

AIR QUALITY STUDY

KPAC COIL AVENUE FREEZER EXPANSION PROJECT

1420 Coil Avenue, Wilmington, CA 90074

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Attachment

A	CalEEMod Air Quality Emission Output Files
A.1	<i>Existing Operational Emissions</i>
A.2	<i>Proposed Construction Emissions</i>
A.3	<i>Proposed Operational Emissions</i>

EXECUTIVE SUMMARY

This *Air Quality Study* assesses and discusses the potential air quality impacts that may occur as a result of development of the KPAC Coil Avenue Freezer Expansion Project (Project), located in the City of Los Angeles (City).

The analysis was prepared in accordance with the CEQA *Air Quality Handbook* prepared by the South Coast Air Quality Management District (SCAQMD).¹ Regional climate and meteorology, air quality monitoring data, and the area attainment status with respect to criteria air pollutants are discussed. This analysis includes a description of federal, State, and local agencies that govern air quality and climate change, and their pertinent statutes and regulations. It identifies potential impacts of air pollutants of concern for this Project, including criteria pollutants (i.e., pollutants for which National Ambient Air Quality Standards [NAAQS] have been established by the United States Environmental Protection Agency [USEPA], and their precursors) and mobile source air toxics. The report describes the analytical methodologies and assumptions used for this study as well as the results of these analyses and proposed mitigation measures.

The analysis estimates future emission levels at surrounding land uses resulting from construction and operation of the Project and identifies the potential for significant impacts. An evaluation of the Project's contribution to potential cumulative air quality impacts is also provided. Air quality worksheets are provided in **Attachment A: CalEEMod Air Quality Emission Output Files**.

Standard Air Quality, Energy and GHG Regulatory Conditions

The proposed project would be required to comply with the following regulatory conditions from the South Coast Air Quality Management District (SCAQMD) and State of California (State):

South Coast Air Quality Management District Rules

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

- **Rule 402. Nuisance:** Controls the emissions of odors and other air contaminants;
- **Rule 403. Fugitive Dust:** Controls the emissions of fugitive dust;
- **Rule 1186. Paved Road and Public Unpaved Roads:** Controls the emissions of fugitive dust generators;
- **Rule 1113. Architectural Coating:** Establishes VOC content limits; and

1 South Coast Air Quality Management District (SCAQMD). "Air Quality Analysis Handbook." Accessed June 2024. [http://www.aqmd.gov/home/rules-compliance/ceqa/ceqa-policy-development-\(new\)](http://www.aqmd.gov/home/rules-compliance/ceqa/ceqa-policy-development-(new)).

- **Rule 1403. Asbestos Emissions from Demolition / Renovation Activities:** Limits asbestos emissions from building demolition and renovation activities, including removal and associated disturbance of asbestos-containing materials (ACMs).

State of California Rules

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

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

Construction Source Emissions

Construction emissions would not contribute to short- or long-term emissions that would increase the carcinogenic effects on sensitive receptors. Construction-source odor emissions would be temporary, short-term, and intermittent in nature and would not result in persistent impacts that would affect substantial numbers of people. Potential construction-source odor impacts are therefore not considered significant.

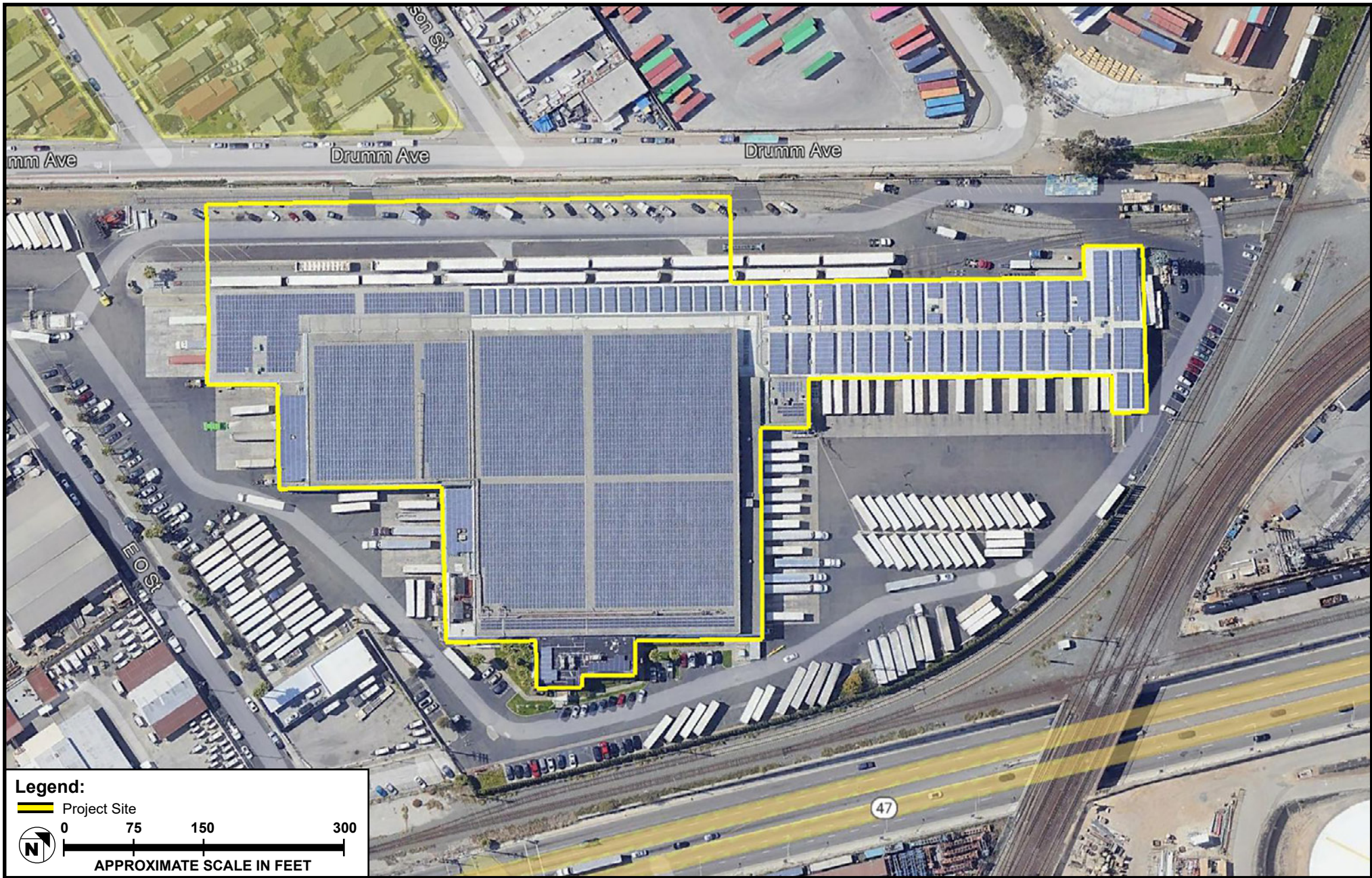
Operational Source Emissions

Operational emissions would not contribute to short- or long-term emissions that would increase the carcinogenic effects on sensitive receptors. Emissions associated with operation would not exceed the SCAQMD-recommended thresholds. Thus, the Project would not result in a regional violation of applicable air quality standards or jeopardize the timely attainment of such standards in the South Coast Air Basin.

