whether the regions meet the requirements stated in the applicable National Ambient Air Quality Standards (NAAQS). Nonattainment areas are imposed with additional restrictions as required by the USEPA. In addition, different classifications of attainment (e.g., marginal, moderate, serious, severe, and extreme) are used to classify each air basin in the State on a pollutant-by-pollutant basis. The classifications are used as a foundation to create air quality management strategies to improve air quality and to comply with the NAAQS. As shown in Table B, the Basin is designated as nonattainment by the federal standards for O_3 and particulate matter less than 2.5 microns in diameter ($PM_{2.5}$) and nonattainment by the State standards for O_3, particulate matter less than 10 microns in diameter (PM_{10}), and $PM_{2.5}$.

O_3 levels, as measured by peak concentrations and the number of days over the State 1-hour standard, have declined substantially as a result of aggressive programs by SCAQMD and other regional, State, and federal agencies. The reduction of peak concentrations represents progress in improving public health; however, the Basin still exceeds the State standard for 1-hour and 8-hour O_3 levels. The USEPA lowered the 1997 0.80 part per million (ppm) national 8-hour O_3 standard to 0.75 ppm in 2008 and then to 0.70 ppm on October 1, 2015. The Basin is classified as nonattainment for the 1-hour and 8-hour O_3 standards at the State level and as extreme nonattainment for the 8-hour O_3 standard at the federal level.

National and State standards have also been established for $PM_{2.5}$ over 24-hour and yearly averaging periods. $PM_{2.5}$, because of the small size of individual particles, can be especially harmful to human health. $PM_{2.5}$ is emitted by common combustion sources such as cars, trucks, buses, and power plants, in addition to ground-disturbing activities. On December 17, 2006, the USEPA strengthened

Table B: Attainment Status of Criteria Pollutants in the South Coast Air Basin

Pollutant	State	Federal
O_3 1-hour	Nonattainment	N/A
O_3 8-hour	Nonattainment	Extreme Nonattainment
PM_{10}	Nonattainment	Attainment/Maintenance
$PM_{2.5}$	Nonattainment	Nonattainment
CO	Attainment	Attainment/Maintenance
NO_2	Attainment	Unclassified/Attainment (1-hour) Attainment/Maintenance (Annual)
SO_2	Attainment	Unclassified/Attainment
Lead	Attainment[1]	Unclassified/Attainment[1]
All Others	Attainment/Unclassified	Attainment/Unclassified

Source 1: *State and Federal Area Designations*, Website: www.arb.ca.gov/desig/desig.htm (CARB October 2024).
Source 2: Nonattainment Areas for Criteria Pollutants (Green Book), Website: www.epa.gov/green-book (USEPA October 2024).

[1] Only the Los Angeles County portion of the South Coast Air Basin is in nonattainment for lead.

CARB = California Air Resources Board
CO = carbon monoxide
N/A = not applicable
NO_2 = nitrogen dioxide
O_3 = ozone
PM_{10} = particulate matter less than 10 microns in diameter
$PM_{2.5}$ = particulate matter less than 2.5 microns in diameter
SO_2 = sulfur dioxide
USEPA = United States Environmental Protection Agency

the 24-hour $PM_{2.5}$ NAAQS from 65 micrograms per cubic meter (µg/m^3) to 35 µg/m^3, and the Basin was subsequently designated "moderate" nonattainment for 2006 24-hour $PM_{2.5}$ NAAQS on December 14, 2009. On February 7, 2024, the USEPA strengthened the NAAQS for $PM_{2.5}$ by revising the primary (health-based) annual standard from 12.0 µg/m^3 to 9.0 µg/m^3; however, a new attainment designation has not been issued. The Basin is also considered a nonattainment area for the $PM_{2.5}$ standard at the State level. During the 2021–2023 time period, the Pechanga Monitoring Station recorded no exceedances of the State and federal 24-hour $PM_{2.5}$ standards.

The Basin is classified as a PM_{10} nonattainment area at the State level. During the 2021–2023 time period, the Lake Elsinore Monitoring Station recorded 12 exceedances of the State 24-hour PM_{10} standard. All areas of the Basin have continued to remain below the federal CO standards (35 ppm 1-hour and 9 ppm 8-hour) since 2003. The USEPA redesignated the Basin to attainment of the federal CO standards, effective June 11, 2017. The Basin is also well below the State CO standards (20 ppm 1-hour CO and 9 ppm 8-hour CO).

Toxic Air Contaminant Background

The public's exposure to toxic air contaminants (TACs) is a significant environmental health issue in the State of California. In 1983, the California Legislature enacted a program to identify the health effects of TACs and to reduce exposure to these contaminants to protect the public health. California Health and Safety Code Section 39655 defines a TAC as "an air pollutant which may cause or contribute to an increase in mortality or in serious illness, or which may pose a present or potential hazard to human health." A substance that is listed as a hazardous air pollutant pursuant to Subsection (b) of United States Code [USC] Title 42, Section 7412, is a TAC. Under State law, the California Environmental Protection Agency (CalEPA), acting through the California Air Resources Board (CARB),

is authorized to identify a substance as a TAC if it determines the substance is an air pollutant that may cause or contribute to an increase in mortality or an increase in serious illness, or that may pose a present or potential hazard to human health.

California regulates TACs primarily through Assembly Bill (AB) 1807 (the Tanner Air Toxics Act), AB 2588 (the Air Toxics "Hot Spot" Information and Assessment Act of 1987), and Senate Bill (SB) 25 (the Children's Environmental Health Protection Act). The Tanner Air Toxics Act sets forth a formal procedure for CARB to designate substances as TACs. Once TACs are identified, CARB adopts an "airborne toxics control measure" for sources that emit designated TACs. If there is a safe threshold for a substance at which there is no toxic effect, the control measure must reduce exposure to below that threshold. If there is no safe threshold, the measure must incorporate toxics best available control technology to minimize emissions.

Air toxics from stationary sources are also regulated in California under AB 2588 (the Air Toxics "Hot Spot" Information and Assessment Act of 1987). Under AB 2588, TAC emissions from individual facilities are quantified and prioritized by the designated air quality management district or air pollution control district. High-priority facilities are required to perform a Health Risk Assessment (HRA) and, if specific thresholds are exceeded, are required to communicate the results to the public in the form of notices and public meetings.

To date, CARB has designated nearly 200 compounds as TACs. Additionally, CARB has implemented control measures for a number of compounds that pose high risks and show potential for effective control. The majority of the estimated health risks from TACs can be attributed to relatively few compounds, the most important being particulate matter from diesel-fueled engines (DPM).

Air Quality Monitoring Results

Air quality monitoring stations are located throughout the nation and are maintained by the local air pollution control district and State air quality regulating agencies. The SCAQMD, together with the CARB, maintains ambient air quality monitoring stations in the Basin. The air quality monitoring stations closest to the project area are the Lake Elsinore West Flint Street station located approximately 9 miles northwest of the project site at 506 West Flint Street, Lake Elsinore, Riverside County, California; the Pechanga station located approximately 14 miles southeast of the project site at 12705 Pechanga Road, Temecula, Riverside County, California; and the Riverside Rubidoux station located approximately 28 miles north of the project site at 5888 Mission Boulevard, Rubidoux, Riverside County, California.

Pollutant monitoring results for years 2021 to 2023 at the nearby ambient air quality monitoring stations, shown in Table C, indicate that air quality in the area has generally been moderate.

Energy

Electricity

Electricity is a manmade 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. Electricity is used for a variety of purposes (e.g., lighting, heating, cooling, and

refrigeration, and for operating appliances, computers, electronics, machinery, and public transportation systems).

Table C: Ambient Air Quality Monitored in the Project Vicinity

Pollutant	Standard	2021	2022	2023
Carbon Monoxide (CO) [1]				
Maximum 1-hr concentration (ppm)		0.9	0.9	1.3
Number of days exceeded:	State: > 20 ppm	0	0	0
	Federal: > 35 ppm	0	0	0
Maximum 8-hr concentration (ppm)		0.8	0.6	0.7
Number of days exceeded:	State: ≥ 9.0 ppm	0	0	0
	Federal: ≥ 9.0 ppm	0	0	0
Ozone (O_3)[1]				
Maximum 1-hr concentration (ppm)		0.118	0.121	0.120
Number of days exceeded:	State: > 0.09 ppm	18	17	10
Maximum 8-hr concentration (ppm)		0.097	0.091	0.103
Number of days exceeded:	State: > 0.070 ppm	45	37	35
	Federal: > 0.070 ppm	44	37	31
Coarse Particulates (PM_{10})[1]				
Maximum 24-hr concentration (µg/m³)		89.0	91.8	187.0
Number of days exceeded:	State: > 50 µg/m³	4	1	7
	Federal: > 150 µg/m³	0	0	1
Annual arithmetic average concentration (µg/m³)		41.7	35.4	34.0
Exceeded for the year:	State: > 20 µg/m³	Yes	Yes	Yes
	Federal: > 50 µg/m³	No	No	No
Fine Particulates ($PM_{2.5}$)[3]				
Maximum 24-hr concentration (µg/m³)		16.5	13.2	11.6
Number of days exceeded:	Federal: > 35 µg/m³	0	0	0
Annual arithmetic average concentration (µg/m³)		7.0	5.9	6.6
Exceeded for the year:	State: > 12 µg/m³	No	No	No
	Federal: > 15 µg/m³	No	No	No
Nitrogen Dioxide (NO_2)[1]				
Maximum 1-hr concentration (ppm)		0.0437	0.0372	0.0412
Number of days exceeded:	State: > 0.18 ppm	0	0	0
Annual arithmetic average concentration (ppm)		0.007	0.007	0.007
Exceeded for the year:	State: > 0.030 ppm	No	No	No
	Federal: > 0.053 ppm	No	No	No
Sulfur Dioxide (SO_2)[2]				
Maximum 24-hr concentration (ppm)		0.0027	0.0012	0.0023
Number of days exceeded:	State: > 0.04 ppm	ND	ND	ND
	Federal: > 0.14 ppm	0	0	0
Annual arithmetic average concentration (ppm)		0.00043	0.00034	0.00043
Exceeded for the year:	Federal: > 0.030 ppm	No	No	No

Source 1: 2021–2023 Air Quality Data, Website: www.epa.gov/outdoor-air-quality-data/monitor-values-report (United States Environmental Protection Agency 2024).

Source 2: iADAM: Air Quality Data Statistics, Website: www.arb.ca.gov/adam/index.html (California Air Resources Board 2024).

[1] Data taken from the Lake Elsinore West Flint Street station located at 506 West Flint Street, Lake Elsinore, Riverside County, California.

[2] Data take from the Riverside Rubidoux station located at 5888 Mission Boulevard, Rubidoux, Riverside County, California.

[3] Data take from the Pechanga station located at 12705 Pechanga Road, Temecula, Riverside County, California.

µg/m³ = micrograms per cubic meter
hr = hour
ND = no data available
PM_{10} = particulate matter less than 10 microns in size
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
ppm = parts per million
SJVAPCD = San Joaquin Valley Air Pollution Control District

According to the most recent data available, in 2022, California's electricity was generated primarily by natural gas (47.5 percent), renewable sources (52.2 percent), large hydroelectric (7.2 percent), nuclear (8.7 percent), coal (<1.0 percent), and other unspecified sources.[2] Total electric generation in California in 2022 was 287,220 gigawatt-hours (GWh), up 3.4 percent from the 2021 total generation of 277,764 GWh.[3]

The project site is within the service territory of Southern California Edison (SCE). SCE provides electricity to more than 15 million people in a 50,000 sq mi area of Central, Coastal, and Southern California.[4] According to the California Energy Commission (CEC), total electricity consumption in the SCE service area in 2022 was 85,870 GWh (31,603 GWh for the residential sector and 54,267 GWh for the non-residential sector). Total electricity consumption in Riverside County in 2022 was 17,780.6 GWh (17,780,573,271 kilowatt-hours [kWh]).[5]

Natural Gas

Natural gas is a non-renewable fossil fuel. Fossil fuels are formed when layers of decomposing plant and animal matter are exposed to intense heat and pressure under the surface of the Earth over millions of years. Natural gas is a combustible mixture of hydrocarbon compounds (primarily methane) that is used as a fuel source. Natural gas is found in naturally occurring reservoirs in deep underground rock formations. Natural gas is used for a variety of uses (e.g., heating buildings, generating electricity, and powering appliances such as stoves, washing machines and dryers, gas fireplaces, and gas grills).

Natural gas consumed in California is used for electricity generation (45 percent), residential uses (21 percent), industrial uses (25 percent), and commercial uses (9 percent). California continues to depend on out-of-state imports for nearly 90 percent of its natural gas supply.[6]

The Southern California Gas Company (SoCalGas) is the natural gas service provider for the project site. SoCalGas provides natural gas to approximately 21.8 million customers in a 24,000 sq mi service area throughout Central and Southern California, from Visalia to the Mexican border.[7] According to the CEC, total natural gas consumption in the SoCalGas service area in 2022 was 5,026 million therms

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2 California Energy Commission (CEC). 2022a. *2022 Total System Electric Generation*. Website: www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/2022-total-system-electric-generation (accessed October 2024).

3 CEC. 2021a. *2021 Total System Electric Generation*. Website: www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/2020-total-system-electric-generation (accessed October 2024).

4 Southern California Edison (SCE). 2020. About Us. Website: www.sce.com/about-us/who-we-are (accessed July 2024).

5 CEC. 2020a. Electricity Consumption by County and Entity. Websites: www.ecdms.energy.ca.gov/elecbycounty.aspx and www.ecdms.energy.ca.gov/elecbyutil.aspx (accessed July 2024).

6 CEC. 2021c. Supply and Demand of Natural Gas in California. Website: www.energy.ca.gov/data-reports/energy-almanac/californias-natural-gas-market/supply-and-demand-natural-gas-california (accessed October 2024).

7 Southern California Gas Company (SoCalGas). 2020. About SoCalGas. Website: www.socalgas.com/about-us/company-profile (accessed July 2024).

(2,230 million therms for the residential sector). Total natural gas consumption in Riverside County in 2022 was 431 million therms (431,052,392 therms).[8]

Fuel

Petroleum is also a non-renewable fossil fuel. Petroleum is a thick, flammable, yellow-to-black mixture of gaseous, liquid, and solid hydrocarbons that occurs naturally beneath the earth's surface. Petroleum is primarily recovered by oil drilling. It is refined into a large number of consumer products, primarily fuel oil, gasoline, and diesel.

The average fuel economy for light-duty vehicles (autos, pickups, vans, and sport utility vehicles [SUVs]) in the United States has steadily increased from about 14.9 miles per gallon (mpg) in 1980 to 22.8 mpg in 2022.[9] Federal fuel economy standards have changed substantially since the Energy Independence and Security Act was passed in 2007. This act, which originally mandated a national fuel economy standard of 35 mpg by year 2020,[10] applies to cars and light trucks of Model Years 2011 through 2020. In March 2020, the USEPA and National Highway Traffic Safety Administration (NHTSA) finalized the Corporate Average Fuel Economy (CAFE) standards for Model Years 2024–2026 Passenger Cars and Light Trucks, further detailed below.

Gasoline is the most-used transportation fuel in California, with 97 percent of all gasoline being consumed by light-duty cars, pickup trucks, and SUVs. According to the most recent data available, in 2022, total gasoline consumption in California was 316,425 thousand barrels or 1,597.6 trillion British Thermal Units (BTU).[11] Of the total gasoline consumption, 299,304 thousand barrels or 1,511.2 trillion BTU were consumed for transportation.[12] Based on fuel consumption obtained from CARB's California Emissions Factor Model, Version 2021 (EMFAC2021), approximately 713.9 million gallons of gasoline and approximately 301.2 million gallons of diesel will be consumed from vehicle trips in Riverside County in 2024.

Greenhouse Gas Emissions

GHGs are present in the atmosphere naturally, are released by natural sources, or form from secondary reactions taking place in the atmosphere. Over the last 200 years, humans have caused substantial quantities of GHGs to be released into the atmosphere. These extra emissions are increasing GHG concentrations in the atmosphere and enhancing the natural greenhouse effect, which is believed to be causing global warming. Although manmade GHGs include naturally occurring

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8 CEC. 2020b. Gas Consumption by County and Entity. Website: www.ecdms.energy.ca.gov/gasbycounty.aspx and www.ecdms.energy.ca.gov/gasbyutil.aspx (accessed July 2024).

9 United States Department of Transportation (USDOT). n.d. "Table 4-23: Average Fuel Efficiency of U.S. Light Duty Vehicles." Website: www.bts.gov/content/average-fuel-efficiency-us-light-duty-vehicles (accessed January 2024).

10 United States Department of Energy. 2007. "Energy Independence & Security Act of 2007." Website: www.afdc.energy.gov/laws/eisa (accessed October 2024).

11 United States Energy Information Administration (EIA). 2022. California State Profile and Energy Estimates, Data. Website: www.eia.gov/state/seds/data.php?incfile=/state/seds/sep_fuel/html/fuel_mg.html&sid=CA (accessed July 2024).

12 Ibid.

GHGs such as carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O), some gases like hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), nitrogen trifluoride (NF_3), and sulfur hexafluoride (SF_6) are completely new to the atmosphere.

Certain gases (e.g., water vapor) are short-lived in the atmosphere. Others remain in the atmosphere for significant periods of time, contributing to climate change in the long term. Water vapor is excluded from the list of GHGs above because it is short-lived in the atmosphere and its atmospheric concentrations are largely determined by natural processes, such as oceanic evaporation.

These gases vary considerably in terms of global warming potential (GWP), which is a concept developed to compare the ability of each GHG to trap heat in the atmosphere relative to another gas. The GWP is based on several factors, including the relative effectiveness of a gas in absorbing infrared radiation and the length of time that the gas remains in the atmosphere (atmospheric lifetime). The GWP of each gas is measured relative to CO_2, the most abundant GHG; the definition of GWP for a particular GHG is the ratio of heat trapped by one unit mass of the GHG to the ratio of heat trapped by one unit mass of CO_2 over a specified time period. GHG emissions are typically measured in terms of pounds or tons of CO_2 equivalents (CO_2e).

REGULATORY SETTING

This section provides regulatory background information for air quality, GHG, and energy.

Air Quality

Applicable federal, State, regional, and local air quality regulations are discussed below.

Federal Regulations

The 1970 federal Clean Air Act (CAA) authorized the establishment of national health-based air quality standards and set deadlines for their attainment. The CAA Amendments of 1990 changed deadlines for attaining national standards as well as the remedial actions required for areas of the nation that exceed the standards. Under the CAA, State and local agencies in areas that exceed the national standards are required to develop State Implementation Plans to demonstrate how they will achieve the national standards by specified dates.

State Regulations

In 1988, the CCAA required that all air districts in the State endeavor to achieve and maintain California Ambient Air Quality Standards (CAAQS) for CO, O_3, SO_2, and NO_2 by the earliest practical date. The CCAA provides districts with the authority to regulate indirect sources and mandates that air quality districts focus particular attention on reducing emissions from transportation and areawide emission sources. Each nonattainment district is required to adopt a plan to achieve a 5 percent annual reduction, averaged over consecutive 3-year periods, in districtwide emissions of each nonattainment pollutant or its precursors. A Clean Air Plan shows how a district would reduce emissions to achieve air quality standards. Generally, the State standards for these pollutants are more stringent than the national standards.

CARB is the State's clean air agency. CARB's goals are to attain and maintain healthy air quality, protect the public from exposure to toxic air contaminants, and oversee compliance with air pollution rules and regulations.

Regional Regulations

South Coast Air Quality Management District. SCAQMD has jurisdiction over most air quality matters in the Basin. This area includes all of Orange County, Los Angeles County except for the Antelope Valley, the non-desert portion of western San Bernardino County, and the western and Coachella Valley portions of Riverside County. The SCAQMD is the agency principally responsible for comprehensive air pollution control in the Basin and is tasked with implementing certain programs and regulations required by the CAA and the CCAA. The SCAQMD prepares plans to attain CAAQS and NAAQS. SCAQMD is directly responsible for reducing emissions from stationary (area and point) sources. The SCAQMD develops rules and regulations, establishes permitting requirements, inspects emissions sources, and enforces such measures though educational programs or fines, when necessary.

The proposed project could be subject to the following SCAQMD rules and regulations:[13]

- **South Coast Air Quality Management District Rule 403 Measures:**
    - Water active sites at least two times daily (locations where grading is to occur will be thoroughly watered prior to earthmoving).
    - All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least 2 feet of freeboard in accordance with the requirements of California Vehicle Code Section 23114 (freeboard means vertical space between the top of the load and top of the trailer).
    - Traffic speeds on all unpaved roads shall be reduced to 15 miles per hour (mph) or less.
- **South Coast Air Quality Management District Rule 481:** SCAQMD Rule 481 governs operation of a spray booth. It requires that the spray equipment operate in a control enclosure and that paints are applied with high volume low pressure (HVLP), electrostatic, and/or airless spray equipment. This rule would not apply if less than 3 gallons per day or 66 gallons per month were sprayed.
- **South Coast Air Quality Management District Rule 1113:** SCAQMD Rule 1113 governs the sale, use, and manufacture of architectural coating and limits the volatile organic compound (VOC) content in paints and paint solvents. This rule regulates the VOC content of paints available during construction and operation of the proposed project. Therefore, all paints and solvents used during construction and operation of the proposed project must comply with SCAQMD Rule 1113.

[13] SCAQMD. 2024. South Coast AQMD Rule Book. Website: www.aqmd.gov/home/rules-compliance/rules (accessed October 2024).

SCAQMD has a Rule 1132 *Further Control of VOC Emissions from High-Emitting Spray Booth Facilities*; however, this rule would not apply to this project as the spray booth would not produce more than 40,000 pounds of VOC per year specified in the rule.

The SCAQMD is responsible for demonstrating regional compliance with ambient air quality standards but has limited indirect involvement in reducing emissions from fugitive, mobile, and natural sources. To that end, the SCAQMD works cooperatively with the CARB, the Southern California Association of Governments (SCAG), county transportation commissions, local governments, and other federal and State government agencies. The SCAQMD has responded to this requirement by preparing a series of Air Quality Management Plans (AQMPs) to meet CAAQS and NAAQS. SCAQMD and the SCAG are responsible for formulating and implementing the AQMP for the Basin. The main purpose of an AQMP is to bring the area into compliance with federal and State air quality standards. Every 3 years, SCAQMD prepares a new AQMP, updating the previous plan and 20-year horizon.

The Final 2022 AQMP is the currently adopted AQMP. Key elements of the Final 2022 AQMP include the following:[14]

- Identifying co-benefits from other planning efforts (e.g., climate, energy, and transportation)
- A strategy with fair-share emission reductions at the federal, State, and local levels
- Investment in strategies and technologies meeting multiple air quality objectives
- Seeking new partnerships and significant funding for incentives to accelerate deployment of zero-emission and near-zero emission technologies
- Enhanced socioeconomic assessment, including an expanded environmental justice analysis
- Attainment of the 24-hour $PM_{2.5}$ standard in 2019 with no additional measures
- Attainment of the annual $PM_{2.5}$ standard by 2025 with implementation of a portion of the O_3 strategy
- Attainment of the 1-hour O_3 standard by 2022 with no reliance on "black box" future technology (CAA Section 182(e)(5) measures)

The 2022 AQMP builds upon measures already in place from previous AQMPs. It also includes a variety of additional strategies such as regulation, accelerated deployment of available cleaner technologies (e.g., zero emissions technologies, when cost-effective and feasible, and low NO_X technologies in other applications), best management practices, co-benefits from existing programs (e.g., climate and energy efficiency), incentives, and other CAA measures to achieve the 2015 8-hour ozone standard.

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14 SCAQMD. 2022. *Final 2022 Air Quality Management Plan*. February. Website: www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2022-air-quality-management-plan/final-2022-aqmp/final2022aqmp.pdf (accessed October 2024).

Southern California Association of Governments

SCAG is a council of governments for Los Angeles, Orange, Riverside, San Bernardino, Imperial, and Ventura Counties. It is a regional planning agency and serves as a forum for regional issues relating to transportation, the economy and 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 regard to air quality planning, SCAG prepares the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP), which address regional development and growth forecasts and form the basis for the land use and transportation control portions of the AQMP and are utilized in the preparation of the air quality forecasts and consistency analysis included in the AQMP. The RTP, RTIP, and AQMP are based on projections originating within local jurisdictions.

SCAG adopted the Connect SoCal: The 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal 2024)[15] on April 4, 2024. Connect SoCal 2024 is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. Connect SoCal is an important planning document for the region, allowing project sponsors to qualify for federal funding and takes into account operations and maintenance costs, to ensure reliability, longevity, and cost effectiveness. The forecasted development pattern, when integrated with the financially constrained transportation investments identified in Connect SoCal 2024, would reach the GHG emissions reduction target set by CARB, including the regional target of reducing GHG emissions from autos and light-duty trucks by 19 percent by 2035 (compared to 2005 levels).

Local Regulations

City of Menifee General Plan. The City of Menifee (City) addresses air quality in the General Plan.[16] The General Plan goals and policies aim to improve air quality by meeting or exceeding all State and federal standards. The following policies from the General Plan are applicable to the proposed project:

- **Goal OSC-9: Air Quality.** Reduced impacts to air quality at the local level by minimizing pollution and particulate matter.

- **Policy OCS-9.1:** Meet state and federal clean air standards by minimizing particulate matter emissions from construction activities.

- **Policy OCS-9.3:** Comply with regional, state, and federal standards and programs for control of all airborne pollutants and noxious odors, regardless of source.

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15 Southern California Association of Governments (SCAG). 2024. *Connect SoCal: The 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments.* Website: scag.ca.gov/sites/main/files/file-attachments/23-2987-connect-socal-2024-final-complete-040424.pdf?1712261565 (accessed April 2024).

16 City of Menifee. 2013. *City of Menifee General Plan*. September. Website: www.cityofmenifee.us/221/General-Plan (accessed October 2024).

City of Menifee Municipal Code. The City adopted the Development Code (Title 9: Planning and Zoning of the Menifee Municipal Code) on December 18th, 2019, which became effective January 17, 2020.[17] This Development Code establishes standards for development that are designed to reduce air quality impacts, greenhouse gas emissions, and energy usage from future development within the City.

Energy

Federal and State agencies regulate energy use and consumption through various means and programs. On the federal level, the United States Department of Transportation (USDOT), the United States Department of Energy, and the USEPA are three federal agencies with substantial influence over energy policies and programs. Generally, federal agencies influence and regulate transportation energy consumption through establishment and enforcement of fuel economy standards for automobiles and light trucks, through funding of energy-related research and development projects, and through funding for transportation infrastructure improvements. On the State level, the California Public Utilities Commission (CPUC) and the CEC are two agencies with authority over different aspects of energy.

The CPUC regulates privately owned electric, natural gas, telecommunications, water, railroad, rail transit, and passenger transportation companies and serves the public interest by protecting consumers and ensuring the provision of safe, reliable utility service and infrastructure at reasonable rates, with a commitment to environmental enhancement and a healthy California economy.

The CEC is the State's primary energy policy and planning agency. The CEC forecasts future energy needs, promotes energy efficiency, supports energy research, develops renewable energy resources, and plans for/directs State response to energy emergencies. The applicable federal, State, regional, and local regulatory framework is discussed below.

Federal Regulations

Energy Policy Act of 2005. The Energy Policy Act of 2005 seeks to reduce reliance on non-renewable energy resources and provide incentives to reduce current demand on these resources. For example, under this act, consumers and businesses can obtain federal tax credits for purchasing fuel-efficient appliances and products (including hybrid vehicles), building energy-efficient buildings, and improving the energy efficiency of commercial buildings. Additionally, tax credits are available for the installation of qualified fuel cells, stationary microturbine power plants, and solar power equipment.

Corporate Average Fuel Economy Standards. On March 31, 2022, the NHTSA finalized the Corporate Average Fuel Economy (CAFE) standards for Model Years 2024–2026 Passenger Cars and Light Trucks. The amended CAFE standards would require an industry wide fleet average of approximately 49 mpg for passenger cars and light trucks in model year 2026, by increasing fuel efficiency by 8 percent annually for model years 2024–2025, and 10 percent annually for model year

[17] City of Menifee. 2019. City of Menifee Municipal/Development Code and Design Guide. Website: www.cityofmenifee.us/494/MunicipalDevelopment-Code-and-Design-Gui (accessed November 2024).

2026. The final standards are estimated to save about 234 billion gallons of gasoline between model years 2030 to 2050.

State Regulations

Assembly Bill 1575, Warren-Alquist Act. In 1975, largely in response to the oil crisis of the 1970s, the State Legislature adopted AB 1575 (also known as the Warren-Alquist Act), which created the CEC. The statutory mission of the CEC is to forecast future energy needs; license power plants of 50 megawatts (MW) or larger; develop energy technologies and renewable energy resources; plan for and direct State responses to energy emergencies; and, perhaps most importantly, promote energy efficiency through the adoption and enforcement of appliance and building energy efficiency standards. AB 1575 also amended Public Resources Code (PRC) Section 21100(b)(3) and *State CEQA Guidelines* Section 15126.4 to require Environmental Impact Reports (EIRs) to include, where relevant, mitigation measures proposed to minimize the wasteful, inefficient, and unnecessary consumption of energy caused by a project. Thereafter, the State Resources Agency created Appendix F to the *State CEQA Guidelines*. Appendix F assists EIR preparers in determining whether a project will result in the inefficient, wasteful, and unnecessary consumption of energy. Appendix F of the *State CEQA Guidelines* also states that the goal of conserving energy implies the wise and efficient use of energy and the means of achieving this goal, including (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.

Senate Bill 1389, Energy: Planning and Forecasting. In 2002, the State Legislature passed SB 1389, which required the CEC to develop an integrated energy plan every 2 years for electricity, natural gas, and transportation fuels for the California Energy Policy Report. The plan calls for the State to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies a number of strategies, including assistance to public agencies and fleet operators in implementing incentive programs for zero emission vehicles (ZEVs) and their infrastructure needs and encouragement of urban designs that reduce vehicle miles traveled (VMT) and accommodate pedestrian and bicycle access.

In compliance with the requirements of SB 1389, the CEC adopts an Integrated Energy Policy Report every 2 years and an update every other year. The most recently adopted report includes the *2023 Integrated Energy Policy Report*.[18] The *Integrated Energy Policy Report* covers a broad range of topics, including decarbonizing buildings, integrating renewables, energy efficiency, energy equity, integrating renewable energy, updates on Southern California electricity reliability, climate adaptation activities for the energy sector, natural gas assessment, transportation energy demand forecast, and the California Energy Demand Forecast. The *Integrated Energy Policy Report* provides the results of the CEC's assessments of a variety of energy issues facing California. Many of these issues will require action if the State is to meet its climate, energy, air quality, and other environmental goals while maintaining energy reliability and controlling costs.

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18 CEC. 2023. *2023 Integrated Energy Policy Report*. Website: www.energy.ca.gov/data-reports/reports/integrated-energy-policy-report/2023-integrated-energy-policy-report (accessed October 2024).

Renewable Portfolio Standard. SB 1078 established the California Renewable Portfolio Standards program in 2002. SB 1078 initially required that 20 percent of electricity retail sales be served by renewable resources by 2017; however, this standard has become more stringent over time. In 2006, SB 107 accelerated the standard by requiring that the 20 percent mandate be met by 2010. In April 2011, SB 2 required that 33 percent of electricity retail sales be served by renewable resources by 2020. In 2015, SB 350 established tiered increases to the Renewable Portfolio Standards of 40 percent by 2024, 45 percent by 2027, and 50 percent by 2030. In 2018, SB 100 increased the requirement to 60 percent by 2030 and required that all the State's electricity come from carbon-free resources by 2045. SB 100 took effect on January 1, 2019.[19]

Title 24, California Building Code. Energy consumption by new buildings in California is regulated by the Building Energy Efficiency Standards, embodied in Title 24 of the California Code of Regulations (CCR), known as the California Building Code (CBC). The CEC first adopted the Building Energy Efficiency Standards for Residential and Non-residential Buildings in 1978 in response to a legislative mandate to reduce energy consumption in the State. The CBC is updated every 3 years, with the most recent update consisting of the 2022 CBC that became effective January 1, 2023. The efficiency standards apply to both new construction and rehabilitation of both residential and non-residential buildings and regulate energy consumed for heating, cooling, ventilation, water heating, and lighting. The building efficiency standards are enforced through the local building permit process. Local government agencies may adopt and enforce energy standards for new buildings, provided these standards meet or exceed those provided in CCR Title 24.

California Green Building Standards Code (CALGreen Code). In 2010, the California Building Standards Commission (CBSC) adopted Part 11 of the Title 24 Building Energy Efficiency Standards, referred to as the California Green Building Standards Code (CALGreen Code). The CALGreen Code took effect on January 1, 2011. The CALGreen Code is updated on a regular basis, with the most recent update consisting of the 2022 CALGreen Code standards that became effective January 1, 2023. The CALGreen Code established mandatory measures for residential and non-residential building construction and encouraged sustainable construction practices in the following five categories: (1) planning and design, (2) energy efficiency, (3) water efficiency and conservation, (4) material conservation and resource efficiency, and (5) indoor environmental quality. Although the CALGreen Code was adopted as part of the State's efforts to reduce GHG emissions, the CALGreen Code standards have co-benefits of reducing energy consumption from residential and non-residential buildings subject to the standard.

California Energy Efficiency Strategic Plan. On September 18, 2008, the CPUC adopted California's first Long-Term Energy Efficiency Strategic Plan, presenting a roadmap for energy efficiency in California. The Plan articulates a long-term vision and goals for each economic sector and identifies specific near-term, mid-term, and long-term strategies to assist in achieving those goals. The Plan also reiterates the following four specific programmatic goals, known as the "Big Bold Energy Efficiency Strategies," that were established by the CPUC in Decisions D.07-10-032 and D.07-12-051:

[19] California Public Utilities Commission (CPUC). 2019. Renewables Portfolio Standard Program. Website: cpuc.ca.gov/rps (accessed October 2024).

- All new residential construction will be zero net energy (ZNE) by 2020.
- All new commercial construction will be ZNE by 2030.
- 50 percent of commercial buildings will be retrofitted to ZNE by 2030.
- 50 percent of new major renovations of State buildings will be ZNE by 2025.

Regional Regulations

There are no regional regulations that apply to the proposed project.

Local Regulations

City of Menifee General Plan. The City of Menifee addresses energy in the City's General Plan.[20] The General Plan contains policies that work to conserve energy resources through the use of available technology and conservation practices. The following goal and policies are applicable to the proposed project:

- **Goal OSC-4:** Efficient and environmentally appropriate use and management of energy and mineral resources to ensure their availability for future generations.

- **Policy OCS-4.1:** Apply energy efficiency and conservation practices in land use, transportation demand management, and subdivision and building design.

- **Policy OCS-4.2:** Evaluate public and private efforts to develop and operate alternative systems of energy production, including solar, wind, and fuel cell.

- **Policy OCS-4.3:** Advocate for cost-effective and reliable production and delivery of electrical power to residents and businesses throughout the community.

Greenhouse Gas Emissions

This section describes regulations related to global climate change at the federal, State, and local levels.

Federal Regulations

The United States has historically had a voluntary approach to reducing GHG emissions. However, on April 2, 2007, the United States Supreme Court ruled that the USEPA has the authority to regulate CO_2 emissions under the CAA.

Although there currently are no adopted federal regulations for the control or reduction of GHG emissions, the USEPA commenced several actions in 2009 to implement a regulatory approach to global climate change, including the 2009 USEPA final rule for mandatory reporting of GHGs from large GHG emission sources in the United States. Additionally, the USEPA Administrator signed an endangerment finding action in 2009 under the CAA, finding that seven GHGs (CO_2, CH_4, N_2O, HFCs,

[20] City of Menifee. 2013. *City of Menifee General Plan*. September. Website: www.cityofmenifee.us/221/General-Plan (accessed October 2024).