PROJECT DESCRIPTION

The Project site is located at 1420 Coil Avenue within the Wilmington-Harbor Community Plan area in the City of Los Angeles (City) as shown in **Figure 1: Project Site Location**. The Project site area encompasses approximately 747,302 square feet (16.82 acres) in size and is designated for Light Manufacturing land uses and zoned [Q] MR2-1 VL-CUGU (Restricted Light Industrial). The Project site is currently developed with a one-story (varying heights between 26 to 42 feet) 221,496 square foot cold storage facility to store wholesale food products for third party users. The facility currently provides cooler and freezer temperature storage and operates 5 days a week (Monday through Friday) for 16 hours per day, at a quantity of two 8-hour shifts per day. Additionally, there is an existing double rail spur that includes 9 unloading docks each, equating to 18 unloading stations. Properties surrounding the Project site are zoned M3-1VL, [Q]M3-1VL-CUGU and [Q]M3-1 (Heavy Industrial) to the north and east along Alameda Street, R1-1XL-O-CUGU (One-Family Residential) to the west along Drumm Avenue and C1-1VL-O-CUGU (Limited Commercial) to the southwest along Pacific Coast Highway.

The Proposed Project involves Improvement and expansion of the existing cold storage facility which includes demolition and alteration of the 27,157 square foot existing cold dock for a new freezer. The new freezer would be approximately 71,331 square feet resulting in a net addition of 44,174 square feet of new floor area. The new structure would be 65 feet in height (not including rooftop equipment), which exceeds the 45-foot height limit currently allowed per the applicable zoning. The existing interior freezer would be remodeled. The improved facility will be expanding to the west and would result in the removal of the existing portion of double rail spur that is located in the path of the expansion. Additionally, the proposed development would include 2,290 square feet designated for the mechanical room expansion, electrical room expansion, and fire pump building and 13,939 square feet of total new second floor building area for the offices. Following the expansion, the facility would also operate on Saturdays for one 8-hour shift. The expansion would decrease the length of the existing double rail spur and will also decrease the number of train unloading stations from 18 down to 6. However, the overall operation of the cold storage facility would remain unchanged following the expansion.



SOURCE: Google Earth - 2022

FIGURE 1

REGULATORY SETTING

In California, jurisdiction over air quality management, enforcement, and planning is divided among 35 geographic regions. Within each region, a local air district is responsible for oversight of air quality monitoring, modeling, permitting, and enforcement to ensure that regulatory violations are avoided wherever possible.

South Coast Air Quality Management District

The South Coast Air Quality Management District (SCAQMD) shares responsibility with CARB for ensuring that all State and federal AAQS are achieved and maintained over an area of approximately 10,743 square miles. This area includes the South Coast and Salton Sea Air Basins, all of Orange County, and the nondesert portions of Los Angeles, Riverside, and San Bernardino Counties. It does not include the Antelope Valley or the nondesert portion of western San Bernardino County.

SCAQMD is responsible for controlling emissions, primarily from stationary sources. SCAQMD maintains air quality monitoring stations throughout the air basins. SCAQMD, in coordination with the Southern California Association of Governments (SCAG), is also responsible for developing, updating, and implementing the Air Quality Management Plan (AQMP) for the air basins. An AQMP is a plan prepared and implemented by an air pollution district for a county or region designated as being in nonattainment of the NAAQS or CAAQS. The term “nonattainment area” is used to refer to an air basin in which one or more AAQS are exceeded. SCAQMD also prepares the SIP for its jurisdiction and promulgates rules and regulations. The SIP includes strategies and tactics to be used to attain the federal ozone standards in the South Coast Air Basin. The SIP elements are taken from the most recent AQMP. SCAQMD adopted the 2022 AQMP on December 2, 2022.² The AQMP includes transportation control measures developed by SCAG from its 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy, as well as the integrated strategies and measures needed to meet the NAAQS. The AQMP demonstrates attainment of the 1-hour and 8-hour ozone NAAQS, as well as the latest 24-hour and annual PM_{2.5} standards.

SCAQMD is responsible for limiting the number of emissions generated throughout the air basins by various stationary, area, and mobile sources. Specific rules and regulations have been adopted by the SCAQMD Governing Board that identify specific pollution-reduction measures that must be implemented in association with various uses and activities. These rules regulate not only the emissions of the federal and State criteria pollutants, but also toxic air contaminants (TACs) and acutely hazardous materials. The rules are also subject to ongoing refinement by SCAQMD. Among the SCAQMD rules applicable to the Project are Rule 403 (Fugitive Dust) and Rule 1113 (Architectural Coatings). Rule 403 requires the use of stringent best available control measures (BACMs) to minimize PM₁₀ emissions during grading and

2 SCAQMD, Final 2022 Air Quality Management Plan, adopted December 2, 2022, <http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2022-air-quality-management-plan/final-2022-aqmp/final-2022-aqmp.pdf?sfvrsn=10>. Accessed May 2023.

construction activities. Rule 1113 limits the VOC content of coatings, with a VOC content limit for flat coatings of 50 grams per liter (g/L).³ Additional details regarding these rules and other potentially applicable rules are presented as follows.

- **Rule 402 (Nuisance).** This rule states that 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 to the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.”⁴
- **Rule 403 (Fugitive Dust).** This rule requires fugitive dust sources to implement BACMs for all sources and prohibits all forms of visible particulate matter from crossing any property line. BACMs may include application of water or chemical stabilizers to disturbed soils covering haul vehicles; restricting vehicle speeds on unpaved roads to 15 miles per hour (mph); sweeping loose dirt from paved site-access roadways; cessation of construction activity when winds exceed 25 mph; and establishing a permanent ground cover on finished sites. SCAQMD Rule 403 is intended to reduce PM₁₀ emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust (see also Rule 1186).
- **Rule 1113 (Architectural Coatings).** This rule requires manufacturers, distributors, and end users of architectural and industrial maintenance coatings to reduce VOC emissions from the use of these coatings, primarily by placing limits on the VOC content of various coating categories.
- **Rule 1146.2 (Emissions of Oxides of Nitrogen from Large Water Heaters and Small Boilers and Process Heaters).** This rule requires manufacturers, distributors, retailers, refurbishers, installers, and operators of new and existing units to reduce NOx emissions from natural-gas-fired water heaters, boilers, and process heaters as defined in this rule.
- **Rule 1186 (PM₁₀ Emissions from Paved and Unpaved Roads, and Livestock Operations).** This rule applies to owners and operators of paved and unpaved roads and livestock operations. The rule is intended to reduce PM₁₀ emissions by requiring the cleanup of material deposited onto paved roads, use of certified street sweeping equipment, and treatment of high-use unpaved roads (see also Rule 403).

Stationary emissions sources subject to these rules are regulated through SCAQMD’s permitting process. Through this permitting process, SCAQMD also monitors the number of stationary emissions being generated and uses this information in developing AQMPs.

³ SCAQMD, Rule 1113 Architectural Coating (amended September 6, 2013), <http://www.aqmd.gov/docs/default-source/rule-book/reg-xi/r1113.pdf>. Accessed July 2022.

⁴ SCAQMD, Rule 402–Nuisance, <http://www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-402.pdf>. Accessed July 2022.

ENVIRONMENTAL SETTING

Regional Air Quality

USEPA is the federal agency responsible for overseeing the country's air quality and setting the NAAQS for the CAPs. The NAAQS were devised based on extensive modeling and monitoring of air pollution across the country; they are designed to protect public health and prevent the formation of atmospheric ozone. Air quality of a region is considered to be in attainment of the NAAQS if the measured ambient air pollutant levels do not exceed the applicable concentration threshold.

As noted previously, CARB is the State agency responsible for setting the CAAQS. Air quality of a region is considered to be in attainment of the CAAQS if the measured ambient air pollutant levels for O₃, CO, NO₂, SO₂, PM₁₀, PM_{2.5}, and Pb are not exceeded, and all other standards are not equaled or exceeded at any time in any consecutive 3-year period.

For evaluation purposes, the SCAQMD territory is divided into 38 source receptor areas (SRAs). These SRAs are designated to provide a general representation of the local meteorological, terrain, and air quality conditions within the particular geographical area. The Project site is within SRA 4, South Los Angeles County Coastal.⁵ The nearest air monitoring station SCAQMD operates is located at 2425 Webster Street in Long Beach. This station monitors O₃ and NO₂. **Table 1: Air Quality Monitoring Summary** summarizes published monitoring data from 2020 through 2022, the most recent 3-year period available. The data shows that during the past few years, the region has exceeded the national and state ozone standards in 2020 and 2022.

5 SCAQMD, General Forecast Areas and Air Monitoring Areas, map, <http://www.aqmd.gov/docs/default-source/default-document-library/map-of-monitoring-areas.pdf>. Accessed July 2022.

TABLE 1: AIR QUALITY MONITORING SUMMARY				
Air Pollutant	Average Time (Units)	2020	2021	2022
Ozone (O3)	State Max 1 hour (ppm)	0.105	0.086	0.108
	Days > CAAQS threshold (0.09 ppm)	4	0	1
	National Max 8 hour (ppm)	0.083	0.064	0.077
	Days > NAAQS threshold (0.075 ppm)	4	0	1
	State Max 8 hour (ppm)	0.083	0.065	0.077
	Days > CAAQS threshold (0.07 ppm)	4	0	1
Carbon monoxide (CO)		–	–	–
Nitrogen dioxide (NO2)	National Max 1 hour (ppm)	0.075	0.059	0.058
	Days > NAAQS threshold (0.100 ppm)	0	0	0
	State Max 1 hour (ppm)	0.075	0.059	0.058
	Days > CAAQS threshold (0.18 ppm)	0	0	0
Respirable particulate matter (PM ₁₀)		–	–	–
Fine particulate matter (PM _{2.5})		–	–	–

Source: California Air Resources Board (CARB), iADAM: Air Quality Data Statistics.

Note: (–) = Data not available.

USEPA and the CARB designate air basins where AAQS are exceeded as “nonattainment” areas. If standards are met, the area is designated as an “attainment” area. If there is inadequate or inconclusive data to make a definitive attainment designation, they are considered “unclassified.” Federal nonattainment areas are further designated as marginal, moderate, serious, severe, or extreme as a function of deviation from standards. The current attainment designations for the Basin are shown in **Table 2: South Coast Air Basin Attainment Status**. The Basin is currently designated as being in nonattainment at the federal level for O₃ and PM_{2.5}; and at the State level for O₃, PM₁₀, and PM_{2.5}.

TABLE 2: SOUTH COAST AIR BASIN ATTAINMENT STATUS		
Pollutant	State Status	National Status
Ozone (O3)	Nonattainment	Nonattainment
Carbon monoxide (CO)	Attainment	Unclassified/Attainment
Nitrogen dioxide (NO2)	Attainment	Unclassified/Attainment
Sulfur dioxide (SO2)	Attainment	Unclassified/Attainment
Respirable particulate matter (PM ₁₀)	Nonattainment	Attainment
Fine particulate matter (PM _{2.5})	Nonattainment	Nonattainment

Source: California Air Resources Board (CARB) Area Designation Maps / State and National, <https://ww2.arb.ca.gov/resources/documents/maps-state-and-federal-area-designations>. Accessed August 2024.

Existing Operational Emissions

As mentioned previously, the Project site is currently developed with a one-story 221,496 square foot cold storage used to store wholesale food products for third party users. The facility currently provides cooler and freezer temperature storage and operates 5 days a week (Monday through Friday) for 16 hours per day, at a quantity of two 8-hour shifts per day. The existing cold storage facility features a double rail spur towards the west side of the facility. There are currently approximately 150 employees per day, of which 80 percent (120 employees) work the day shift and 20 percent (30 employees) work the night shift. Approximately 30 percent of employees carpool or use public transportation. Therefore, approximately 105 cars arrive and depart from the facility per day. Additionally, approximately 120 trucks/container arrive and depart the Project site per day. Truck activity is conducted by appointment only, therefore no trucks would be idling off-site. Truck trips converted to passenger car equivalent (PCE) units at a ratio of 1.5 passenger cars results in 360 trips. As such, the existing use generates 570 daily trips.⁶

Table 3: Existing Operational Air Quality Emissions identifies the existing emissions from the current cold storage facility. The most current CARB-approved, SCAQMD-recommended air quality modeling software, the California Emissions Estimator Model was used to estimate existing air quality operational emissions.

TABLE 3: EXISTING OPERATIONAL AIR QUALITY EMISSIONS						
Source	VOC	NOx	CO	SOx	PM ₁₀	PM _{2.5}
	pounds/day					
Mobile	1.2	10.0	16.1	0.1	4.5	1.2
Area	6.9	0.1	9.6	<0.1	<0.1	<0.1
Energy	0.1	1.3	1.1	<0.1	0.1	0.1
Total	8.2	11.3	26.8	0.2	4.6	1.4
SCAQMD Mass Daily Threshold	55	55	550	150	150	55
Threshold exceeded?	No	No	No	No	No	No