NF_3, PFCs, and SF_6) constitute a threat to public health and welfare and that the combined emissions from motor vehicles cause and contribute to global climate change, leading to national GHG emission standards.

State Regulations

CARB is the lead agency for implementing climate change regulations in the State. Since its formation, CARB has worked with the public, the business sector, and local governments to find solutions to California's air pollution problems. Key efforts by the State are described below.

Assembly Bill 32 (2006), California Global Warming Solutions Act. California's major initiative for reducing GHG emissions is AB 32, passed by the State legislature on August 31, 2006. This effort set a GHG emission reduction target to reduce GHG emissions to 1990 levels by 2020. CARB has established the level of GHG emissions in 1990 at 427 million metric tons (MMT) of CO_2e. The emissions target of 427 MMT CO_2e requires the reduction of 169 MMT CO_2e from the State's projected business-as-usual 2020 emissions of 596 MMT CO_2e. AB 32 requires CARB to prepare a Scoping Plan that outlines the main State strategies for meeting the 2020 deadline and to reduce GHGs that contribute to global climate change. CARB approved the Scoping Plan on December 11, 2008. It contains the main strategies that California will implement to achieve the reduction of approximately 169 MMT CO_2e, or approximately 30 percent, from the State's projected 2020 emissions level of 596 MMT CO_2e under a business-as-usual scenario (this is a reduction of 42 MMT CO_2e, or almost 10 percent, from the 2002–2004 average emissions). The Scoping Plan also includes CARB-recommended GHG reductions for each emissions sector of the State's GHG inventory. The Scoping Plan calls for the largest reductions in GHG emissions to be achieved by implementing the following measures and standards:

- Improved emissions standards for light-duty vehicles (estimated reduction of 31.7 MMT CO_2e)
- The Low-Carbon Fuel Standard (15.0 MMT CO_2e)
- Energy efficiency measures in buildings and appliances and the widespread development of combined heat and power systems (26.3 MMT CO_2e)
- A renewable portfolio standard for electricity production (21.3 MMT CO_2e)

The CARB approved the First Update to the Climate Change Scoping Plan on May 22, 2014. The First Update identifies opportunities to leverage existing and new funds to further drive GHG emission reductions through strategic planning and targeted low carbon investments. The First Update defines CARB climate change priorities until 2020 and sets the groundwork to reach long-term goals set forth in Executive Orders (EOs) S-3-05 and B-16-2012. The First Update highlights California's progress toward meeting the "near-term" 2020 GHG emission reduction goals as defined in the initial Scoping Plan. It also evaluates how to align the State's "longer-term" GHG reduction strategies with other State policy priorities for water, waste, natural resources, clean energy, transportation,

and land use. CARB released a second update to the Scoping Plan, the 2017 Scoping Plan,[21] to reflect the 2030 target that was set by EO B-30-15 and codified by SB 32.

The 2022 Scoping Plan[22] was approved in December 2022 and assesses progress toward the statutory 2030 target while laying out a path to achieving carbon neutrality no later than 2045. The 2022 Scoping Plan Update focuses on outcomes needed to achieve carbon neutrality by assessing paths for clean technology, energy deployment, natural and working lands, and others, and is designed to meet the State's long-term climate objectives and support a range of economic, environmental, energy security, environmental justice, and public health priorities.

Senate Bill 375 (2008). Signed into law on October 1, 2008, SB 375 supplements GHG reductions from new vehicle technology and fuel standards with reductions from more efficient land use patterns and improved transportation. Under the law, CARB-approved GHG reduction targets in February 2011 for California's 18 federally designated regional planning bodies, known as Metropolitan Planning Organizations (MPOs). CARB may update the targets every 4 years and must update them every 8 years. MPOs, in turn, must demonstrate how their plans, policies, and transportation investments meet the targets set by CARB through Sustainable Community Strategies (SCSs). The SCSs are included with the RTP, a report required by State law. However, if an MPO finds that its SCS will not meet the GHG reduction targets, it may prepare an Alternative Planning Strategy. The Alternative Planning Strategy identifies the impediments to achieving the targets.

Executive Order B-30-15 (2015). Governor Jerry Brown signed EO B-30-15 on April 29, 2015, which added the immediate target of:

- GHG emissions should be reduced to 40 percent below 1990 levels by 2030.

All State agencies with jurisdiction over sources of GHG emissions were directed to implement measures to achieve reductions of GHG emissions to meet the 2030 and 2050 targets. CARB was directed to update the AB 32 Scoping Plan to reflect the 2030 target and, therefore, is moving forward with the update process. The mid-term target is critical to help frame the suite of policy measures, regulations, planning efforts, and investments in clean technologies and infrastructure needed to continue reducing emissions.

Senate Bill 350 (2015) Clean Energy and Pollution Reduction Act. SB 350, signed by Governor Jerry Brown on October 7, 2015, updates and enhances AB 32 by introducing the following set of objectives in clean energy, clean air, and pollution reduction for 2030:

- Raise California's renewable portfolio standard from 33 percent to 50 percent.
- Increase energy efficiency in buildings by 50 percent by the year 2030.

The 50 percent renewable energy standard will be implemented by the California Public Utilities Commission (CPUC) for the private utilities and by the California Energy Commission (CEC) for

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21 CARB. 2017. *California's 2017 Climate Change Scoping Plan*. November.

22 CARB. 2022. *2022 Scoping Plan Update*. May 10. Website: ww2.arb.ca.gov/sites/default/files/2022-12/2022-sp.pdf (accessed October 2024).

municipal utilities. Each utility must submit a procurement plan showing it will purchase clean energy to displace other nonrenewable resources. The 50 percent increase in energy efficiency in buildings must be achieved through the use of existing energy efficiency retrofit funding and regulatory tools already available to State energy agencies under existing law. The addition made by this legislation requires State energy agencies to plan for and implement those programs in a manner that achieves the energy efficiency target.

Senate Bill 32, California Global Warming Solutions Act of 2016, and Assembly Bill 197. In summer 2016, the Legislature passed, and the Governor signed, SB 32 and AB 197. SB 32 affirms the importance of addressing climate change by codifying into statute the GHG emissions reductions target of at least 40 percent below 1990 levels by 2030 contained in Governor Brown's April 2015 EO B-30-15. SB 32 builds on AB 32 and keeps us on the path toward achieving the State's 2050 objective of reducing emissions to 80 percent below 1990 levels, consistent with an Intergovernmental Panel on Climate Change analysis of the emission trajectory that would stabilize atmospheric GHG concentrations at 450 ppm CO_2e and reduce the likelihood of catastrophic impacts from climate change.

AB 197, the companion bill to SB 32, provides additional direction to CARB related to the adoption of strategies to reduce GHG emissions. Additional direction in AB 197 meant to provide easier public access to air emissions data that are collected by CARB was posted in December 2016.

Senate Bill 100. On September 10, 2018, Governor Brown signed SB 100, which raises California's renewable portfolio standard requirements to 60 percent by 2030, with interim targets, and 100 percent by 2045. The bill also establishes a State policy that eligible renewable energy resources and zero-carbon resources supply 100 percent of all retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all State agencies by December 31, 2045. Under the bill, the State cannot increase carbon emissions elsewhere in the Western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target.

Executive Order B-55-18. EO B-55-18, signed September 10, 2018, sets a goal "to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net negative emissions thereafter." EO B-55-18 directs CARB to work with relevant State agencies to ensure that future Scoping Plans identify and recommend measures to achieve the carbon neutrality goal. The goal of carbon neutrality by 2045 is in addition to other statewide goals, meaning that not only should emissions be reduced to 80 percent below 1990 levels by 2050, but that, by no later than 2045, the remaining emissions should be offset by equivalent net removals of CO_2e from the atmosphere, including through sequestration in forests, soils, and other natural landscapes.

Assembly Bill 1279.AB 1279 was signed in September 2022 and codifies the State goals of achieving net carbon neutrality by 2045 and maintaining net negative GHG emissions thereafter. This bill also requires California to reduce statewide GHG emissions by 85 percent compared to 1990 levels by 2045 and directs CARB to work with relevant State agencies to achieve these goals.

Title 24, Building Efficiencies Standards, and the California Green Building Standards Code. In November 2008, the CBSC established the CALGreen Code (California Code of Regulations Title 24,

Part 11), which sets performance standards for residential and nonresidential development to reduce environmental impacts and to encourage sustainable construction practices. The CALGreen Code addresses energy efficiency, water conservation, material conservation, planning and design, and overall environmental quality. CALGreen is updated every 3 years and was most recently updated in 2022 to include new mandatory measures for residential as well as nonresidential uses; the new measures took effect on January 1, 2023.

Low Carbon Fuel Standard

In January 2007, EO S-01-07 established a Low Carbon Fuel Standard (LCFS). This executive order calls for a statewide goal to be established to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020, and that an LCFS for transportation fuels be established for California. The LCFS applies to all refiners, blenders, producers, or importers ("Providers") of transportation fuels in California, including fuels used by off-road construction equipment. In June 2007, CARB adopted the LCFS under AB 32 pursuant to Health and Safety Code Section 38560.5, and, in April 2009, CARB approved the new rules and carbon intensity reference values with new regulatory requirements taking effect in January 2011. The standards require providers of transportation fuels to report on the mix of fuels they provide and demonstrate they meet the LCFS intensity standards annually. This is accomplished by ensuring that the number of "credits" earned by providing fuels with a lower carbon intensity than the established baseline (or obtained from another party) is equal to or greater than the "deficits" earned from selling higher intensity fuels. In response to certain court rulings, CARB re-adopted the LCFS regulation in September 2015, and the LCFS went into effect on January 1, 2016. In 2018, CARB approved amendments to the regulation to readjust carbon intensity benchmarks to meet California's 2030 GHG reductions targets under SB 32. These amendments include opportunities to promote ZEV adoption, carbon capture and sequestration, and advanced technologies for decarbonization of the transportation sector.

Advanced Clean Cars Program

In January 2012, CARB approved the Advanced Clean Cars program, which combines the control of GHG emissions and criteria air pollutants, as well as requirements for greater numbers of ZEVs, into a single package of regulatory standards for vehicle model years 2017 through 2025. The new regulations strengthen the GHG standard for 2017 models and beyond. This will be achieved through existing technologies, the use of stronger and lighter materials, and more efficient drivetrains and engines. The program's ZEVs regulation requires battery, fuel cell, and/or plug-in hybrid electric vehicles to account for up to 15 percent of California's new vehicle sales by 2025. The program also includes a clean fuels outlet regulation designed to support the commercialization of zero-emission hydrogen fuel cell vehicles planned by vehicle manufacturers by 2015 by requiring increased numbers of hydrogen fueling stations throughout the State. The number of stations will grow as vehicle manufacturers sell more fuel cell vehicles. By 2025, when the rules will be fully implemented, the statewide fleet of new cars and light trucks will emit 40 percent fewer GHGs and 75 percent fewer smog-forming emissions than 2012 model year vehicles.

Regional Regulations

Southern California Association of Governments. The SCAG is a regional council consisting of the following six counties: Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. In

total, the SCAG region encompasses 191 cities and over 38,000 sq mi within Southern California. SCAG is the MPO serving the region under federal law and serves as the Joint Powers Authority, the Regional Transportation Planning Agency, and the Council of Governments under State law. As the Regional Transportation Planning Agency, SCAG prepares long-range transportation plans for the Southern California region, including the RTP/SCS and the 2008 Regional Comprehensive Plan (RCP).

On April 4, 2024, SCAG adopted *Connect SoCal: The 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy* (2024–2050 RTP/SCS).[23] In general, the SCS outlines a development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies, would reduce vehicle miles traveled from automobiles and light-duty trucks and thereby reduce GHG emissions from these sources. For the SCAG region, CARB has set GHG reduction targets at 8 percent below 2005 per-capita emission levels by 2020 and 19 percent below 2005 per capita emission levels by 2035. The RTP/SCS lays out a strategy for the region to meet these targets. Overall, the SCS is meant to provide growth strategies that will achieve the regional GHG emission reduction targets. Land use strategies to achieve the region's targets include planning for new growth around high-quality transit areas and livable corridors and creating neighborhood mobility areas to integrate land use and transportation and plan for more active lifestyles.[24] However, the SCS does not require that local General Plans, Specific Plans, or zoning be consistent with the SCS; instead, it provides incentives to governments and developers for consistency.

South Coast Air Quality Management District. In 2008, the SCAQMD formed a Working Group to identify GHG emissions thresholds for land use projects that could be used by local lead agencies in the SCAQMD. The Working Group developed several different options that are contained in the SCAQMD 2008 draft guidance document titled *Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans* [25] that could be applied by lead agencies. On September 28, 2010, SCAQMD Working Group Meeting No. 15 provided further guidance, including a tiered approach for evaluating GHG emissions for development projects where SCAQMD is not the lead agency. SCAQMD has not presented a finalized version of these thresholds to the governing board.

SCAQMD identifies the emissions level for which a project would not be expected to substantially conflict with any State legislation adopted to reduce statewide GHG emissions. As such, the utilization of a service population represents the rates of emissions needed to achieve a fair share of the State's mandated emissions reductions. Overall, SCAQMD identifies a GHG efficiency level that, when applied statewide or to a defined geographic area, would meet the 2020 and post-2020 emission targets as required by AB 32 and SB 32. If projects are able to achieve targeted rates of emissions per the service population, the State would be able to accommodate expected population growth and achieve economic development objectives while also abiding by AB 32's emissions

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23 SCAG. 2024. *Connect SoCal: The 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments*. Website: scag.ca.gov/sites/main/files/file-attachments/23-2987-connect-socal-2024-final-complete-040424.pdf (accessed October 2024).

24 Ibid.

25 SCAQMD. 2008b. *Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans*. Website: www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/ghgboardsynopsis.pdf (accessed October 2024).

target and future post-2020 targets. The SCAQMD has established a flowchart for evaluating GHG significance and indicates that when a project is exempt from CEQA, no further analysis is required.

The Western Riverside Council of Governments Subregional Climate Action Plan June 2014. The Western Riverside Council of Governments (WRCOG) completed a Subregional Climate Action Plan (CAP) in June 2014. Twelve cities in Western Riverside County, including Menifee, joined efforts to develop this Subregional CAP, which sets forth a subregional emissions reduction target, emissions reduction measures, and action steps to assist each community to demonstrate consistency with California's Global Warming Solutions Act of 2006 (AB 32). The following measures are applicable to the project:

- **Measure SR-2: 2013 California Building Energy Efficiency Standards (Title 24, Part 6).** Maximize energy efficiency building and appliance standards, and pursue additional efficiency efforts including new technologies, and new policy and implementation mechanisms. Pursue comparable investment in energy efficiency from all retail providers of electricity in California (including both investor-owned and publicly owned utilities).

- **Measure SR-4: HERO Commercial Program.** A public-private partnership administered by WRCOG, offering financing to business owners in the subregion for the installation of energy efficient, renewable energy, and water conservation improvements.

- **Measure SR-5: Utility Programs**. Southern California Edison (SCE) and Southern California Gas Company (SCG) each offer rebate programs to reduce energy consumption.

- **Measure SR-6: Pavley and Low Carbon Fuel Standard (LCFS).** CARB identified this measure as a "Discrete Early Action Measure." This measure would reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020.

- **Measure SR-10: Telecommuting.** Telecommuting would reduce GHG emissions associated with vehicles no longer on the road.

- **Measure SR-11: Goods Movement.** Efficient movement of goods through inland Southern California.

- **Measure SR-13: Construction and Demolition Waste Diversion.** Meet mandatory requirement to divert 50 percent of C&D waste from landfills by 2020 and exceed requirement by diverting 90 percent of C&D waste from landfills by 2035.

- **Measure SR-14: Water Conservation and Efficiency.** Reduce per capita water use by 20 percent by 2020. SB X7-7 is part of a California legislative package passed in 2009 that requires urban retail water suppliers to reduce per-capita water use by 10 percent from a baseline level by 2015, and to reduce per capita water use by 20 percent by 2020. Green accountability performance (GAP) Goal 16 directly aligns with SB X7-7. In Southern California, energy costs and GHG emissions associated with the transport, treatment, and delivery of water from outlying regions are high. Therefore, the region has extra incentive to reduce water consumption. While

this is considered a state measure, it is up to the local water retailers, jurisdictions, and water users to meet these targets.

- **Measure E-1: Energy Action Plans:** Improve municipal and community-wide energy efficiency and reduce energy consumption through the adoption of local Energy Action Plans (EAP).
- **Measure E-3, Shade Trees:** Strategically plant trees at new nonresidential developments to reduce the urban heat island effect.
- **Measure T-3, End of Trip Facilities:** Encourage use of non-motorized transportation modes by providing appropriate facilities and amenities for commuters.
- **Measure T-4, Promotional Transportation Demand Management:** Encourage transportation demand management strategies.
- **Measure T-5: Transit Service Expansion;** Collaborate with local and regional transit providers to increase transit service provided in the subregion.
- **Measure T-6: Transit Frequency Expansion;** Collaborate with local and regional transit providers to provide more frequent transit in the subregion.
- **Measure T-7, Traffic Signal Coordination:** Incorporate technology to synchronize and coordinate traffic signals along local arterials.
- **Measure T-8, Density:** Improve jobs-housing balance and reduce vehicle miles traveled by increasing household and employment densities.
- **Measure T-10: Design/Site Planning:** Design neighborhoods and sites to reduce VMT.

Local Regulations

City of Menifee General Plan. The City of Menifee addresses GHGs in the General Plan.[26] The General Plan includes goals and policies that work to reduce emissions of greenhouse gases that contribute to global climate change in accord with federal and State law. The following goal and policies from the General Plan are related to GHGs and are applicable to the proposed project:

- **Policy OCS-9.5:** Comply with the mandatory requirements of Title 24 Part 1 of the California Building Standards Code (CALGreen) and Title 24 Part 6 Building and Energy Efficiency Standards.