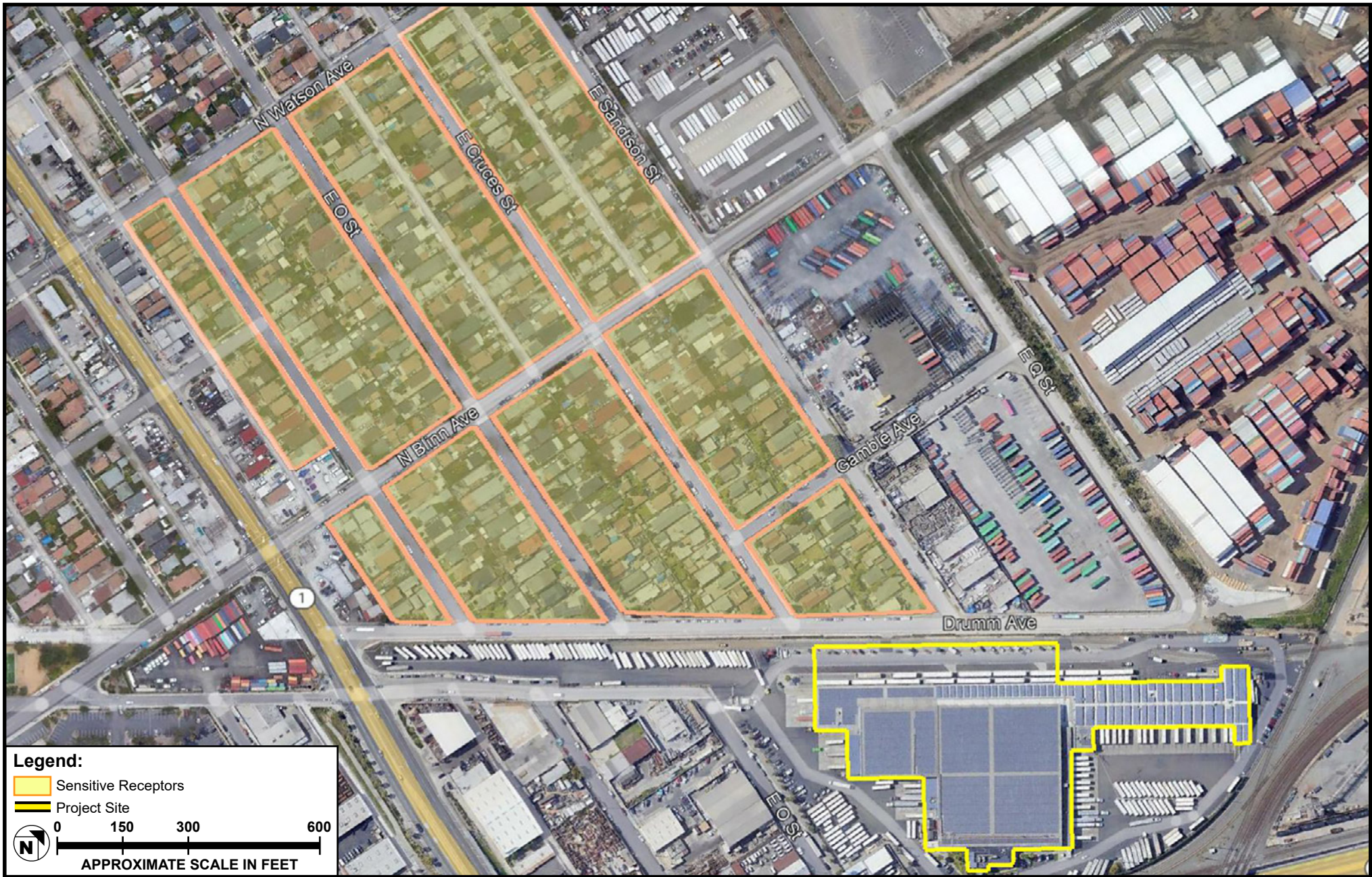
Notes: Totals in table may not appear to add exactly due to rounding in the computer model calculations. Refer to Attachment A.1 Existing Operational Emissions.

⁶ 105 employee arriving trips + 105 employee departing trips + 360 PCE trips = 570 daily trips

Sensitive Receptors

SCAQMD considers a sensitive receptor to be a person in the population who is particularly susceptible to health effects due to exposure to an air contaminant. Sensitive receptors are identified near sources of air pollution to determine the potential for health hazards. Locations evaluated for exposure to air pollution include but are not limited to residences, schools, hospitals, and convalescent facilities. As mentioned previously, the Project site is surrounded by light and heavy industrial, single- and multi-family residential and commercial uses (refer to **Figure 2: Sensitive Receptor Map**). More specifically, properties surrounding the Project site are zoned M3-1VL, [Q]M3-1VL-CUGU and [Q]M3-1 to the north and east along Alameda Street with heavy industrial uses, R1-1XL-O-CUGU to the west along Drumm Avenue with single family residential uses and C1-1VL-O-CUGU to the southwest along Pacific Coast Highway with commercial uses. An overview of the surrounding land uses is provided below:

- Located at the corner of E. Sandison Street and Drumm Avenue, sensitive uses include the single- and multi-family residential uses.
- Located at the corner of E. Cruces Street and Drumm Avenue, sensitive uses include single and multi-family residential uses .
- Located at the corner of E. O Street and Drumm Avenue, sensitive uses include single family residential uses.
- Located along Drumm Avenue between E. Colon Street and Pacific Coast Highway, sensitive uses include the multi-family residential uses.
- Located at the corner of E. Sandison Street and Gamble Avenue, sensitive uses include single- and multi-family residential uses.
- Located at the corner of E. Cruces Street and N. Binn Avenue, sensitive uses include single- and multi-family residential uses.



SOURCE: Google Earth - 2022

FIGURE 2

Construction

Emissions are estimated using the latest CalEEMod software, which is a Statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and GHG emissions from a variety of land use projects. Detailed construction equipment lists, construction scheduling, and emissions calculations are provided in **Attachment A**.

Construction of the Project has the potential to generate temporary criteria pollutant emissions through the use of heavy-duty construction equipment and through vehicle trips generated from workers and haul trucks traveling to and from the Project site. Mobile-source emissions, primarily NO_x, would result from the use of construction equipment. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of construction activity, and prevailing weather conditions. The assessment of construction air quality impacts considers each of these potential sources.

Daily regional emissions during construction are forecasted by assuming a conservative estimate of construction activities (i.e., all construction occurs at the earliest feasible date) and applying the mobile source and fugitive dust emissions factors. The input values used in this analysis were adjusted to be Project-specific for the equipment and construction schedule. The CalEEMod program uses CARB's on-road vehicle emissions model (EMFAC2021) to calculate the emission rates specific for the County of Los Angeles for construction-related employee vehicle trips, and the CARB's off-road emissions model (OFFROAD2011) to calculate emission rates for heavy truck operations. Emission rates are reported by the program in grams per trip and grams per mile or grams per running hour. Daily truck trips and CalEEMod default trip length data were used to assess roadway emissions from truck exhaust. The maximum daily emissions are estimated values for the worst-case day and do not represent the emissions that would occur for every day of Project construction. The maximum daily emissions are compared to the SCAQMD thresholds.

Fugitive dust emissions vary greatly during construction and are dependent on the amount and type of activity, silt content of the soil, and the weather. Vehicles moving over paved and unpaved surfaces, demolition, excavation, earth movement, grading, and wind erosion from exposed surfaces can all be sources of fugitive dust. The Project would be required to comply with SCAQMD *Rule 403*, which identifies measures to reduce fugitive dust and is required to be implemented at all construction sites located within the Basin. Therefore, the following condition—required to reduce fugitive dust in compliance with SCAQMD *Rule 403*—was included in CalEEMod as a regulatory compliance measure:

- **Control Efficiency of PM₁₀**. During construction, methods and techniques should be applied to various operations or equipment when appropriate to reduce estimated emissions related to particulate

matter. This includes replacing ground cover in disturbed areas as quick as possible, yielding to emission reduction efficiency of 15-49 percent.⁷

In addition, SCAQMD recommends that the Lead Agency require the use of Tier 4 construction equipment of 50 horsepower or greater during construction. Alternatively, other applicable strategies may include equipment outfitted with Best Available Control Technology (BACT) devices and CARB-certified Level 3 Diesel Particulate Filters (DPF). Level 3 DPFs are capable of achieving at least an 85-percent reduction in particulate matter (PM) emissions.⁸ Therefore, the following condition would be considered a regulatory compliance measure:

- **Construction Equipment Controls.** During construction, all off-road construction equipment greater than 50 horsepower shall meet USEPA Tier 3 emission standards with Level 3 DPF to minimize emissions of NOx associated with diesel construction equipment.

Toxic Air Contaminant

The greatest potential for toxic air contaminant (TAC) emissions would be related to diesel particulate emissions associated with heavy equipment operations during construction of the proposed Project. According to the Office of Environmental Health Hazard Assessment (OEHHA)⁹, health effects from TACs are described in terms of individual cancer risk based on a lifetime (i.e., 30-year) resident exposure duration. Given the temporary and short-term construction schedule (approximately 7 months), the Project would not result in a long-term (i.e., lifetime or 30-year) exposure as a result of Project construction. Furthermore, construction-based PM emissions (including diesel exhaust emissions) do not exceed any regional thresholds.

The Project would comply with CARB's Air Toxics Control Measure (limits diesel-powered equipment and vehicle idling to no more than five minutes at a location) and the CARB's In-Use Off-Road Diesel Vehicle Regulation; compliance with these would minimize emissions of TACs during construction. The Project would also comply with the requirements of SCAQMD *Rule 1403* if asbestos is found during the renovation and construction activities. Therefore, impacts from TACs during construction would be less than significant and not further assessed in this report.

7 SCAQMD. *Sample Construction Scenarios for Projects Less than Five Acres in Size*. February 2005. Accessed June 2024. <http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/final-sample-construction-scenario-report.pdf>.

8 California Air Resources Board, Verification Procedure: Stationary, <https://ww2.arb.ca.gov/our-work/programs/verification-procedure-warranty-and-use-compliance-requirements-use-strategies-4>. Accessed July 2022.

9 California Environmental Protection Agency, Office of Environmental Health Hazard Assessment, Air, Community, and Environmental Research Branch. *Air Toxic Hot Spots Program. Risk Assessment Guidelines. Guidance Manual for Preparation of Health Risk Assessments*. February 2015. Accessed June 2024. <https://oehha.ca.gov/media/downloads/cnr/2015guidancemanual.pdf>.

Odors

Potential sources that may emit odors during construction activities include the application of materials such as asphalt pavement. The objectionable odors that may be produced during the construction process are short-term in nature and the odor emissions are expected to cease upon the drying or hardening of the odor-producing materials. Due to the short-term nature and limited amounts of odor-producing materials being utilized, no significant impact related to odors would occur during construction of the proposed Project. Diesel exhaust and volatile organic compounds (VOCs) would be emitted during construction of the Project, which are objectionable to some; however, emissions would disperse rapidly from the Project site and therefore would not reach an objectionable level at the nearest sensitive receptors. Therefore, impacts from construction-related odor is not further assessed in this analysis.

Operation

The operations-related criteria air quality impacts created by the proposed Project were analyzed through the use of the CalEEMod model. The operating emissions were based on the year 2026, which is the first year following construction, when the Project is fully operational. The operations emissions printouts from the CalEEMod model are provided in **Attachment A**. The CalEEMod analyzes operational emissions from area sources, energy usage, and mobile sources, which are discussed below.

Mobile

Operation of the Project has the potential to generate criteria pollutant emissions through vehicle trips traveling to and from the Project site. The weekday and weekend daily trips are forecasted based on the Transportation Assessment prepared for the Project. In calculating mobile-source emissions, trip-length values were based on the distances provided in CalEEMod.

Area

In addition, emissions would result from area sources on site, such as natural gas combustion, landscaping equipment, and use of consumer products. Area-source emissions are based on natural gas (building heating and water heaters), landscaping equipment, and consumer product (including paint) usage rates provided in CalEEMod. As specifics were not known about the landscaping equipment fleet, CalEEMod defaults were used to estimate emissions from landscaping equipment. Natural gas usage factors in CalEEMod are based on the California Energy Commission's California Commercial End Use Survey data set, which provides energy demand by building type and climate zone. No other changes were made to the default area source parameters.

Energy

Energy usage includes emissions from the generation of electricity and natural gas used on site. No changes were made to the default energy usage parameters.

SCAQMD AIR QUALITY SIGNIFICANCE THRESHOLDS

CEQA Impact Review Criteria

In accordance with State CEQA Guidelines Appendix G, implementation of the Project would result in a potentially significant impact if it were to:

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

Where available, the significance criteria established by the applicable Air Quality Management District (AQMD) or Air Pollution Control District (APCD) may be relied upon to make the significance determinations.

Impacts of Carbon Monoxide Hotspots

Because the proposed Project will not result in an increase in traffic at local intersections, the potential for creation of carbon monoxide “hotspots” will be negligible. CO hotspots were therefore omitted from this analysis.

Emission Thresholds for Regional Air Quality Impacts

The thresholds for determining the significance of impacts as set forth by SCAQMD for both construction and operational emissions are described in **Table 4: SCAQMD Emissions Thresholds for Significant Regional Impacts**. The Project will have a significant impact if it exceeds the construction or operation thresholds listed in **Table 4**.

TABLE 4: SCAQMD EMISSIONS THRESHOLDS FOR SIGNIFICANT REGIONAL IMPACTS

Pollutant	Mass Daily Thresholds (Pounds/Day)	
	Construction	Operation
Volatile organic compounds (VOCs)	75	55
Nitrogen dioxide (NO ₂)	100	55
Carbon monoxide (CO)	550	550
Sulfur dioxide (SO ₂)	150	150
Respirable particulate matter (PM ₁₀)	150	150
Fine particulate matter (PM _{2.5})	55	55

Source: SCAQMD. South Coast AQMD Air Quality Significance Thresholds. March 2023. Accessed June 2024.
<https://www.aqmd.gov/docs/default-source/ceqa/handbook/south-coast-aqmd-air-quality-significance-thresholds.pdf?sfvrsn=25>.

Emission Thresholds for Localized Air Quality Impacts

The local significance thresholds are based on the SCAQMD’s Final *Localized Significance Threshold (LST) Methodology* (LST Methodology)¹⁰ guidance document for short-duration construction activities. The SCAQMD recommends the evaluation of localized air quality impacts to sensitive receptors in the immediate vicinity of the Project site because of construction activities. The SCAQMD provides voluntary guidance on the evaluation of localized air quality impacts to public agencies conducting environmental review of projects located within its jurisdiction. Localized air quality impacts are evaluated by examining the on-site generation of pollutants and their resulting downwind concentrations. For construction, pollutant concentrations are compared to significance thresholds for particulates (PM₁₀ and PM_{2.5}), CO, and NO₂. The significance threshold for PM₁₀ represents compliance with SCAQMD Rule 403 (Fugitive Dust). The threshold for PM_{2.5} is designed to limit emissions and to allow progress toward attainment of the AAQS. Thresholds for CO and NO₂ represent the allowable increase in concentrations above background levels that would not cause or contribute to an exceedance of their respective AAQS.