[26] City of Menifee. 2013. *City of Menifee General Plan*. September. Website: www.cityofmenifee.us/221/General-Plan (accessed October 2024).

- **Goal OSC-10: Environmentally Aware Community:** An environmentally aware community that is responsive to changing climate conditions and actively seeks to reduce local greenhouse gas emissions.

- **Policy OCS-10.3:** Participate in regional greenhouse gas emission reduction initiatives.

METHODOLOGY

Construction Emissions

Construction activities can generate a substantial amount of air pollution. Construction activities are considered temporary; however, short-term impacts can contribute to exceedances of air quality standards. Construction activities include site preparation, earthmoving, and general construction. The emissions generated from these common construction activities include fugitive dust from soil disturbance and fuel combustion from mobile heavy-duty, diesel- and gasoline-powered equipment, portable auxiliary equipment, and worker commute trips.

The CalEEMod computer program was used to calculate emissions from on-site construction equipment and emissions from worker and vehicle trips to the site. This analysis assumes that construction of the proposed project would begin in 2025 and occur over a period of 6 months. These assumptions were included in the CalEEMod inputs. This analysis also assumes that the proposed project would comply with SCAQMD Rule 403 measures.[27] Site preparation, grading, and building activities would involve the use of standard earthmoving equipment such as large excavators, cranes, and other related equipment. In addition, the proposed project would result in an import of 4,700 cubic yards of soil and an export of 9,200 cubic yards of soil from a construction and landscaping material yard located immediately north of the project site. All other construction details are not yet known; therefore, default assumptions (e.g., construction equipment, construction worker and truck trips, and fleet activities) from CalEEMod were used.

Operational Emissions

This air quality analysis includes estimating emissions associated with long-term operation of the project. Indirect emissions of criteria pollutants with regional impacts would be emitted by project-generated vehicle trips. In addition, localized air quality impacts (i.e., higher CO concentrations or "hot-spots") near intersections or roadway segments in the project vicinity would also potentially occur due to project-generated vehicle trips.

Consistent with SCAQMD guidance for estimating emissions associated with land use development projects, the CalEEMod computer program was used to calculate the long-term operational emissions associated with the project. As previously discussed in the Project Location and Description section, the proposed project would construct a one-story, 18,865 sq ft building to house the Caliber Collision Paint and Auto Body Repair shop and associated improvements. Therefore, the proposed project analysis was conducted using the land use codes *Automotive Care Center and Parking Lot.* Trip generation rates used in CalEEMod for the project were based on the

[27] SCAQMD. 2005. Rule 403. Website: www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-403.pdf (accessed October 2024).

project's trip generation analysis, which identifies that the project would generate approximately 85 average daily trips.[28] When project-specific data were not available, default assumptions from CalEEMod were used to estimate project emissions.

Energy

The analysis focuses on the four sources of energy that are relevant to the proposed project: electricity, natural gas, the equipment fuel necessary for project construction, and vehicle fuel necessary for project operations. For the purposes of this analysis, the amounts of electricity, construction fuel, and fuel use from operations are quantified and compared to that consumed in Riverside County. The electricity of the proposed project is analyzed on an annual basis. Electricity uses were estimated for the project using default energy intensities by land use type in CalEEMod. In addition to the typical electrical uses, two electric air compressors and welders were included as "Operational Off-Road Equipment." The default natural gas consumption rate was doubled to represent the gas used by the two natural gas-fired paint booths.

Greenhouse Gas Emissions

GHG emissions associated with the project would occur over the short term from construction activities, consisting primarily of emissions from equipment exhaust. There would also be long-term GHG emissions associated with project-related vehicular trips. Recognizing that the field of global climate change analysis is rapidly evolving, the approaches advocated most recently indicate that, for determining a project's contribution to GHG emissions, lead agencies should calculate or estimate emissions from vehicular traffic, energy consumption, water conveyance and treatment, waste generation, construction activities, and any other significant source of emissions within the project area. The CalEEMod results were used to quantify GHG emissions generated by the project.

THRESHOLDS OF SIGNIFICANCE

Air Quality

The *State CEQA Guidelines* indicate that a project would normally have a significant adverse air quality impact if project-generated pollutant emissions would do any of the following:

- 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 is in nonattainment under applicable NAAQS or CAAQS;
- Expose sensitive receptors to substantial pollutant concentrations; or
- Result in other emissions (such as those leading to odors) affecting a substantial number of people.

[28] LSA. 2024. *Table A: Project Trip Generation.* October.

Certain air districts (e.g., SCAQMD) have created guidelines and requirements to conduct air quality analysis. The SCAQMD's current guidelines, the *CEQA Air Quality Handbook*[29] with associated updates, were followed in this assessment of air quality impacts for the proposed project.

Regional Emissions Thresholds

SCAQMD has established daily emission thresholds for construction and operation of proposed projects. The emission thresholds were established based on the attainment status of the air basins within the SCAQMD with regard to air quality standards for specific criteria pollutants. Because the concentration standards were set at a level that protects public health with an adequate margin of safety, these emission thresholds are regarded as conservative and would overstate an individual project's contribution to health risks. Table D lists the CEQA significance thresholds for construction and operational emissions established for the SCAQMD.

Table D: SCAQMD Emissions Thresholds

Emissions Source	Pollutant Emissions Threshold (lbs/day)					
	VOCs	NO_X	CO	PM_{10}	$PM_{2.5}$	SO_X
Construction	75	100	550	150	55	150
Operations	55	55	550	150	55	150

Source: Air Quality Significance Thresholds, Website: www.aqmd.gov/docs/default-source/ceqa/handbook/south-coast-aqmd-air-quality-significance-thresholds.pdf (SCAQMD 2019).

CO = carbon monoxide
lbs/day = pounds per day
NO_X = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
SCAQMD = South Coast Air Quality Management District
SO_X = sulfur oxides
VOCs = volatile organic compound

Projects in the SCAQMD with construction- or operations-related emissions that exceed any of their respective emission thresholds would be considered significant under SCAQMD guidelines. These thresholds, which the SCAQMD developed and which apply throughout the SCAQMD, apply as both project and cumulative thresholds. If a project exceeds these standards, it is considered to have a project-specific and cumulative impact.

Local Microscale Concentration Standards

The significance of localized project impacts under CEQA depends on whether ambient CO levels in the project vicinity are above or below State and federal CO standards. Because ambient CO levels are below the standards throughout the SCAQMD, a project would be considered to have a significant CO impact if project emissions would result in an exceedance of one or more of the 1-hour or 8-hour standards. The following are applicable local emission concentration standards for CO:

- California State 1-hour CO standard of 20 ppm
- California State 8-hour CO standard of 9 ppm

[29] SCAQMD. 1993. CEQA Air Quality Handbook (1993). April. Website: www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993) (accessed October 2024).

Localized Impacts Analysis

The SCAQMD published its *Final Localized Significance Threshold Methodology* in July 2008, recommending that all air quality analyses include an assessment of air quality impacts to nearby sensitive receptors.[30] This guidance was used to analyze potential localized air quality impacts associated with construction and operation of the proposed project. Localized significance thresholds (LSTs) are developed based on the size or total area of the emission source, the ambient air quality in the Source Receptor Area (SRA), and the distance to the project. Only NO_x, CO, PM_{10}, and $PM_{2.5}$ are included. Sensitive receptors include residences, schools, hospitals, and similar uses that are sensitive to adverse air quality.

LSTs are based on the ambient concentrations of each pollutant within the project's SRA and the distance to the nearest sensitive receptor. For the proposed project, the appropriate SRA for the LST is the Perris Valley area (SRA 24). The SCAQMD provides LST screening tables for 25-, 50-, 100-, 200-, and 500-meter source-receptor distances. The nearest sensitive receptors include single-family residence located approximately 70 feet south of the project site boundary and approximately 250 feet from the centroid of the operational emissions. In cases where receptors may be closer than 82 feet (25 meters), SCAQMD LST guidance specifies that the minimum distance of 25 meters should be used for purposes of the LST assessment.[31] The project site is 2.39 acres, Table E lists the emissions thresholds that apply during project construction and operation.

Table E: SCAQMD Localized Significance Thresholds

Emissions Source	Pollutant Emissions Threshold (lbs/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Construction (2.39 acres, 70-foot distance)	183	973	8	5
Operations (2.39 acres, 250-foot distance)	247	1,905	8	3

Source: *Final Localized Significance Threshold Methodology* (SCAQMD 2008).
Based on the Perris Valley area (SRA 24), 70-foot sensitive receptor distance from construction emissions and 250 feet distance from operational emissions.
CO = carbon monoxide
lbs/day = pounds per day
LST = localized significance threshold
NO_X = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
SCAQMD = South Coast Air Quality Management District

Energy

The *State CEQA Guidelines* indicate that a project would normally have a significant adverse impact related to energy if the project would:

30 SCAQMD. 2008a. *Final Localized Significance Threshold Methodology.* July. Website: www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/final-lst-methodology-document.pdf (accessed October 2024).

31 SCAQMD. n.d. Fact Sheet for Applying CalEEMod to Localized Significance Thresholds. Website: www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/caleemod-guidance.pdf (accessed July 2024).

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

- Conflict with or obstruct a State or local plan for renewable energy or energy efficiency.

Greenhouse Gas Thresholds

The *State CEQA Guidelines* indicate that a project would normally have a significant adverse greenhouse gas emission impact if the project would:

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

- Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.

To provide guidance to local lead agencies on determining significance for GHG emissions in their CEQA documents, SCAQMD has convened a GHG CEQA Significance Threshold Working Group (Working Group). Based on the last Working Group meeting modified in September 2010 (Meeting No. 15)[32], SCAQMD proposed to adopt a tiered approach for evaluating GHG emissions for development projects where SCAQMD is not the lead agency:

- **Tier 1—Exemptions:** If a project is exempt from CEQA, project-level and cumulative GHG emissions are less than significant.

- **Tier 2—Consistency with a Locally Adopted GHG Reduction Plan:** If the project complies with a GHG emissions reduction plan or mitigation program that avoids or substantially reduces GHG emissions in the project's geographic area (i.e., city or county), project-level and cumulative GHG emissions are less than significant.

- **Tier 3—Numerical Screening Threshold:** If GHG emissions are less than the numerical screening-level threshold, project-level and cumulative GHG emissions are less than significant.

  For projects that are not exempt or where no qualifying GHG reduction plans are directly applicable, SCAQMD requires an assessment of GHG emissions. SCAQMD, under Option 1, is proposing a "bright-line" screening-level threshold of 3,000 metric tons (MT) of CO_2e (or MT CO_2e) per year (or MT CO_2e/year) for all land use types or, under Option 2, the following land use-specific thresholds: 1,400 MT CO_2e for commercial projects; 3,500 MT CO_2e for residential projects; or 3,000 MT CO_2e for mixed-use projects. This bright-line threshold is based on a review of the Office of Planning and Research (OPR) database of CEQA projects. Based on their review of 711 CEQA projects, 90 percent of CEQA projects would exceed the bright-line thresholds

[32] SCAQMD. 2010. Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #15. September 28. Website: www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/year-2008-2009/ghg-meeting-15/ghg-meeting-15-minutes.pdf (accessed August 2024).

identified above. Therefore, projects that do not exceed the bright-line threshold would have a nominal and therefore less than cumulatively considerable impact on GHG emissions.

- **Tier 4—Performance Standards:** If emissions exceed the numerical screening threshold, a more detailed review of the project's GHG emissions is warranted. The SCAQMD has proposed an efficiency target for projects that exceed the bright-line threshold. The current recommended approach is per-capita efficiency targets. The SCAQMD is not recommending use of a percentage emissions reduction target. Instead, the SCAQMD proposes proposed a 2035 efficiency target of 3.0 MT CO_2e per year per service population for project-level analyses and 4.1 MT CO_2e per year per service population for plan-level projects (e.g., program-level projects such as General Plans).

The applicable tier for this project is Tier 3, which states that if GHG emissions are less than 3,000 MT of CO_2e per year, project-level and cumulative GHG emissions would be less than significant.

As described above, the City adopted the Subregional WRCOG CAP. The consistency of the project with the goals of this CAP fulfills the CEQA goal of fully informing local-agency decision-makers of the environmental impact of the project under consideration at a stage early enough to ensure that GHG emissions are addressed. Therefore, an analysis would first evaluate the proposed project against the SCAQMD threshold of 3,000 MT CO_2e per year. If the proposed project would exceed the 3,000 MT CO_2e per year threshold, then the 2035 efficiency target of 3.0 MT CO_2e per year per service population would be used to evaluate impacts. The project is also evaluated for compliance with the 2022 Scoping Plan[33] and the SCAG 2024–2050 RTP/SCS.[34]

IMPACT ANALYSIS

This section identifies potential air quality and GHG impacts associated with implementation of the proposed project.

Air Quality Impacts

Air pollutant emissions associated with the project would occur over the short term from construction activities and over the long term from project-related vehicular trips and due to energy consumption (e.g., electricity and natural gas usage) by the proposed land uses.

Consistency with Applicable Air Quality Plans

A consistency determination plays an essential role in local agency project review by linking local planning and unique individual projects to the air quality plans. A consistency determination fulfills the CEQA goal of fully informing local agency decision-makers of the environmental costs of the project under consideration at a stage early enough to ensure that air quality concerns are

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33 CARB. 2022. *2022 Scoping Plan Update*. May 10. Website: ww2.arb.ca.gov/sites/default/files/2022-12/2022-sp.pdf (accessed October 2024).

34 SCAG. 2024. *Connect SoCal: The 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments*. Website: scag.ca.gov/sites/main/files/file-attachments/23-2987-connect-socal-2024-final-complete-040424.pdf (accessed October 2024).

addressed. Only new or amended General Plan elements, Specific Plans, and significantly unique projects need to undergo a consistency review due to the air quality plan strategy being based on projections from local General Plans.

The proposed project would construct a paint and auto body repair shop with associated site improvements. The proposed project is not considered a project of statewide, regional, or areawide significance (e.g., large-scale projects such as airports, electrical generating facilities, petroleum and gas refineries, residential development of more than 500 dwelling units, or shopping centers or business establishments employing more than 1,000 persons or encompassing more than 500,000 sq ft of floor space) as defined in the California Code of Regulations (Title 14, Division 6, Chapter 3, Article 13, Section 15206(b)). Because the proposed project would not be defined as a regionally significant project under CEQA, it does not meet the SCAG Intergovernmental Review criteria.

The City's General Plan is consistent with the SCAG Regional Comprehensive Plan Guidelines and the SCAQMD Air Quality Management Plan (AQMP). Pursuant to the methodology provided in the SCAQMD *CEQA Air Quality Handbook*,[35] consistency with the Basin 2022 AQMP is affirmed when a project (1) would not increase the frequency or severity of an air quality standards violation or cause a new violation, and (2) is consistent with the growth assumptions in the AQMP. The consistency review is presented as follows:

1. The project would result in short-term construction and long-term operational pollutant emissions that are less than the CEQA significance emissions thresholds established by SCAQMD, as demonstrated below; therefore, the project would not result in an increase in the frequency or severity of an air quality standards violation or cause a new air quality standards violation.

2. The *CEQA Air Quality Handbook* indicates that consistency with AQMP growth assumptions must be analyzed for new or amended General Plan elements, Specific Plans, and significant projects. Significant projects include airports, electrical generating facilities, petroleum and gas refineries, designation of oil drilling districts, water ports, solid waste disposal sites, and offshore drilling facilities; therefore, as a commercial project, the proposed project is not defined as significant. In addition, the proposed project would not require a change to the General Plan land use designation or the current zoning and would be consistent with the City's General Plan and Zoning Ordinance.

Based on the consistency analysis presented above, the proposed project would be consistent with the regional AQMP.

Criteria Pollutant Analysis

The Basin is currently designated nonattainment for the federal and State standards for 8-hour O_3 and PM_{10}. The Basin is also nonattainment for the State standard for 1-hour O_3. The Basin's nonattainment status is attributed to the region's development history. Past, present, and future

[35] SCAQMD. 1993. CEQA Air Quality Handbook (1993). April. Website: www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993) (accessed October 2024).

development projects contribute to the region's adverse air quality impacts on a cumulative basis. By its very nature, air pollution is largely a cumulative impact. No single project is sufficient in size to, by itself, result in nonattainment of an ambient air quality standard. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. If a project's contribution to the cumulative impact is considerable, then the project's impact on air quality would be considered significant.

In developing thresholds of significance for air pollutants, SCAQMD considered the emission levels for which a project's individual emissions would be cumulatively considerable. If a project exceeds the identified significance thresholds, its emissions would be cumulatively considerable, resulting in significant adverse air quality impacts to the region's existing air quality conditions. Therefore, additional analysis to assess cumulative impacts is not necessary. The following analysis assesses the potential project-level air quality impacts associated with construction and operation of the proposed project.

Construction Emissions. During construction, short-term degradation of air quality may occur due to the release of particulate matter emissions (i.e., fugitive dust) generated by grading, building construction, paving, and other activities. Emissions from construction equipment are also anticipated and would include CO, NO_X, VOCs, directly emitted $PM_{2.5}$ or PM_{10}, and TACs (e.g., DPM).

Construction emissions can vary greatly depending on the level of activity, the specific operations taking place, the equipment being operated, local soils, weather conditions, and other factors. Project construction activities would include site preparation, grading, building construction, paving, and architectural coating activities. Construction-related effects on air quality from the proposed project would be greatest during the site preparation phase due to the disturbance of soils. If not properly controlled, these activities would temporarily generate particulate emissions. Sources of fugitive dust would include disturbed soils at the construction site. Unless properly controlled, vehicles leaving the site would deposit dirt and mud on local streets, which could be an additional source of airborne dust after it dries. PM_{10} emissions would vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. PM_{10} emissions would depend on soil moisture, silt content of soil, wind speed, and amount of operating equipment. Larger dust particles would settle near the source, whereas fine particles would be dispersed over greater distances from the construction site.