The LST Methodology provides lookup tables of emissions that are based on construction projects of up to 5 acres in size. These LST lookup tables were developed to assist lead agencies with a simple tool for evaluating the impacts from small typical projects. Ambient conditions for South Los Angeles County Coastal, as recorded in SRA 4 by the SCAQMD, were used for ambient conditions in determining

¹⁰ South Coast Air Quality Management District, Final Localized Significance Threshold (LST) Methodology, (June 2003, rev. July 2008).

appropriate threshold levels. Thresholds for each criteria pollutant for construction activity and Project are listed in **Table 5: Localized Significance Thresholds**.

TABLE 5: LOCALIZED SIGNIFICANCE THRESHOLDS		
Pollutant	Construction	Operation
	pounds/day	
Nitrogen dioxide (NO ₂)	74	74
Carbon monoxide (CO)	757	757
Respirable particulate matter (PM ₁₀)	6	2
Fine particulate matter (PM _{2.5})	4	1

Notes: Based on a distance to sensitive receptors of 25 meters (82 feet). SCAQMD's Localized Significance Threshold (LST) Methodology for CEQA Evaluations guidance document provides that projects with boundaries located closer than 25 meters to the nearest receptor should use the LSTs for receptors located at 25 meters.

IMPACT ANALYSIS

Emissions of air pollutants were estimated for construction and operation of the Project. In California, the California Air Pollution Control Officer’s Association recommends the use CalEEMod to calculate and organize emissions data for new development projects. CalEEMod is a program that relies on project-specific information pertaining to geographic setting, utility service provision, construction scheduling and equipment inventory, and operational design features to generate estimates of air pollutant and GHG emissions.

Table 6: Project Construction Schedule provides the dates and durations of each of the activities that will take place during construction, as well as a brief description of the scope of work. Future dates represent approximations based on the general Project timeline and are subject to change pending unpredictable circumstances that may arise. It is important to note Project delays that affect the corresponding time period in which construction activities would occur compared to the analysis time period would result in lower emissions due to newer equipment, regulatory requirements, and greater engine efficiencies. Therefore, the reported construction emissions are overstated compared to the emissions associated with a delayed construction schedule.

TABLE 6: PROJECT CONSTRUCTION SCHEDULE				
Construction Activity	Approximate Start Date	Approximate End Date	Duration (Days)	Description
Demolition	1/2/2026	1/30/2026	20	Demolition and alteration of 27,234 square foot existing cold dock
Grading	1/31/2026	2/9/2026	60	Grading of the Project site and import of 7,000 cubic yards of soil
Building Construction	2/10/2026	12/14/2026	292	Construction of 72,611 square feet of new freezer
Paving	12/15/2026	12/28/2026	22	Paving of asphalt surfaces
Architectural Coating	12/15/2026	1/11/2027	44	Application of architectural coatings to building materials

Source: Refer to Attachment A.2: Proposed Construction Emissions.

Construction

Table 7: Project Construction Diesel Equipment Inventory displays the construction equipment required for each activity described in **Table 7**. Under regulatory compliance measures in CalEEMod, it was assumed that all construction activities would adhere to SCAQMD *Rule 403–Fugitive Dust* and *Rule 1113–Architectural Coatings*. Additionally, regulatory compliance measures not modeled would require all heavy-duty diesel equipment engines meet minimum Tier 3 standards in accordance with CARB fleet requirements.

TABLE 7: PROJECT CONSTRUCTION DIESEL EQUIPMENT INVENTORY				
Phase	Off-Road Equipment Type	Amount	Daily Hours	Horsepower [HP] (Load Factor)
Demolition	Concrete/Industrial Saws	1	8	81 (0.73)
	Rubber Tired Dozers	1	8	247 (0.4)
	Tractors/Loaders/Backhoes	3	8	97 (0.37)
Grading	Graders	1	8	187 (0.41)
	Rubber Tired Dozers	1	8	247 (0.40)
	Tractors/Loaders/Backhoes	2	7	97 (0.37)
Building Construction	Cranes	1	8	231 (0.29)
	Forklifts	2	7	89 (0.20)
	Generator Sets	1	8	84 (0.74)
	Tractors/Loaders/Backhoes	1	6	97 (0.37)
	Welders	3	8	46 (0.45)
Architectural Coating	Air compressors	1	6	78 (0.48)
Paving	Cement and Mortar Mixers	1	8	9 (0.56)
	Pavers	1	8	130 (0.42)
	Paving Equipment	1	8	132 (0.36)
	Rollers	2	8	80 (0.38)
	Tractors/Loaders/Backhoes	1	8	97 (0.37)

Source: Refer to Attachment A.2: Proposed Construction Emissions.

Air Quality Impacts

Construction

Regional Construction Impacts

Construction has the potential to create air quality impacts through the use of heavy-duty construction equipment, and through vehicle trips generated from construction workers, haul trucks, and construction material delivery trucks traveling to and from the Project site. Construction activities would involve the demolition and removal of existing uses, the transport and disposal of these materials and soil, and construction of new structures and related infrastructure. Fugitive dust emissions would result from demolition and construction activities and mobile source emissions would result from the use of haul

trucks and on-site construction equipment such as dozers, loaders, and cranes. During the finishing phase of a building, paving operations and the application of architectural coatings (e.g., paints) and other building materials could potentially release VOCs. The assessment of construction air quality impacts considers each of these potential sources. Construction emissions can vary substantially from day to day, depending on the level of activity (e.g., construction schedule), the specific type of operation, and, for dust, the prevailing weather conditions.

Construction activities would cause short-term emissions of criteria air pollutants. The primary sources of NO_x, CO, and SO₂ emissions is the operation of construction equipment. The primary sources of particulate matter (PM₁₀ and PM_{2.5}) emissions include activities that disturb the soil, such as grading and excavation, as well as building demolition and construction. The primary source of VOC emissions is the application of architectural coating and off-gas emissions associated with asphalt paving.

Emissions for the proposed Project were grouped into two emission sources, on-site and off-site emissions, which are combined to identify the proposed Project’s total regional construction emission profile. Additional details of construction activities (i.e., demolition, building construction, and asphalt/paving/finishing) and the equipment that would be used during proposed Project construction are provided in **Attachment A.2: Proposed Construction Emissions**.

The emission levels in **Table 8: Unmitigated Maximum Regional Construction Emissions** represent the maximum daily emissions projected to occur taking into consideration all of the construction phases. As presented in **Table 8**, the unmitigated daily maximum regional construction emissions would not exceed the SCAQMD daily significance thresholds for VOC, NO_x, CO, SO₂, PM₁₀, and PM_{2.5}. Therefore, regional construction would not result in potentially significant short-term regional air quality impacts during construction without mitigation.

TABLE 8: UNMITIGATED MAXIMUM REGIONAL CONSTRUCTION EMISSIONS						
Source	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
	pounds/day					
Maximum	41.5	25.3	19.3	0.1	5.4	2.3
SCAQMD Mass Daily Threshold	75	100	550	150	150	55
Threshold exceeded?	No	No	No	No	No	No

Source: Refer to **Attachment A.2: Proposed Construction Emissions**.

Notes: Totals in table may not appear to add exactly due to rounding in the computer model calculations.

Localized Construction Impacts

On-site emissions have the potential to expose nearby sensitive receptors to harmful pollutant concentrations. Pollutant concentrations are compared to significance thresholds for particulates (PM₁₀ and PM_{2.5}), CO, and NO₂. The significance threshold for PM₁₀ represents compliance with SCAQMD *Rule 403–Fugitive Dust*. The threshold for PM_{2.5} is designed to limit emissions and to allow progress toward attainment of the AAQS.

The results of the construction LST analysis are provided in **Table 9: Unmitigated Localized Construction Emissions**. As shown in **Table 9**, the unmitigated emissions would not exceed the localized significance construction thresholds. It is important to note, however, that Project construction would be required to comply with the SCAQMD’s *Rule 403–Fugitive Dust*, which requires watering of the site during dust-generating construction activities, stabilizing disturbed areas with water or chemical stabilizers, and preventing track-out dust from construction vehicles. These measures would further reduce construction localized construction-related emissions.

TABLE 9: UNMITIGATED LOCALIZED CONSTRUCTION EMISSIONS				
Source	NOx	CO	PM ₁₀	PM _{2.5}
	On-Site Emissions (pounds/day)			
Total maximum emissions	12.9	14.6	2.4	1.4
LST threshold	74	757	6	4
Threshold Exceeded?	No	No	No	No

Source: Refer to **Attachment A.2: Proposed Construction Emissions**.

Notes: Totals in table may not appear to add exactly due to rounding in the computer model calculations.

Operational

Regional Operational Impacts

As discussed in *Section Methodology*, CalEEMod was used to calculate regional mobile source emissions, on-road fugitive dust, architectural coatings, landscape equipment, and energy use (electricity and natural gas consumption).

The Project would be required to comply with the California Green Building Standards Code, a Statewide code also known as the CALGreen Code, which is applicable to residential and nonresidential buildings throughout California. The CALGreen Code was developed to reduce GHG from buildings; promote environmentally responsible, cost-effective, healthier places to live and work; reduce energy and water consumption; and respond to the environmental directives of the Department of Housing and Community Development.

Operational emissions would result primarily from passenger vehicles traveling to and from the Project site. As mentioned previously, the facility currently provides cooler and freezer temperature storage and operates 5 days a week (Monday through Friday) for 16 hours per day, at a quantity of two 8-hour shifts per day. Following the expansion, the facility would also operate on Saturdays for one 8-hour shift. The new expanded facility would add approximately a maximum of 30 employees resulting in a total of 180 employees. Approximately 80 percent (144 employees) will work the day shift and approximately 20 percent (36 employees) will work the night shift. Similar to existing conditions, approximately 30 percent of the employees will continue to carpool or use public transportation. Therefore, approximately 126 cars will arrive and depart from the facility per day. The expansion would result in an addition of approximately 40 trucks/container arriving and departing the Project site per day, resulting in a total of

160 trucks/containers per day. Truck activity would continue to be conducted by appointment only, therefore no trucks would be idling off-site. Truck trips converted to PCE units at a ratio of 1.5 passenger cars results in 480 trips. As such, the proposed expansion would result in 732 daily trips.¹¹

The results presented in **Table 10: Unmitigated Maximum Regional Operational Emissions** are compared to the SCAQMD-established operational significance thresholds. As shown, the operational emissions would not exceed the regional VOC, NO_x, CO, SO_x, PM₁₀, and PM_{2.5} concentration thresholds. Operation of the Project would not generate any significant environmental impacts associated with air quality compliance.

TABLE 10: UNMITIGATED MAXIMUM REGIONAL OPERATIONAL EMISSIONS						
Source	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
	pounds/day					
Mobile	1.4	12.3	18.6	0.1	5.8	1.6
Area	8.8	0.1	12.3	<0.1	<0.1	<0.1
Energy	0.1	1.6	1.3	<0.1	0.1	0.1
Total	10.2	14.0	32.2	0.1	5.9	1.7
SCAQMD Mass Daily Threshold	55	55	550	150	150	55
Threshold exceeded?	No	No	No	No	No	No

Refer to **Attachment A.3 Proposed Operational Emissions**.

Notes: Totals in table may not appear to add exactly due to rounding in the computer model calculations.

Localized Operational Impacts

On-site emissions have the potential to expose nearby sensitive receptors to harmful pollutant concentrations. Pollutant concentrations are compared to significance thresholds for particulates (PM₁₀ and PM_{2.5}), CO, and NO₂. The significance threshold for PM₁₀ represents compliance with SCAQMD *Rule 403–Fugitive Dust*. The threshold for PM_{2.5} is designed to limit emissions and to allow progress toward attainment of the AAQS. Localized operational air quality impacts are compared to the localized operational emissions thresholds and provided in **Table 11: Unmitigated Localized Operational Emissions**. As shown in **Table 11**, localized net operational emissions would not exceed the localized significance operational thresholds.

¹¹ 126 employees arriving trips + 126 employees departing trips + 480 PCE trips = 732 daily trips

TABLE 11: UNMITIGATED LOCALIZED OPERATIONAL EMISSIONS

Source	NOx	CO	PM ₁₀	PM _{2.5}
	On-Site Emissions (pounds/day)			
Project area/energy emissions	1.7	12.6	0.1	0.1
LST threshold	74	757	4	1
Threshold Exceeded?	No	No	No	No

Notes: Totals in table may not appear to add exactly due to rounding in the computer model calculations. Refer to Attachment A.3 Operational Emissions.

Long-Term Impacts

Odors

As shown in Table 11, the construction of the Project would result in emissions below the localized significance thresholds. Mandatory compliance with SCAQMD Rule 1113 would limit the number of VOCs in architectural coatings and solvents. According to SCAQMD, while almost any source may emit objectionable odors, some land uses are more likely to produce odors because of their operation. Land uses more likely to produce odors include agriculture, chemical plants, composting operations, dairies, fiberglass molding manufacturing, landfills, refineries, rendering plants, rail yards, and wastewater treatment plants. The Project does not contain any active manufacturing activities and would not convert current agricultural land to residential land uses. Therefore, objectionable odors would not be emitted by the proposed uses.

Any unforeseen odors generated by the Project will be controlled in accordance with SCAQMD Rule 402. As previously noted, Rule 402 prohibits the discharge of air contaminants that harm, endanger, or annoy individuals or the public; endanger the comfort, health or safety of individuals or the public; or cause injury or damage to business or property. Failure to comply with Rule 402 could subject the offending facility to possible fines and/or operational limitations in an approved odor control or odor abatement plan.

Toxic Air Contaminants

Project construction would result in short-term emissions of diesel particulate matter, which is a TAC. Off-road heavy-duty diesel equipment would emit diesel particulate matter over the course of the construction period. As mentioned previously, single-family residential uses are located adjacent to the site. Localized diesel particulate emissions (strongly correlated with PM_{2.5} emissions) would be minimal and would be substantially below localized thresholds, as shown in Table 9. Project compliance with the CARB anti-idling measure, which limits idling to no more than 5 minutes at any location for diesel-fueled commercial vehicles, would further minimize diesel particulate matter emissions in the Project area.