Water or other soil stabilizers can be used to control dust, resulting in emission reductions of 50 percent or more. SCAQMD has established Rule 403: Fugitive Dust, which would require the applicant to implement measures that would reduce the amount of particulate matter generated during the construction period. The Rule 403 measures that were incorporated in this analysis include:[36]

[36] SCAQMD. 2005. Rule 403. Fugitive Dust. Website: www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-403.pdf (accessed October 2024).

- Water active sites at least twice daily (locations where grading is to occur shall be thoroughly watered prior to earthmoving).

- Cover all trucks hauling dirt, sand, soil, or other loose materials, or maintain at least 2 feet (0.6 meter) of freeboard (vertical space between the top of the load and the top of the trailer) in accordance with the requirements of California Vehicle Code Section 23114.

- Reduce traffic speeds on all unpaved roads to 15 mph or less.

If construction activities were to increase traffic congestion in the area, CO and other emissions from traffic would increase slightly while those vehicles idle in traffic. These emissions would be temporary in nature and limited to the immediate area surrounding the construction site.

CalEEMod is designed to model construction emissions for land development projects and allows for the input of project-specific information, such as the number of equipment, hours of operations, duration of construction activities, and selection of emission control measures. Construction would require heavy equipment during mass grading, utility installations, building construction and paving. Grading would include importing 9,200 cubic yards and exporting 4,700 cubic yards of soil from a construction and landscaping material yard located immediately north of the project site. It was assumed that architectural coatings would be applied as part of the building construction and paving processes. Construction is planned to start in early 2025 and be complete in approximately 6 months. Other than the construction dates, CalEEMod defaults were used in the analysis.

Construction emissions were estimated for the project using CalEEMod and are summarized in Table F. CalEEMod output sheets are included in Attachment B.

Table F: Short-Term Regional Construction Emissions

Emissions Phase	Regional Pollutant Emissions (lbs/day)							
	VOCs	NO_X	CO	SO_X	Fugitive PM_{10}	Exhaust PM_{10}	Fugitive $PM_{2.5}$	Exhaust $PM_{2.5}$
Site Preparation	3	32	31	<1	5	1	3	1
Grading	2	39	24	<1	7	1	2	1
Building Construction	1	11	14	<1	<1	<1	<1	<1
Architectural Coating	1	1	1	<1	<1	<1	<1	<1
Paving	1	7	10	<1	<1	<1	<1	<1
Peak Daily	**3**	**39**	**31**	**<1**	**8**		**4**	
SCAQMD Threshold	**75**	**100**	**550**	**150**	**150**		**55**	
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**		**No**	

Source: Compiled by LSA (October 2024).
Note: It was assumed that architectural coatings would be applied during the building construction and paving processes. PM_{10} and $PM_{2.5}$ fugitive emissions include required dust control measures per SCAQMD Rule 403. The maximum emissions of summer and winter modeling results were used to evaluate the operational emission impacts. CalEEMod output sheets are provided in Attachment B. Some values may not appear to add correctly due to rounding
CalEEMod = California Emissions Estimator Model
CO = carbon monoxide
lbs/day = pounds per day
NO_X = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
SCAQMD = South Coast Air Quality Management District
SO_X = sulfur oxides
VOCs = volatile organic compounds

The anticipated peak daily construction emissions shown in Table F indicate the construction emissions from the proposed project would not exceed the corresponding SCAQMD daily emission thresholds for criteria pollutants. Therefore, construction air quality impacts would be less than significant.

Operational Air Quality Impacts. Long-term air pollutant emissions associated with operation of the proposed project include emissions from area, energy, and mobile sources. Area-source emissions include the combustion of natural gas for building heating, water heating, and sprayer operation; architectural coatings; consumer products; and landscaping. Energy-source emissions result from activities in buildings that use electricity; it was assumed there would be at most two electric air compressors and welders. Additionally, two natural gas-fired paint booths are planned to be utilized as part of the proposed project operational activities. Long-term operational emissions associated with the proposed project were calculated using CalEEMod.

Mobile source emissions are associated with project-related vehicle trip generation. The *Caliber Collision Paint and Auto Body Repair Shop Project Traffic Analysis Memorandum* prepared for the project estimates the project will have 20 full-time employees and approximately 13 to 15 customers on a typical weekday.[37] The CalEEMod default vehicle fleet mix was used for this analysis.

The use of coatings and solvents in the spray booths would result in emissions of VOCs, total organic gas (TOG), and TACs. The spray booths will be subject to SCAQMD permitting and emissions control technology requirements, with the SCAQMD as the enforcing agency ensuring compliance with applicable requirements. It was assumed that the spray booths would comply with SCAQMD Rule 481[38] governing spray coating operations. The emissions from the additional natural gas used by the spray booths were estimated by doubling the CalEEMod default Title 24 natural gas rates.

Table G provides the estimated existing emission estimates and the proposed project's estimated operational emissions. CalEEMod output sheets are provided in Attachment B.

As shown in Table G, criteria pollutant emissions from operational activities associated with the proposed project would be below the SCAQMD thresholds. Therefore, project-related regional operational emissions would be less than significant.

Long-Term Microscale (CO Hot Spot) Analysis. Vehicular trips associated with the proposed project would contribute to congestion at intersections and along roadway segments in the vicinity of the proposed project site. Localized air quality impacts would occur when emissions from vehicular traffic increase as a result of the proposed project. The primary mobile-source pollutant of local concern is CO, a direct function of vehicle idling time and, thus, of traffic flow conditions. CO transport is extremely limited; under normal meteorological conditions, it disperses rapidly with

37 LSA Associates, Inc. (LSA). 2024. Caliber Collision Paint and Auto Body Repair Shop Project Traffic Analysis Memorandum. October.

38 SCAQMD. 2002. Rule 481. Website: www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-481.pdf (accessed November 2024).

Table G: Operational Emissions

Source	Pollutant Emissions (lbs/day)					
	VOCs	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Area Sources	1	<1	1	0	<1	<1
Energy Sources	<1	<1	<1	<1	<1	<1
Mobile Sources	<1	1	5	<1	1	<1
Total Project Emissions	**1**	**1**	**6**	**<1**	**1**	**<1**
SCAQMD Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Significant?	**No**	**No**	**No**	**No**	**No**	**No**

Source: Compiled by LSA (October 2024).
The maximum emissions of summer and winter modeling results were used to evaluate the operational emission impacts. CalEEMod output sheets are provided in Attachment B. Some values may not appear to add correctly due to rounding.
CO = carbon monoxide
lbs/day = pounds per day
NO_X = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
SCAQMD = South Coast Air Quality Management District
SO_X = sulfur oxides
VOCs = volatile organic compounds

distance from the source. However, under certain extreme meteorological conditions, CO concentrations near a congested roadway or intersection may reach unhealthful levels, thereby affecting local sensitive receptors (e.g., residents, schoolchildren, the elderly, and hospital patients).

Typically, high CO concentrations are associated with roadways or intersections operating at unacceptable levels of service or with extremely high traffic volumes. In areas with high ambient background CO concentrations, modeling is recommended to determine a project's effect on local CO levels.

An assessment of project-related impacts on localized ambient air quality requires that future ambient air quality levels be projected. Existing CO concentrations in the immediate project vicinity are not available. Ambient CO levels monitored at the Lake Elsinore Monitoring Station located at 506 West Flint Street (the closest station to the project site monitoring CO) showed a highest recorded 1-hour concentration of 1.3 ppm (the State standard is 20 ppm) and a highest 8-hour concentration of 0.8 ppm (the State standard is 9 ppm) from 2021 to 2023. The highest CO concentrations would normally occur during peak traffic hours; hence, CO impacts calculated under peak traffic conditions represent a worst-case analysis. Reduced speeds and vehicular congestion at intersections result in increased CO emissions.

The proposed project is expected to generate 85 average daily trips, with 25 trips occurring in the a.m. peak hour and 25 trips occurring in the p.m. peak hour.[39] Therefore, given the extremely low level of CO concentrations in the project area and the lack of traffic impacts at any intersections, project-related vehicles are not expected to result in CO concentrations exceeding the State or federal CO standards. No CO hot spots would occur, and the project would not result in any project-related impacts on CO concentrations.

[39] EPD, Solutions. 2024. *Table 1: Project Trip Generation.* June.

Localized Impact Analysis

Table H shows that the on-site emissions of the pollutants on the peak day of construction will result in concentrations of pollutants at the nearest residences that are all below the SCAQMD thresholds of significance.

Table H: Project Localized Construction and Operational Emissions

Source	Pollutant Emissions (lbs/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Construction Emissions				
On-Site Emissions	32	30	6	4
Localized Significance Threshold	183	973	8	5
Significant?	**No**	**No**	**No**	**No**
Operational Emissions				
On-Site Emissions	<1	1	<1	<1
Localized Significance Threshold	247	1,905	8	3
Significant?	**No**	**No**	**No**	**No**

Source: Compiled by LSA (October 2024).
Note: Based on the Perris Valley area (SRA 24), a 2.39-acre disturbed area, 70-foot sensitive receptor distance from construction emissions and 250-foot distance from operational emissions.
CO = carbon monoxide
lbs/day = pounds per day
NO_X = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
SRA = Source Receptor Area

Table H also shows the calculated emissions for the proposed operational activities compared with the appropriate LSTs. By design, the localized impacts analysis only includes on-site sources; however, the CalEEMod output does not separate on-site and off-site emissions for mobile sources. For a worst-case scenario assessment, the emissions shown in Table H include all on-site project-related stationary sources and 5 percent of the project-related mobile sources, which is a conservative estimate of the amount of project-related new vehicle traffic that will occur on site.

As detailed in Table H, the emission levels indicate that the project would not exceed SCAQMD LSTs during project construction or operation. The project's peak operational on-site NO_X emissions would be less than 1 pound per day. Due to the small size of the proposed project in relation to the overall Basin, the level of emissions is not sufficiently high to use a regional modeling program to correlate health effects on a Basin-wide level. On a regional scale, the quantity of emissions from the project is incrementally minor. Because the SCAQMD has not identified any other methods to quantify health impacts from small projects, and due to the size of the project, it is speculative to assign any specific health effects to small project-related emissions. However, based on this localized analysis, the proposed project would not expose sensitive receptors to substantial pollutant concentrations.

Odors

Heavy-duty equipment in the project area during construction would emit odors that are primarily from the equipment exhaust. However, the construction-produced odors would cease to occur after individual construction is completed. No other sources of objectionable odors have been identified for construction of the proposed project, and no mitigation measures are required.

SCAQMD Rule 402,[40] regarding nuisances, 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 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.*

Land uses that are associated with odor complaints include agricultural uses, wastewater treatment plants, food-processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The project would be an auto body shop that would include activities with the potential to release VOCs that would result in odors. However, the project would include the required VOC emissions control devices (e.g., SCAQMD Rule 481-compliant paint booth control enclosures) such that no sources of objectionable odors have been identified for the proposed project. Therefore, the impacts associated with odors would be less than significant and no mitigation measures are required.

Naturally Occurring Asbestos

The proposed project site is in Riverside County, which is among the counties found to have serpentine and ultramafic rock in their soils.[41] However, according to the California Geological Survey, no such rock has been identified in the project vicinity. Therefore, the potential risk for naturally occurring asbestos during project construction is small and less than significant.

Energy Impacts

The following describes the potential impacts regarding energy resources that could result from implementation of the proposed project.

Construction Energy Use

The anticipated construction schedule assumes that the proposed project would be built over approximately 6 months. The proposed project would require site preparation, grading, building construction, paving, and architectural coating during construction.

Construction of the proposed project would require energy for the manufacture and transportation of building materials and for preparation of the site for grading activities and building construction. Petroleum fuels (e.g., diesel and gasoline) would be the primary sources of energy for these activities.

Construction activities are not anticipated to result in an inefficient use of energy because gasoline and diesel fuel would be supplied by construction contractors who would conserve the use of their supplies to minimize their costs on the proposed project. Energy usage on the project site during

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40 SCAQMD. 1976. Rule 402. Website: www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-402.pdf (accessed November 2024).

41 California Geological Survey. n.d. *Naturally-Occurring Asbestos in California.* Website: www.conservation.ca.gov/cgs/minerals/mineral-hazards/asbestos (accessed October 2024).

construction would be temporary in nature and would be relatively small in comparison to the State's available energy sources. Therefore, construction energy impacts would be less than significant, and no mitigation would be required.

Operational Energy Use

Energy use includes both direct and indirect sources of emissions. Direct sources of emissions include on-site natural gas usage for heating and spray booths and indirect sources include electricity generated by off-site power plants. Natural gas use in CalEEMod is measured in units of a thousand British thermal units (kBTU) per year; however, this analysis converts the results to natural gas in units of therms. Electricity use in CalEEMod is measured in kilowatt-hours (kWh) per year.

CalEEMod divides building electricity and natural gas use into uses that are subject to Title 24 standards and those that are not. For electricity, Title 24 uses include the major building envelope systems covered by Part 6 (California Energy Code) of Title 24, such as space heating, space cooling, water heating, and ventilation. Non-Title 24 uses include all other end uses (e.g., appliances, electronics, and other miscellaneous plug-in uses). Because some lighting is not considered as part of the building envelope energy budget, CalEEMod considers lighting as a separate electricity use category. In addition to the typical electrical uses, it was assumed there would be two electric air compressors and welders.

For natural gas, uses are likewise categorized as Title 24 or Non-Title 24. Title 24 uses include building heating and hot water end uses. Non-Title 24 natural gas uses include appliances. Two natural gas-fired paint booths are planned.

Table I shows the estimated potential increased electricity, natural gas, gasoline, and diesel demand associated with the proposed project. The electricity and natural gas rates are directly from the CalEEMod analysis results, while the gasoline and diesel rates are based on the project VMT from the CalEEMod analysis in conjunction with USDOT fuel efficiency data. [42]

Table I: Estimated Annual Energy Use of the Proposed Project

Land Use	Electricity Use (kWh/yr)	Natural Gas Use (kBTU/yr)	Gasoline (gpy)	Diesel (gpy)
Auto Shop	244,199	1,126,638	21,133	12,697

Source: Compiled by LSA (October 2024).
gpy = gallons per year
kBTU/yr = thousand British thermal units per year
kWh/yr = kilowatt-hours per year

As shown in Table I, the estimated potential increased electricity demand associated with the proposed project is 244,199 kWh per year. In 2022, total electricity consumption in the SCE service area in 2022 was 85,870 (GWh) or 85,870,000,000 kWh. Of this total, Riverside County consumed

[42] USDOT. 2021. Table 4-23: Average Fuel Efficiency of U.S. Light Duty Vehicles. Website: www.bts.gov/content/average-fuel-efficiency-us-light-duty-vehicles (accessed October 2024).

17,780.6 GWh or 17,780,600,000 kWh.[43] Therefore, electricity demand associated with the proposed project would be approximately 0.0014 percent of Riverside County's total electricity demand.

Also shown in Table I, the estimated potential increased natural gas demand associated with the proposed project is 1,126,638 kBTU per year or 1,126 therms. In 2022, total natural gas consumption in the SoCalGas service area was 5,026 million therms, while Riverside County consumed approximately 431,052,392 therms.[44] Therefore, natural gas demand associated with the proposed project would be approximately 0.3 percent of Riverside County's total natural gas demand.

Furthermore, the proposed project would result in energy usage associated with gasoline and diesel to fuel project-related trips. The average fuel economy for light-duty vehicles (autos, pickups, vans, and SUVs) in the United States has steadily increased from about 14.9 mpg in 1980 to 22.8 mpg in 2022.[45] The average fuel economy for heavy-duty trucks in the United States has also steadily increased, from 5.7 mpg in 2013 to a projected 8.5 mpg in 2026.[46]

Using the EPA gasoline fuel economy estimates for 2019, the California diesel fuel economy estimates for 2021, and the traffic data from the project traffic analyses, the proposed project would result in the annual consumption of approximately 21,133 gallons of gasoline and 12,697 gallons of diesel fuel. In 2019, vehicles in California consumed approximately 15.6 billion gallons of gasoline and 3.8 billion gallons of diesel fuel.[47] Therefore, gasoline and diesel demand generated by vehicle trips associated with the proposed project would be a minimal fraction of gasoline and diesel fuel consumption in California and, by extension, in Riverside County.[48]

In addition, automobiles associated with trips to and from the project site would be subject to fuel economy and efficiency standards, which are applicable throughout the State. As such, the fuel efficiency of vehicles associated with project operations would increase throughout the life of the proposed project. Therefore, implementation of the proposed project would not result in a substantial increase in transportation-related energy uses.

As described above, the proposed project would not result in the wasteful, inefficient, or unnecessary consumption of fuel or energy and would incorporate renewable energy or energy

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43 CEC. 2022b. Electricity Consumption by County. Website: www.ecdms.energy.ca.gov/elecbycounty.aspx (accessed October 2024).

44 CEC. 2022c. Gas Consumption by County. Website: ecdms.energy.ca.gov/gasbycounty.aspx (accessed October 2024).

45 USDOT. 2022. Table 4-23: Average Fuel Efficiency of U.S. Light Duty Vehicles. Website: www.bts.gov/content/average-fuel-efficiency-us-light-duty-vehicles (accessed October 2024).

46 CEC. 2015. Medium and Heavy-Duty Truck Prices and Fuel Economy 2013–2026. Website: efiling.energy.ca.gov/getdocument.aspx?tn=206180 (accessed October 2024).

47 CEC. 2022d. California Gasoline Data, Facts, and Statistics. Website: www.energy.ca.gov/data-reports/energy-almanac/transportation-energy/california-gasoline-data-facts-and-statistics (accessed October 2024).

48 CEC. 2021b. California Gasoline Data, Facts, and Statistics. Website: www.energy.ca.gov/data-reports/energy-almanac/transportation-energy/california-gasoline-data-facts-and-statistics (accessed October 2024).

efficiency measures into building design, equipment uses, and transportation. Impacts would be less than significant, and no mitigation measures would be necessary.

Therefore, the proposed project would not conflict with or obstruct California's energy conservation plans as described in the CEC's 2023 Integrated Energy Policy Report. Therefore, the proposed project would not lead to new or substantially more severe energy impacts. As such, potential impacts related to conflict with or obstruction of a State or local plan for renewable energy or energy efficiency would be less than significant, and no mitigation is required.

Conflict with or Obstruction of a State or Local Plan for Renewable Energy or Energy Efficiency

The CEC recently adopted the 2023 Integrated Energy Policy Report.[49] The 2023 Integrated Energy Policy Report provides the results of the CEC's assessments of a variety of energy issues facing California. Many of these issues will require action if the State is to meet its climate, energy, air quality, and other environmental goals while maintaining energy reliability and controlling costs. The 2023 Integrated Energy Policy Report covers a broad range of topics, including decarbonizing buildings, integrating renewables, energy efficiency, energy equity, integrating renewable energy, updates on Southern California electricity reliability, climate adaptation activities for the energy sector, natural gas assessment, transportation energy demand forecasts, and the California Energy Demand Forecast.

As indicated above, energy usage on the project site during construction would be temporary in nature. In addition, energy usage associated with operation of the proposed project would be relatively small in comparison to the State's available energy sources, and energy impacts would be negligible at the regional level. Because California's energy conservation planning actions are conducted at a regional level, and because the project's total impacts to regional energy supplies would be minor, the proposed project would not conflict with California's energy conservation plans as described in the CEC's *2023 Integrated Energy Policy Report*.[50] In addition, the proposed project would comply with Title 24 and CALGreen standards and be consistent with the City's Development Code requirements.[51] Thus, as shown above, the proposed project would avoid or reduce the inefficient, wasteful, and unnecessary consumption of energy and not result in any irreversible or irretrievable commitments of energy. 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, and no mitigation measures would be necessary.

Greenhouse Gas Emission Impacts

The following sections describe the proposed project's construction- and operation-related GHG impacts and consistency with applicable GHG reduction plans.

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49 CEC. 2023. *2023 Integrated Energy Policy Report*. Website: www.energy.ca.gov/data-reports/reports/integrated-energy-policy-report/2023-integrated-energy-policy-report (accessed October 2024).

50 Ibid.

51 City of Menifee. 2019. City of Menifee Municipal/Development Code and Design Guide. Website: www.cityofmenifee.us/494/MunicipalDevelopment-Code-and-Design-Gui (accessed November 2024).

Construction Greenhouse Gas Emissions

Construction activities associated with the proposed project would produce combustion emissions from various sources. Construction would emit GHGs through the operation of construction equipment and from worker and builder supply vendor vehicles for the duration of the approximately 6-month construction period. The combustion of fossil-based fuels creates GHGs such as CO_2, CH_4, and N_2O. Furthermore, the fueling of heavy equipment emits CH_4. Exhaust emissions from on-site construction activities would vary daily as construction activity levels change.

The construction emissions, which have been calculated using CalEEMod (the same methodology as described above for the criteria pollutant emissions), are shown in Table J. Results indicate that project construction would generate approximately 220 MT CO_2e. The SCAQMD does not provide a separate GHG significance threshold for construction emissions, rather their guidance specifies that construction emissions should be amortized over 30 years (a typical project lifetime), added to the project operational emissions, and that total should be compared to the GHG significance threshold.

Table J: Construction GHG Emissions

Construction Phase	Total Emissions per Phase (MT)			Total Emissions per Phase (MT CO_2e)
	CO_2	CH_4	N_2O	
Site Preparation	8	<1	0	8
Grading	63	<1	<1	66
Building Construction	133	<1	<1	134
Architectural Coating	6	<1	<1	6
Paving	7	<1	<1	7
Total Emissions for the Entire Construction Process				**220 MT CO_2e**
Total Construction Emissions Amortized over 30 Years				**7 MT CO_2e**

Source: Compiled by LSA (October 2024).
CH_4 = methane
CO_2 = carbon dioxide
MT = metric tons
MT CO_2e = metric tons of carbon dioxide equivalent
N_2O = nitrous oxide

As shown in Table J, the amortized construction emissions would be approximately 7 MT CO_2e per year. See the CalEEMod output in Attachment B for details.

Operational Greenhouse Gas Emissions

Long-term operation of the proposed project would generate GHG emissions from area and mobile sources and indirect emissions from stationary sources associated with energy consumption. Mobile-source emissions of GHGs would include project-generated vehicle trips. Area-source emissions would be associated with activities such as landscaping and maintenance of proposed land uses, natural gas for heating, and other minor sources. Increases in stationary-source emissions would also occur at off-site utility providers as a result of demand for electricity, natural gas, and water by the proposed uses.

Table K shows the GHG emissions associated with the level of development envisioned by the proposed project at opening. Area sources include architectural coatings, consumer products, and landscaping. Energy sources include natural gas consumption for space heating and spray booths.

Table K: Estimated Operational Greenhouse Gas Emissions

Source	Pollutant Emissions (MT/yr)			
	CO_2	CH_4	N_2O	CO_2e
Construction Emissions Amortized over 30 Years				**7**
Operational Emissions				
Area Sources	<1	<1	<1	<1
Energy Sources	147	<1	<1	148
Mobile Sources	207	<1	<1	210
Waste Sources	6	<1	0	23
Water Usage	<1	<1	<1	<1
Refrigerant Sources	—	—	—	649
Total Project Emissions	**228**	**0**	**0**	**1,030**
SCAQMD GHG Threshold	**—**	**—**	**—**	**3,000**
Significant Emissions?	**—**	**—**	**—**	**No**

Source: Compiled by LSA (October 2024).
CH_4 = methane
CO_2 = carbon dioxide
CO_2e = carbon dioxide equivalent
GHG = greenhouse gas
MT/yr = metric tons per year
N_2O = nitrous oxide
SCAQMD = South Coast Air Quality Management District

As shown in Table K, the project would result in emissions of 1,030 MT CO_2e per year. This emissions level is less than the SCAQMD Tier 3 threshold of 3,000 MT CO_2e per year; therefore, project-level and cumulative GHG emissions would be less than significant. Attachment B includes the CalEEMod outputs.

The landscape watering system would be automatic and connected to a weather sensor and rain shut-off device. Water distribution devices would consist of a combination of low flow sprinkler/rotor heads on slopes and low precipitation rate drip tubing in other planter areas. The landscaping would consist of native and drought tolerant plant material. These measures would ensure that the design of the planting and irrigation will comply with the State of California's Water Efficient Landscape Ordinance. It is expected that the project would use up to 300 gallons of water per day.

Additionally, a project's incremental contribution to a cumulative GHG effect would not be cumulatively considerable if the project would comply with the requirements in a previously adopted plan or mitigation program. In June 2014, the City adopted the WRCOG CAP, which qualifies as a plan for the reduction of GHG emissions pursuant to the *State CEQA Guidelines*. The WRCOG CAP identifies local GHG reduction measures by sector and the GHG reduction potential associated with each measure. The proposed project incorporates certain measures as design features. Table L details the project design features that are necessary to ensure consistency with

Table L: Western Riverside Council of Governments Climate Action Plan Consistency Analysis

Measures by Sector	WRCOG CAP Consistency Analysis
State and Regional Measures	
Energy	
Measure SR-2: 2022 California Building Energy Efficiency Standards (Title 24, Part 6). Maximize energy efficiency building and appliance standards, and pursue additional efficiency efforts including new technologies, and new policy and implementation mechanisms. Pursue comparable investment in energy efficiency from all retail providers of electricity in California (including both investor-owned and publicly owned utilities).	**Consistent.** The proposed project would comply with the requirements of the 2024 California Building Energy Efficiency Standards (Title 24, Part 6), including measures to incorporate energy-efficient building design features detailed in Subchapter 3 (Nonresidential Mandatory Requirements), Section 120.7 (Mandatory Insulation Requirements), and Section 120.8 (Nonresidential Building Commissioning).
Measure SR-4: HERO Commercial Program. A public-private partnership administered by WRCOG, offering financing to business owners in the subregion for the installation of energy efficient, renewable energy, and water conservation improvements.	**Consistent.** The proposed project would work with WRCOG to determine any project features that are eligible and to add any new features, as appropriate.
Measure SR-5: Utility Programs. Southern California Edison (SCE) and Southern California Gas Company (SCG) each offer rebate programs to reduce energy consumption.	**Consistent.** The proposed project would work with SCE and SoCalGas to determine any project features that are eligible and to add any new features, as appropriate.
Water	
Measure SR-14: Water Conservation and Efficiency. Reduce per capita water use by 20% by 2020. SB X7-7 is part of a California legislative package passed in 2009 that requires urban retail water suppliers to reduce per-capita water use by 10% from a baseline level by 2015, and to reduce per capita water use by 20% by 2020. Green accountability performance (GAP) Goal 16 directly aligns with SB X7-7. In Southern California, energy costs and GHG emissions associated with the transport, treatment, and delivery of water from outlying regions are high. Therefore, the region has extra incentive to reduce water consumption. While this is considered a state measure, it is up to the local water retailers, jurisdictions, and water users to meet these targets.	**Consistent.** The proposed project would install water-efficient irrigation systems and devices and drought-tolerant landscaping.
Solid Waste	
Measure SR-13: Construction and Demolition Waste Diversion. Meet mandatory requirement to divert 50% of C&D waste from landfills by 2020 and exceed requirement by diverting 90% of C&D waste from landfills by 2035.	**Consistent.** The proposed project would comply with California Green Building Standards Code requirements. At least 50 percent of all nonhazardous construction waste generated by the proposed project (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard) will be recycled and/or salvaged.
Transportation	
Measure SR-6: Pavley and Low Carbon Fuel Standard (LCFS). CARB identified this measure as a "Discrete Early Action Measure." This measure would reduce the carbon intensity of California's transportation fuels by at least 10% by 2020.	**Consistent.** The proposed project does not involve the manufacture, sale, or purchase of vehicles. However, vehicles that operate within and access the project site will comply with Pavley and the Low Carbon Fuel Standard. Passenger cars and medium- and heavy-duty trucks and trailers making deliveries will be subject to aerodynamic and hybridization requirements as established by the CARB; no feature of the project will

Table L: Western Riverside Council of Governments Climate Action Plan Consistency Analysis

Measures by Sector	WRCOG CAP Consistency Analysis
	interfere with implementation of these requirements and programs.
Local Reduction Measures	
Energy	
Measure E-1: Energy Action Plans: Improve municipal and community-wide energy efficiency and reduce energy consumption through the adoption of local Energy Action Plans (EAP).	**Consistent.** Building energy efficiency elements will include, at a minimum, 2024 Title 24 Energy Code standards. The installation and use of on-site renewable energy systems shall be investigated to reduce demand on existing energy grid infrastructure and to support the City of Menifee energy efficiency goals. Buildings will be designed to maximize daylight access for interior occupied spaces. Top lighting and side lighting strategies shall be combined to optimize daylight access for building occupants. Daylighting strategies to be investigated for feasibility include, but are not limited to, exterior/interior light shelves, skylights and monitors, clerestory windows, tubular skylights, and light wells. Nonessential exterior lighting will be turned off by automatic controllers from 11:00 p.m. until the following morning at dawn. Lighting shall be ramped up to full power (based on zones) when motion is detected in the vicinity.
Measure E-3, Shade Trees: Strategically plant trees at new nonresidential developments to reduce the urban heat island effect.	**Consistent.** As established by the landscape plan and/or determined by the owner/tenants, shade trees would be provided on site. Shade trees in new landscape designs would be provided to reduce heat island impacts (when shading paved/developed surfaces) and to support the City of Menifee goals.
Transportation	
Measure T-3, End of Trip Facilities: Encourage use of non-motorized transportation modes by providing appropriate facilities and amenities for commuters. **Measure T-4, Promotional Transportation Demand Management:** Encourage transportation demand management strategies. **Measure T-5: Transit Service Expansion;** Collaborate with local and regional transit providers to increase transit service provided in the subregion. **Measure T-6: Transit Frequency Expansion**; Collaborate with local and regional transit providers to provide more frequent transit in the subregion. **Measure T-7, Traffic Signal Coordination:** Incorporate technology to synchronize and coordinate traffic signals along local arterials.	**Consistent.** Project development will be within already-urbanized parts of Menifee, utilizing existing facilities and infrastructure to promote pedestrian, bicycle, and transit-oriented mobility. The Riverside Transit Agency currently provides bus service to the project site; the Perris Station Transit Center – Sun City – Quail Valley – Menifee – Murrieta - Temecula route runs along Scott Road near the project site and connects to other bus routes in Menifee and the surrounding communities. This bus route supports the City's General Plan objectives and policies related to alternative modes of transportation. Because the project site is located in close proximity to an existing bus route, the proposed project would be accessible to existing transit systems.

Table L: Western Riverside Council of Governments Climate Action Plan Consistency Analysis

Measures by Sector	WRCOG CAP Consistency Analysis
Measure T-8, Density: Improve jobs-housing balance and reduce vehicle miles traveled by increasing household and employment densities. **Measure T-10: Design/Site Planning**: Design neighborhoods and sites to reduce VMT.	

Source: *Subregional Climate Action Plan* (Western Riverside Council of Governments 2014).
CAP = Climate Action Plan
CARB = California Air Resources Board
WRCOG = Western Riverside Council of Governments

applicable local reduction measures of the WRCOG CAP. With implementation of these project design features, the project would be consistent with the WRCOG CAP.[52]

Consistency with Greenhouse Gas Reduction Plans

The following discussion evaluates the proposed project according to the goals of the 2022 Scoping Plan[53] and SCAG's 2024–2050 RTP/SCS.[54]

2022 Scoping Plan. The following discussion evaluates the proposed project according to the goals of the 2022 Scoping Plan, EO B-30-15, SB 32, AB 197, and AB 1279. EO B-30-15 added the immediate target of reducing GHG emissions to 40 percent below 1990 levels by 2030. SB 32 affirms the importance of addressing climate change by codifying into statute the GHG emissions reductions target of at least 40 percent below 1990 levels by 2030 contained in EO B-30-15. SB 32 builds on AB 32 and keeps us on the path toward achieving the State's 2050 objective of reducing emissions to 80 percent below 1990 levels. The companion bill to SB 32, AB 197, provides additional direction to CARB related to the adoption of strategies to reduce GHG emissions. Additional direction in AB 197 intended to provide easier public access to air emissions data that are collected by CARB was posted in December 2016.

In addition, the 2022 Scoping Plan assesses progress toward the statutory 2030 target while laying out a path to achieving carbon neutrality no later than 2045. The 2022 Scoping Plan focuses on outcomes needed to achieve carbon neutrality by assessing paths for clean technology, energy deployment, natural and working lands, and others, and is designed to meet the State's long-term

52 Western Regional Council of Governments. 2014. WRCOG Climate Action Plan. June. Website: wrcog.us/DocumentCenter/View/9987/Climate-Action-Plan-Toolkit (accessed October 2024).

53 CARB. 2022. *2022 Scoping Plan Update*. May 10. Website: ww2.arb.ca.gov/sites/default/files/2022-12/2022-sp.pdf (accessed October 2024).

54 SCAG. 2024. *Connect SoCal: The 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments*. Website: scag.ca.gov/sites/main/files/file-attachments/23-2987-connect-socal-2024-final-complete-040424.pdf (accessed October 2024).

climate objectives and support a range of economic, environmental, energy security, environmental justice, and public health priorities.

The 2022 Scoping Plan focuses on building clean energy production and distribution infrastructure for a carbon-neutral future, including transitioning existing energy production and transmission infrastructure to produce zero-carbon electricity and hydrogen, and utilizing biogas resulting from wildfire management or landfill and dairy operations, among other substitutes. The 2022 Scoping Plan states that in almost all sectors, electrification will play an important role. The 2022 Scoping Plan evaluates clean energy and technology options and the transition away from fossil fuels, including adding four times the solar and wind capacity by 2045 and about 1,700 times the amount of current hydrogen supply. As discussed in the 2022 Scoping Plan, EO N-79-20 requires that all new passenger vehicles sold in California will be zero-emission by 2035, and all other fleets will have transitioned to zero-emission as fully possible by 2045, which will reduce the percentage of fossil-fuel-combustion vehicles.

Energy efficiency measures are intended to maximize energy efficiency building and appliance standards; pursue additional efficiency efforts, including new technologies and new policy and implementation mechanisms; and pursue comparable investment in energy efficiency from all retail providers of electricity in California. In addition, these measures are designed to expand the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings. The proposed project would be required to comply with the latest Title 24 standards of the CCR, established by the CEC, regarding energy conservation and green building standards. Therefore, the proposed project would not conflict with applicable energy measures or with the goals of the 2022 Scoping Plan, EO B-30-15, SB 32, AB 197, and AB 1279.

Water conservation and efficiency measures are intended to continue efficiency programs and use cleaner energy sources to move and treat water. Increasing the efficiency of water transport and reducing water use would reduce GHG emissions. The proposed project would not be a substantial source of water-source emissions. Therefore, the proposed project would not conflict with any of the water conservation and efficiency measures.

The goal of transportation and motor vehicle measures is to develop regional GHG emissions reduction targets for passenger vehicles. Specific regional emission targets for transportation emissions would not directly apply to the proposed project. The second phase of Pavley standards will reduce GHG emissions from new cars by 34 percent from 2016 levels by 2025. As identified above, approximately 85 daily trips are anticipated due to implementation of the proposed project. Therefore, the proposed project would not conflict with the identified transportation and motor vehicle measures.

2024–2050 RTP/SCS. SCAG's RTP/SCS identifies that land use strategies that focus on new housing and job growth in areas served by high-quality transit and other opportunity areas would be consistent with a land use development pattern that supports and complements the proposed transportation network. Implementing SCAG's RTP/SCS will greatly reduce the regional GHG emissions from transportation, helping to achieve statewide emissions reduction targets.

As demonstrated in the Consistency with Applicable Air Quality Plans section, the proposed project does not meet the criteria identified in *State CEQA Guidelines* Section 15205.b.2 (Projects of Statewide, Regional, or Areawide Significance) for projects of statewide, regional, or areawide significance. In addition, the proposed project would not require a change to the General Plan land use designation or the current zoning, and would be consistent with the City's General Plan and Zoning Ordinance. As such, the proposed project would not interfere with SCAG's ability to achieve the region's GHG reduction target of 19 percent below 2005 per-capita emissions levels by 2035. Furthermore, the proposed project is not regionally significant per *State CEQA Guidelines* Section 15206, and as such, it would not conflict with the SCAG RTP/SCS targets since those targets were established and are applicable on a regional level. Furthermore, there are only 85 daily vehicle trips expected to be associated with implementation of the proposed project. Therefore, implementation of the proposed project would not interfere with SCAG's ability to implement the regional strategies outlined in the RTP/SCS.

As demonstrated through the above analysis, the proposed project would be consistent with applicable plans and programs designed to reduce GHG emissions. Therefore, the proposed project would not conflict with plans, policies, or regulations adopted for the purpose of reducing GHG emissions.

STANDARD CONDITIONS

Construction

The project is required to comply with regional rules that assist in reducing short-term air pollutant emissions. SCAQMD Rule 403 requires that fugitive dust be controlled with the best-available control measures so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. [55] In addition, SCAQMD Rule 403 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off site. Applicable dust suppression techniques from Rule 403 are summarized below. Implementation of these dust suppression techniques can reduce the fugitive dust generation (and thus the PM_{10} component). Compliance with these rules would reduce impacts on nearby sensitive receptors (SCAQMD Rule 403). As shown in Table F, implementation of Rule 403 measures results in dust emissions below SCAQMD thresholds.

The applicable Rule 403 measures are as follows:

- Apply nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 10 days or more).

- Water active sites at least twice daily (locations where grading is to occur shall be thoroughly watered prior to earthmoving).

[55] SCAQMD. 2005. Rule 403. Website: www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-403.pdf (accessed October 2024).

- Cover all trucks hauling dirt, sand, soil, or other loose materials, or maintain at least 2 feet (0.6 meter) of freeboard (vertical space between the top of the load and the top of the trailer) in accordance with the requirements of California Vehicle Code Section 23114.

- Pave construction access roads at least 100 feet (30 meters) onto the site from the main road.

- Reduce traffic speeds on all unpaved roads to 15 mph or less.

The applicable California Department of Resources Recycling and Recovery (CalRecycle) Sustainable (Green) Building Program Measures are:[56]

- Recycle/reuse at least 50 percent of the construction material (including, but not limited to, soil, mulch, vegetation, concrete, lumber, metal, and cardboard).

- Use "green building materials" such as those materials that are rapidly renewable or resource-efficient, and recycled and manufactured in an environmentally friendly way, for at least 10 percent of the project, as specified on the CalRecycle website.

Operations

The proposed project is required to comply with the CALGreen Code and Title 24 of the California Code of Regulations established by the California Energy Commission regarding energy conservation and green building standards.

CUMULATIVE IMPACTS

The project would temporarily contribute criteria pollutants to the area during project construction. A number of individual projects in the area may be under construction simultaneously with the proposed project. Depending on construction schedules and actual implementation of projects in the area, generation of fugitive dust and pollutant emissions during construction could result in substantial short-term increases in air pollutants. However, each project would be required to comply with SCAQMD's standard construction measures. The proposed project's short-term construction emissions would not exceed the significance thresholds. Therefore, it would not have a significant short-term cumulative air quality impact.

Similarly, the project's long-term operational emissions would not exceed SCAQMD's criteria pollutant thresholds. Again, all projects would be required to comply with SCAQMD's operational emissions thresholds, which are designed to accomplish regional emissions goals. Therefore, the proposed project would not have a significant long-term cumulative air quality impact.

Lastly, the project would produce GHG emissions at a level less than the SCAQMD Tier 3 threshold. The proposed project's design would be consistent with the City's General Plan, thus ensuring project consistency with all the City and State policies and goals. Therefore, the proposed project

[56] California Department of Resources Recycling and Recovery (CalRecycle). 2019. CalRecycle Homepage. Website: www.calrecycle.ca.gov (accessed October 2024).

would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the GHG emissions. Given this consistency, it is concluded that the proposed project's impact to the climate from GHG emissions would not be cumulatively considerable.

CONCLUSION

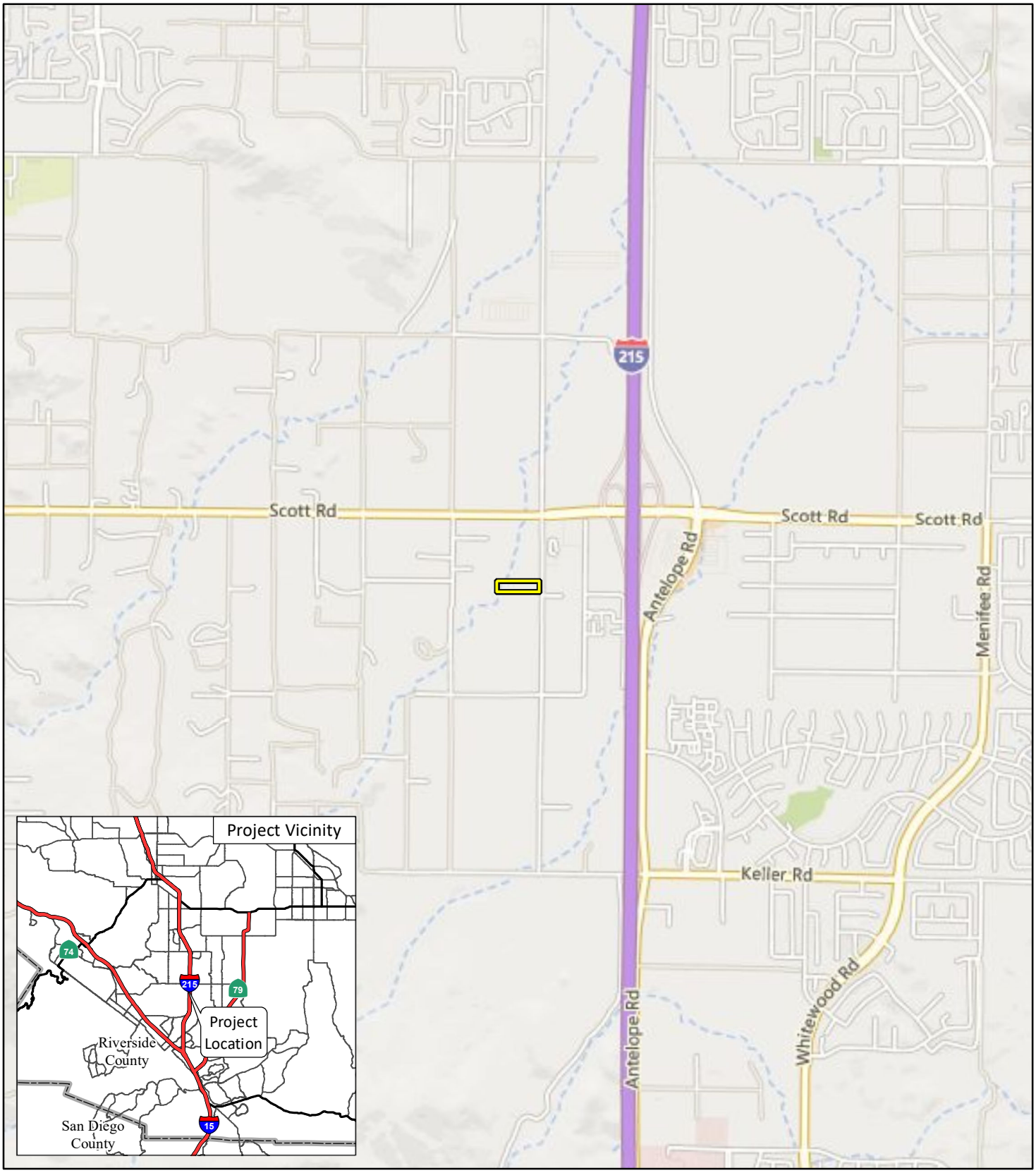
Based on the analysis presented above, construction and operation of the proposed project would not result in the generation of criteria air pollutants that would exceed SCAQMD thresholds of significance. Compliance with SCAQMD Rule 403: Fugitive Dust[57] would further reduce construction dust impacts. The project would not result in objectionable odors affecting a substantial number of people. The proposed project would also not result in a potential significant impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation. GHG emissions released during construction and operation of the project would not lead to new or substantially more severe significant impacts associated with operational GHG emissions beyond those identified in the City's General Plan EIR. The proposed project would also be generally consistent with the WRCOG CAP, the 2022 Scoping Plan, and the SCAG RTP/SCS.

Attachments: A: Figures
B: CalEEMod Output Files
C: Fuel Usage Worksheet

[57] SCAQMD. 2005. Rule 403. Website: www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-403.pdf (accessed October 2024).

ATTACHMENT A

FIGURES



LSA

LEGEND

Project Location

FIGURE 1

N

0 1000 2000

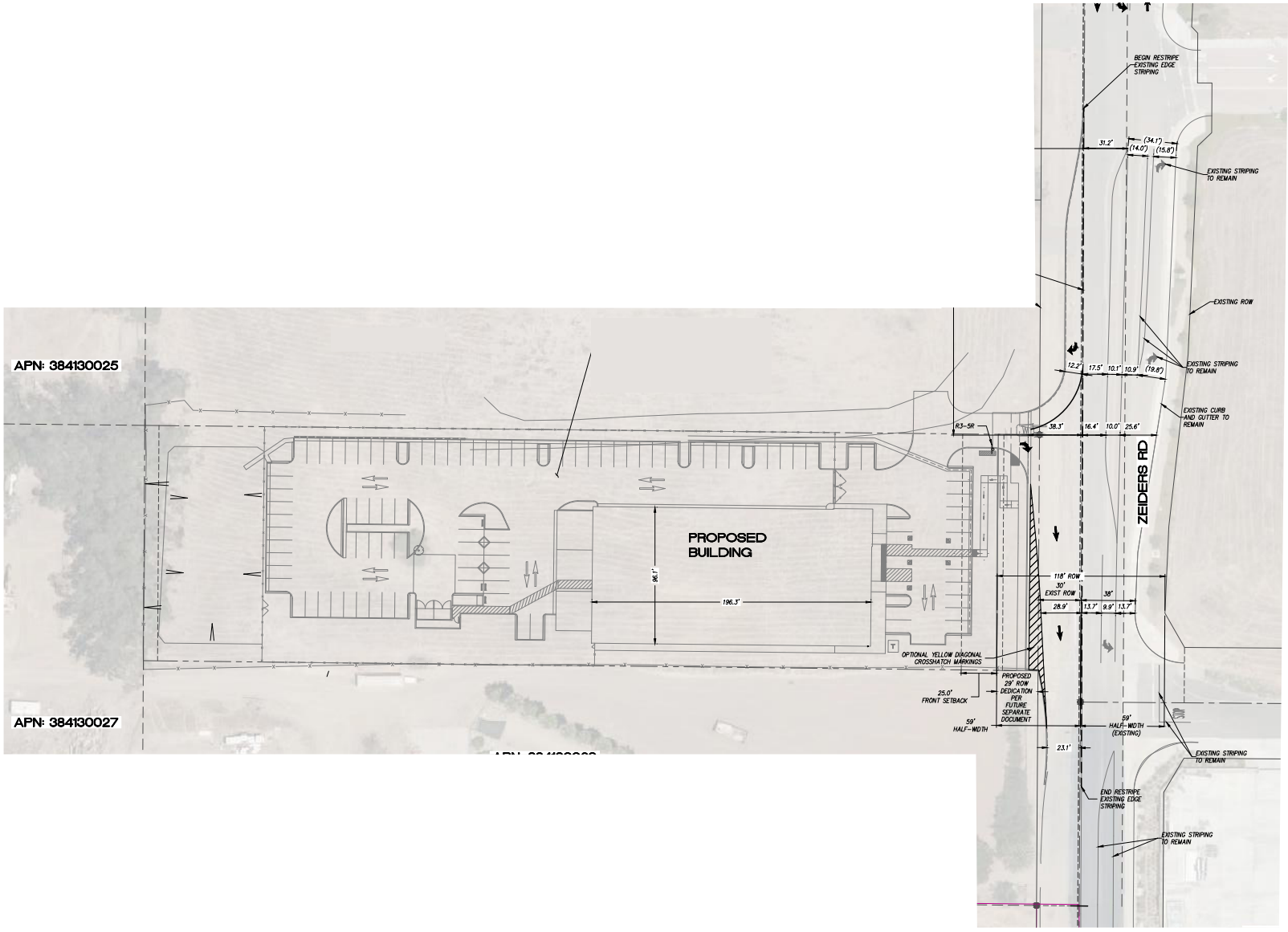
FEET

SOURCE: Bing (2021)

I:\CIM2201\GIS\MXD\Noise\Project_Location_Noise.mxd (5/19/2022)

Caliber Collision Auto Body Shop

Project Location and Vicinity



LSA

FIGURE 2

N

0 70 140

FEET

SOURCE: Latitude 33 Engineering

I:\2023\20231078.02\G\Site_Plan.ai (10/22/2024)

Caliber Collision Paint and Auto Body Repair Shop

Site Plan

ATTACHMENT B

CALEEMOD OUTPUT FILES

Caliber Collision - Menifee Detailed Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Caliber Collision - Menifee
Construction Start Date	2/4/2025
Operational Year	2025
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.50
Precipitation (days)	18.6
Location	33.638574831702286, -117.17663614750838
County	Riverside-South Coast
City	Menifee
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	5536
EDFZ	11
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas
App Version	2022.1.1.28

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
Automobile Care Center	18.9	1000sqft	2.39	18,900	13,068	0.00	—	—

Parking Lot	1.66	Acre	1.66	0.00	0.00	0.00	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

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

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.37	11.5	14.8	0.03	0.46	0.26	0.58	0.42	0.06	0.45	—	2,728	2,728	0.11	0.04	1.04	2,743
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	3.38	39.5	31.2	0.16	1.37	7.31	8.42	1.26	2.68	3.94	—	23,126	23,126	0.50	3.17	1.12	24,085
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.76	4.62	5.43	0.01	0.18	0.21	0.39	0.17	0.07	0.24	—	1,310	1,310	0.05	0.07	0.41	1,331
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.14	0.84	0.99	< 0.005	0.03	0.04	0.07	0.03	0.01	0.04	—	217	217	0.01	0.01	0.07	220
Exceeds (Daily Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	75.0	100	550	150	—	—	150	—	—	55.0	—	—	—	—	—	—	—
Unmit.	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—

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

2.2. Construction Emissions by Year, Unmitigated

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

Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	2.37	11.5	14.8	0.03	0.46	0.26	0.58	0.42	0.06	0.45	—	2,728	2,728	0.11	0.04	1.04	2,743
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	3.38	39.5	31.2	0.16	1.37	7.31	8.42	1.26	2.68	3.94	—	23,126	23,126	0.50	3.17	1.12	24,085
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.76	4.62	5.43	0.01	0.18	0.21	0.39	0.17	0.07	0.24	—	1,310	1,310	0.05	0.07	0.41	1,331
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.14	0.84	0.99	< 0.005	0.03	0.04	0.07	0.03	0.01	0.04	—	217	217	0.01	0.01	0.07	220

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	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.01	0.85	6.12	0.01	0.03	1.11	1.14	0.03	0.28	0.31	39.0	2,285	2,324	4.02	0.06	3,923	6,366

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.85	0.88	4.38	0.01	0.03	1.11	1.14	0.03	0.28	0.31	39.0	2,200	2,239	4.02	0.06	3,918	6,277
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.94	0.90	5.10	0.01	0.03	1.09	1.13	0.03	0.28	0.31	39.0	2,144	2,183	4.01	0.06	3,921	6,223
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.17	0.16	0.93	< 0.005	0.01	0.20	0.21	0.01	0.05	0.06	6.46	355	361	0.66	0.01	649	1,030
Exceeds (Daily Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	55.0	55.0	550	150	—	—	150	—	—	55.0	—	—	—	—	—	—	—
Unmit.	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Exceeds (Average Daily)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	55.0	55.0	550	150	—	—	150	—	—	55.0	—	—	—	—	—	—	—
Unmit.	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—

2.5. Operations Emissions by Sector, Unmitigated

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

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.42	0.54	5.04	0.01	0.01	1.11	1.12	0.01	0.28	0.29	—	1,319	1,319	0.04	0.05	5.02	1,342
Area	0.57	0.01	0.82	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.38	3.38	< 0.005	< 0.005	—	3.39
Energy	0.02	0.30	0.25	< 0.005	0.02	—	0.02	0.02	—	0.02	—	961	961	0.07	0.01	—	964

Water	—	—	—	—	—	—	—	—	—	—	0.13	0.88	1.01	0.01	< 0.005	—	1.46
Waste	—	—	—	—	—	—	—	—	—	—	38.9	0.00	38.9	3.89	0.00	—	136
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3,918	3,918
Off-Road	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	1.01	0.85	6.12	0.01	0.03	1.11	1.14	0.03	0.28	0.31	39.0	2,285	2,324	4.02	0.06	3,923	6,366
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.40	0.58	4.12	0.01	0.01	1.11	1.12	0.01	0.28	0.29	—	1,238	1,238	0.05	0.06	0.13	1,256
Area	0.44	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.02	0.30	0.25	< 0.005	0.02	—	0.02	0.02	—	0.02	—	961	961	0.07	0.01	—	964
Water	—	—	—	—	—	—	—	—	—	—	0.13	0.88	1.01	0.01	< 0.005	—	1.46
Waste	—	—	—	—	—	—	—	—	—	—	38.9	0.00	38.9	3.89	0.00	—	136
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3,918	3,918
Off-Road	0.00	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	0.85	0.88	4.38	0.01	0.03	1.11	1.14	0.03	0.28	0.31	39.0	2,200	2,239	4.02	0.06	3,918	6,277
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.39	0.59	4.29	0.01	0.01	1.09	1.10	0.01	0.28	0.29	—	1,250	1,250	0.05	0.06	2.17	1,270
Area	0.53	< 0.005	0.56	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.32	2.32	< 0.005	< 0.005	—	2.32
Energy	0.02	0.30	0.25	< 0.005	0.02	—	0.02	0.02	—	0.02	—	891	891	0.06	< 0.005	—	894
Water	—	—	—	—	—	—	—	—	—	—	0.13	0.88	1.01	0.01	< 0.005	—	1.46
Waste	—	—	—	—	—	—	—	—	—	—	38.9	0.00	38.9	3.89	0.00	—	136
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3,918	3,918
Off-Road	0.00	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	0.94	0.90	5.10	0.01	0.03	1.09	1.13	0.03	0.28	0.31	39.0	2,144	2,183	4.01	0.06	3,921	6,223
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.07	0.11	0.78	< 0.005	< 0.005	0.20	0.20	< 0.005	0.05	0.05	—	207	207	0.01	0.01	0.36	210
Area	0.10	< 0.005	0.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.38	0.38	< 0.005	< 0.005	—	0.38

Energy	< 0.005	0.06	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	147	147	0.01	< 0.005	—	148
Water	—	—	—	—	—	—	—	—	—	—	0.02	0.15	0.17	< 0.005	< 0.005	—	0.24
Waste	—	—	—	—	—	—	—	—	—	—	6.44	0.00	6.44	0.64	0.00	—	22.5
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	649	649
Off-Road	0.00	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	0.17	0.16	0.93	< 0.005	0.01	0.20	0.21	0.01	0.05	0.06	6.46	355	361	0.66	0.01	649	1,030

3. Construction Emissions Details

3.1. Site Preparation (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	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.31	31.6	30.2	0.05	1.37	—	1.37	1.26	—	1.26	—	5,295	5,295	0.21	0.04	—	5,314
Dust From Material Movement	—	—	—	—	—	5.11	5.11	—	2.63	2.63	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.26	0.25	< 0.005	0.01	—	0.01	0.01	—	0.01	—	43.5	43.5	< 0.005	< 0.005	—	43.7

Dust From Material Movement	—	—	—	—	—	0.04	0.04	—	0.02	0.02	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.05	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.21	7.21	< 0.005	< 0.005	—	7.23
Dust From Material Movement	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.08	1.02	0.00	0.00	0.23	0.23	0.00	0.05	0.05	—	227	227	0.01	0.01	0.02	230
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.89	1.89	< 0.005	< 0.005	< 0.005	1.91
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.31	0.31	< 0.005	< 0.005	< 0.005	0.32
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.3. Grading (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	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.74	16.3	17.9	0.03	0.72	—	0.72	0.66	—	0.66	—	2,959	2,959	0.12	0.02	—	2,970
Dust From Material Movement	—	—	—	—	—	1.87	1.87	—	0.90	0.90	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.27	0.29	< 0.005	0.01	—	0.01	0.01	—	0.01	—	48.6	48.6	< 0.005	< 0.005	—	48.8
Dust From Material Movement	—	—	—	—	—	0.03	0.03	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.05	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	8.05	8.05	< 0.005	< 0.005	—	8.08
Dust From Material Movement	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
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	—	194	194	0.01	0.01	0.02	197
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.30	23.1	5.50	0.13	0.38	5.24	5.63	0.38	1.47	1.85	—	19,973	19,973	0.37	3.14	1.10	20,919
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.24	3.24	< 0.005	< 0.005	0.01	3.28
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	0.38	0.09	< 0.005	0.01	0.09	0.09	0.01	0.02	0.03	—	328	328	0.01	0.05	0.30	344
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.54	0.54	< 0.005	< 0.005	< 0.005	0.54
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.07	0.02	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	—	54.3	54.3	< 0.005	0.01	0.05	57.0

3.5. Building Construction (2025) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.13	10.4	13.0	0.02	0.43	—	0.43	0.40	—	0.40	—	2,398	2,398	0.10	0.02	—	2,406

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.13	10.4	13.0	0.02	0.43	—	0.43	0.40	—	0.40	—	2,398	2,398	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.35	3.26	4.07	0.01	0.13	—	0.13	0.12	—	0.12	—	749	749	0.03	0.01	—	751
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.60	0.74	< 0.005	0.02	—	0.02	0.02	—	0.02	—	124	124	0.01	< 0.005	—	124
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.47	0.00	0.00	0.08	0.08	0.00	0.02	0.02	—	85.2	85.2	< 0.005	< 0.005	0.31	86.5
Vendor	< 0.005	0.10	0.03	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	94.8	94.8	< 0.005	0.01	0.27	99.4
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.35	0.00	0.00	0.08	0.08	0.00	0.02	0.02	—	78.4	78.4	< 0.005	< 0.005	0.01	79.4
Vendor	< 0.005	0.11	0.03	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	94.8	94.8	< 0.005	0.01	0.01	99.2
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	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.12	0.00	0.00	0.02	0.02	0.00	0.01	0.01	—	24.8	24.8	< 0.005	< 0.005	0.04	25.1
Vendor	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	29.6	29.6	< 0.005	< 0.005	0.04	31.0
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	4.10	4.10	< 0.005	< 0.005	0.01	4.16
Vendor	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	4.90	4.90	< 0.005	< 0.005	0.01	5.13
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.7. 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	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.71	6.52	8.84	0.01	0.29	—	0.29	0.26	—	0.26	—	1,351	1,351	0.05	0.01	—	1,355
Paving	0.43	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.18	0.24	< 0.005	0.01	—	0.01	0.01	—	0.01	—	37.0	37.0	< 0.005	< 0.005	—	37.1
Paving	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.03	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	6.13	6.13	< 0.005	< 0.005	—	6.15
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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.09	1.54	0.00	0.00	0.26	0.26	0.00	0.06	0.06	—	282	282	0.01	0.01	1.04	286
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	7.19	7.19	< 0.005	< 0.005	0.01	7.29
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.19	1.19	< 0.005	< 0.005	< 0.005	1.21
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.9. 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	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	0.88	1.14	< 0.005	0.03	—	0.03	0.03	—	0.03	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	1.09	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	0.88	1.14	< 0.005	0.03	—	0.03	0.03	—	0.03	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	1.09	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.22	0.28	< 0.005	0.01	—	0.01	0.01	—	0.01	—	32.9	32.9	< 0.005	< 0.005	—	33.0
Architectural Coatings	0.27	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.04	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.45	5.45	< 0.005	< 0.005	—	5.47
Architectural Coatings	0.05	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.09	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	17.0	17.0	< 0.005	< 0.005	0.06	17.3
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	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.07	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	15.7	15.7	< 0.005	< 0.005	< 0.005	15.9
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.91	3.91	< 0.005	< 0.005	0.01	3.97
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.65	0.65	< 0.005	< 0.005	< 0.005	0.66
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

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	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Automobile Care Center	0.42	0.54	5.04	0.01	0.01	1.11	1.12	0.01	0.28	0.29	—	1,319	1,319	0.04	0.05	5.02	1,342
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.42	0.54	5.04	0.01	0.01	1.11	1.12	0.01	0.28	0.29	—	1,319	1,319	0.04	0.05	5.02	1,342
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Automobile Care Center	0.40	0.58	4.12	0.01	0.01	1.11	1.12	0.01	0.28	0.29	—	1,238	1,238	0.05	0.06	0.13	1,256
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.40	0.58	4.12	0.01	0.01	1.11	1.12	0.01	0.28	0.29	—	1,238	1,238	0.05	0.06	0.13	1,256
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Automobile Care Center	0.07	0.11	0.78	< 0.005	< 0.005	0.20	0.20	< 0.005	0.05	0.05	—	207	207	0.01	0.01	0.36	210
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.07	0.11	0.78	< 0.005	< 0.005	0.20	0.20	< 0.005	0.05	0.05	—	207	207	0.01	0.01	0.36	210

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	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	264	264	0.02	< 0.005	—	265
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	92.3	92.3	0.01	< 0.005	—	92.7
undefined	—	—	—	—	—	—	—	—	—	—	—	244	244	0.02	< 0.005	—	245
Total	—	—	—	—	—	—	—	—	—	—	—	600	600	0.04	< 0.005	—	602
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	264	264	0.02	< 0.005	—	265
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	92.3	92.3	0.01	< 0.005	—	92.7
undefined	—	—	—	—	—	—	—	—	—	—	—	244	244	0.02	< 0.005	—	245
Total	—	—	—	—	—	—	—	—	—	—	—	600	600	0.04	< 0.005	—	602
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	43.6	43.6	< 0.005	< 0.005	—	43.8
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	15.3	15.3	< 0.005	< 0.005	—	15.3
undefined	—	—	—	—	—	—	—	—	—	—	—	28.8	28.8	< 0.005	< 0.005	—	28.9
Total	—	—	—	—	—	—	—	—	—	—	—	87.7	87.7	0.01	< 0.005	—	88.0

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	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Automobile Care Center	0.02	0.30	0.25	< 0.005	0.02	—	0.02	0.02	—	0.02	—	361	361	0.03	< 0.005	—	362
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
Total	0.02	0.30	0.25	< 0.005	0.02	—	0.02	0.02	—	0.02	—	361	361	0.03	< 0.005	—	362
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Automobile Care Center	0.02	0.30	0.25	< 0.005	0.02	—	0.02	0.02	—	0.02	—	361	361	0.03	< 0.005	—	362
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
Total	0.02	0.30	0.25	< 0.005	0.02	—	0.02	0.02	—	0.02	—	361	361	0.03	< 0.005	—	362
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Automobile Care Center	< 0.005	0.06	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	59.8	59.8	0.01	< 0.005	—	59.9
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
Total	< 0.005	0.06	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	59.8	59.8	0.01	< 0.005	—	59.9

4.3. Area Emissions by Source

4.3.1. Unmitigated

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

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.41	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.13	0.01	0.82	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.38	3.38	< 0.005	< 0.005	—	3.39
Total	0.57	0.01	0.82	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.38	3.38	< 0.005	< 0.005	—	3.39
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.41	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	0.44	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.07	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Landscape	0.02	< 0.005	0.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.38	0.38	< 0.005	< 0.005	—	0.38
Total	0.10	< 0.005	0.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.38	0.38	< 0.005	< 0.005	—	0.38

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	0.13	0.88	1.01	0.01	< 0.005	—	1.46
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	0.13	0.88	1.01	0.01	< 0.005	—	1.46
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	0.13	0.88	1.01	0.01	< 0.005	—	1.46
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	0.13	0.88	1.01	0.01	< 0.005	—	1.46
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	0.02	0.15	0.17	< 0.005	< 0.005	—	0.24

Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	0.02	0.15	0.17	< 0.005	< 0.005	—	0.24

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	38.9	0.00	38.9	3.89	0.00	—	136
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	38.9	0.00	38.9	3.89	0.00	—	136
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	38.9	0.00	38.9	3.89	0.00	—	136
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	38.9	0.00	38.9	3.89	0.00	—	136
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	6.44	0.00	6.44	0.64	0.00	—	22.5

Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	6.44	0.00	6.44	0.64	0.00	—	22.5

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	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3,918	3,918
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3,918	3,918
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3,918	3,918
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3,918	3,918
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	649	649
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	649	649

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	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Air Compressors	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Welders	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Air Compressors	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Welders	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Air Compressors	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Welders	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00

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

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

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

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

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

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

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

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

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

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

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

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

Remove	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Site Preparation	Site Preparation	2/5/2025	2/7/2025	5.00	3.00	—
Grading	Grading	2/8/2025	2/17/2025	5.00	6.00	—
Building Construction	Building Construction	2/18/2025	7/25/2025	5.00	114	—
Paving	Paving	7/26/2025	8/8/2025	5.00	10.0	—
Architectural Coating	Architectural Coating	3/22/2025	7/25/2025	5.00	90.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	4.00	8.00	84.0	0.37
Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00	8.00	367	0.40
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Grading	Tractors/Loaders/Backhoes	Diesel	Average	3.00	8.00	84.0	0.37
Grading	Excavators	Diesel	Average	1.00	8.00	36.0	0.38
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	Cement and Mortar Mixers	Diesel	Average	2.00	6.00	10.0	0.56
Paving	Pavers	Diesel	Average	1.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	2.00	6.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	6.00	36.0	0.38
Paving	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.00	84.0	0.37
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	—	—	—	—
Site Preparation	Worker	17.5	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10.2	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	15.0	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	290	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	6.05	18.5	LDA,LDT1,LDT2

Building Construction	Vendor	3.10	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	20.0	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	1.21	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

Control Strategies Applied	PM10 Reduction	PM2.5 Reduction
Water unpaved roads twice daily	55%	55%
Limit vehicle speeds on unpaved roads to 25 mph	44%	44%

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	28,350	9,450	4,339

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Site Preparation	0.00	0.00	4.50	0.00	—
Grading	9,200	4,700	6.00	0.00	—
Paving	0.00	0.00	0.00	0.00	1.66

5.6.2. Construction Earthmoving Control Strategies

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

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Automobile Care Center	0.00	0%
Parking Lot	1.66	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
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
Automobile Care Center	85.1	85.1	85.1	31,043	1,564	1,564	1,564	570,723

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	28,350	9,450	4,339

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)
Automobile Care Center	180,855	532	0.0330	0.0040	1,126,638
Parking Lot	63,343	532	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)
Automobile Care Center	70,200	23,400
Parking Lot	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Automobile Care Center	72.2	—
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
Automobile Care Center	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Automobile Care Center	Supermarket refrigeration and condensing units	R-404A	3,922	26.5	16.5	16.5	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
Air Compressors	Electric	Average	2.00	8.00	37.0	0.48
Welders	Electric	Average	2.00	8.00	46.0	0.45

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	27.6	annual days of extreme heat
Extreme Precipitation	2.85	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	8.86	annual hectares burned

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

6.2. Initial Climate Risk Scores

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

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

6.3. Adjusted Climate Risk Scores

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

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

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

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

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	80.0

AQ-PM	45.6
AQ-DPM	37.6
Drinking Water	71.7
Lead Risk Housing	21.2
Pesticides	53.0
Toxic Releases	14.5
Traffic	78.4
Effect Indicators	—
CleanUp Sites	0.00
Groundwater	0.00
Haz Waste Facilities/Generators	50.1
Impaired Water Bodies	0.00
Solid Waste	35.7
Sensitive Population	—
Asthma	42.6
Cardio-vascular	93.2
Low Birth Weights	14.2
Socioeconomic Factor Indicators	—
Education	40.1
Housing	23.4
Linguistic	1.81
Poverty	34.0
Unemployment	59.4

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	54.26664956
Employed	19.64583601
Median HI	50.78916977
Education	—
Bachelor's or higher	38.73989478
High school enrollment	100
Preschool enrollment	43.68022584
Transportation	—
Auto Access	76.73553189
Active commuting	4.49121006
Social	—
2-parent households	67.88143205
Voting	54.67727448
Neighborhood	—
Alcohol availability	92.14679841
Park access	14.78249711
Retail density	8.161170281
Supermarket access	11.13820095
Tree canopy	6.146541768
Housing	—
Homeownership	90.85076351
Housing habitability	68.00975234
Low-inc homeowner severe housing cost burden	23.40562043
Low-inc renter severe housing cost burden	33.82522777
Uncrowded housing	75.52932119
Health Outcomes	—
Insured adults	75.63197742
Arthritis	11.1

Asthma ER Admissions	66.8
High Blood Pressure	20.6
Cancer (excluding skin)	18.5
Asthma	37.3
Coronary Heart Disease	13.8
Chronic Obstructive Pulmonary Disease	17.9
Diagnosed Diabetes	51.3
Life Expectancy at Birth	48.3
Cognitively Disabled	76.7
Physically Disabled	21.7
Heart Attack ER Admissions	8.3
Mental Health Not Good	43.4
Chronic Kidney Disease	45.1
Obesity	32.0
Pedestrian Injuries	48.4
Physical Health Not Good	40.7
Stroke	29.9
Health Risk Behaviors	—
Binge Drinking	26.9
Current Smoker	33.5
No Leisure Time for Physical Activity	49.0
Climate Change Exposures	—
Wildfire Risk	91.5
SLR Inundation Area	0.0
Children	64.0
Elderly	37.4
English Speaking	92.0
Foreign-born	6.3

Outdoor Workers	15.9
Climate Change Adaptive Capacity	—
Impervious Surface Cover	90.5
Traffic Density	71.2
Traffic Access	23.0
Other Indices	—
Hardship	47.6
Other Decision Support	—
2016 Voting	58.6

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	38.0
Healthy Places Index Score for Project Location (b)	46.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	No
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

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

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Land Use	Site is 2.39 acres, building is 18,865 sf, paved area is 1.66 acres, landscaped area is 0.3 acres.
Construction: Construction Phases	No demolition needed. Schedule based on an early 2025 start and about 6 month duration. Assumed that architectural coatings applied during the building construction process.
Construction: Architectural Coatings	Assumed all coatings comply with SCAQMD Rule 1113.
Operations: Vehicle Data	Traffic analysis shows 40 worker and 45 customer trips per day.
Operations: Architectural Coatings	Assumed all coatings comply with SCAQMD Rule 1113.
Operations: Energy Use	Doubled the Title-24 Natural Gas rate to account for 2 natural gas fired paint booths.
Operations: Water and Waste Water	Project plans account for 300 gallons per day or 93,600 gallons per year. Assume 75% indoor and 25% outdoor (landscaping).

ATTACHMENT C

FUEL USAGE WORKSHEET

Fuel Consumption Worksheet

	Annual VMT from CalEEMod modeling	Gasoline-Fueled Percentage	Diesel-Fueled Percentage	Gasoline mpg	Gasoline Consumption	Diesel mpg	Diesel Consumption
Project	570,723	82.2%	17.8%	22.2	21,133	8.0	12,697

	Fleet Mix from CalEEMod modeling												
Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Auto Care	0.5348	0.05602	0.17264	0.14101	0.0266	0.00731	0.011327	0.01869	0.00062	0.00032	0.02406	0.0011	0.00547
Gasoline-powered:	98%	95%	75%	50%	50%	10%	5%	5%	75%	75%	100%	75%	65%
Diesel-powered:	2%	5%	25%	50%	50%	90%	95%	95%	25%	25%	0%	25%	35%