Project operations would generate only minor amounts of diesel emissions from delivery trucks and incidental maintenance activities. Trucks would comply with the applicable provisions of the CARB Truck and Bus regulation to minimize and reduce emission from existing diesel trucks. In addition, Project

operations would only result in minimal emissions of air toxics from maintenance or other ongoing activities, such as from the use of architectural coatings or household cleaning products. As a result, toxic or carcinogenic air pollutants are not expected to occur in any meaningful amounts in conjunction with operation of the proposed uses within the Project site. Based on the uses expected on the Project site, potential long-term operational impacts associated with the release of TACs would be minimal and would not be expected to exceed the SCAQMD thresholds of significance.

Conformity with Air Quality Management Plans

The Basin is designated nonattainment at the federal level for O₃ and PM_{2.5} and State level for O₃, PM₁₀, and PM_{2.5}. SCAQMD developed regional emissions thresholds, as shown in **Table 4** to determine whether a project would contribute to air pollutant violations. If a project exceeds the regional air pollutant thresholds, then it would significantly contribute to air quality violations in the Basin.

As shown in **Table 8**, temporary emissions associated with construction of the Project would fall below SCAQMD thresholds for VOCs, NO_x, CO, SO_x, PM₁₀, and PM_{2.5}. As shown in **Table 9**, long-term emissions associated with operation of the Project would not exceed SCAQMD thresholds for VOCs, NO_x, CO, SO_x, PM₁₀, and PM_{2.5}. The Project's maximum potential NO_x, CO, PM₁₀, and PM_{2.5} daily emissions during construction and operation were analyzed to determine potential effects on localized concentrations and to determine if the potential exists for such emissions to cause or affect a violation of an applicable AAQS. As shown in **Table 10**, NO_x, CO, PM₁₀, and PM_{2.5} emissions would not exceed the SCAQMD localized significance thresholds.

The Project is also located in an urban area, which would reduce vehicle trips and vehicle miles traveled due to the Project's urban infill characteristic and proximity to public transit stops. These measures and features are consistent with existing recommendations to reduce air emissions.

Cumulative Impacts

Development of the Project in conjunction with the related projects near the Project site would result in an increase in construction and operational emissions in an already urbanized area of the City. However, cumulative air quality impacts from construction, based on SCAQMD guidelines, are not analyzed in a manner similar to project-specific air quality impacts. Instead, SCAQMD recommends that a project's potential contribution to cumulative impacts should be assessed utilizing the same significance criteria as those for project-specific impacts. According to SCAQMD, individual development projects that generate construction or operational emissions that exceed SCAQMD recommended daily regional or localized thresholds for project-specific impacts, would also cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment.

With the implementation of regulatory compliance measures such as *Rule 403–Fugitive Dust* and *Rule 1113–Architectural Coating*, the Project's construction and operational emissions are not expected to significantly contribute to cumulative emissions for CO, NO_x, PM₁₀, and PM_{2.5}. As such, the Project's

contribution to cumulative air quality emissions in combination with the related projects would not be cumulatively considerable.

As discussed previously, the Project would not jeopardize the attainment of air quality standards in the 2022 AQMP¹² for the South Coast Air Basin and the Los Angeles County portion of the South Coast Air Basin. As such, the Project would not have a cumulatively considerable contribution to a potential conflict with or obstruction of the implementation of the AQMP regional reduction plans.

12 SCAQMD. 2022 *Air Quality Management Plan*. December 2, 2022. Accessed June 2024. <https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2022-air-quality-management-plan/final-2022-aqmp/final-2022-aqmp.pdf?sfvrsn=16>.

CERTIFICATION

The contents of this Air Quality Study represent an accurate depiction of the air quality environment and impacts associated with the proposed KPAC Coil Avenue Freezer Expansion. The information contained in this study is based on the best available information at the time of preparation. If you have any questions, please contact me directly at (818) 415-7274.



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ATTACHMENT A

CalEEMod Air Quality Emission Output Files



Attachment A.1

Existing Operational Emissions

KPAC (Existing) Custom Report

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8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	KPAC (Existing)
Operational Year	2024
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.30
Precipitation (days)	16.0
Location	1420 Coil Ave, Wilmington, CA 90744, USA
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4611
EDFZ	16
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas
App Version	2022.1.1.26

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Refrigerated Warehouse-Rail	221	1000sqft	5.08	221,496	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.4. Operations Emissions Compared Against Thresholds

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

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	8.91	8.15	11.3	26.8	0.10	0.22	4.37	4.59	0.21	1.13	1.35	210	18,832	19,042	22.5	1.43	5,928	25,960
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	7.18	6.55	11.7	15.9	0.10	0.20	4.37	4.58	0.20	1.13	1.33	210	18,650	18,860	22.5	1.44	5,904	25,756
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	7.85	7.30	8.84	18.5	0.07	0.18	3.09	3.28	0.18	0.80	0.98	210	16,001	16,211	22.4	1.12	5,911	23,015
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.43	1.33	1.61	3.37	0.01	0.03	0.56	0.60	0.03	0.15	0.18	34.8	2,649	2,684	3.70	0.19	979	3,810

2.5. Operations Emissions by Sector, Unmitigated

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

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.75	1.19	10.0	16.1	0.09	0.11	4.37	4.48	0.10	1.13	1.24	—	9,601	9,601	0.54	1.12	25.4	9,973

Area	7.01	6.88	0.08	9.63	< 0.005	0.02	—	0.02	0.01	—	0.01	—	39.6	39.6	< 0.005	< 0.005	—	39.8
Energy	0.14	0.07	1.25	1.05	0.01	0.10	—	0.10	0.10	—	0.10	—	8,531	8,531	0.63	0.07	—	8,569
Water	—	—	—	—	—	—	—	—	—	—	—	98.2	660	758	10.1	0.25	—	1,084
Waste	—	—	—	—	—	—	—	—	—	—	—	112	0.00	112	11.2	0.00	—	393
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5,903	5,903
Total	8.91	8.15	11.3	26.8	0.10	0.22	4.37	4.59	0.21	1.13	1.35	210	18,832	19,042	22.5	1.43	5,928	25,960
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.74	1.18	10.5	14.8	0.09	0.11	4.37	4.48	0.10	1.13	1.24	—	9,459	9,459	0.55	1.12	0.66	9,808
Area	5.30	5.30	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.14	0.07	1.25	1.05	0.01	0.10	—	0.10	0.10	—	0.10	—	8,531	8,531	0.63	0.07	—	8,569
Water	—	—	—	—	—	—	—	—	—	—	—	98.2	660	758	10.1	0.25	—	1,084
Waste	—	—	—	—	—	—	—	—	—	—	—	112	0.00	112	11.2	0.00	—	393
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5,903	5,903
Total	7.18	6.55	11.7	15.9	0.10	0.20	4.37	4.58	0.20	1.13	1.33	210	18,650	18,860	22.5	1.44	5,904	25,756
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.24	0.84	7.54	10.8	0.06	0.08	3.09	3.17	0.07	0.80	0.88	—	6,783	6,783	0.39	0.80	7.83	7,040
Area	6.48	6.38	0.06	6.60	< 0.005	0.01	—	0.01	0.01	—	0.01	—	27.1	27.1	< 0.005	< 0.005	—	27.2
Energy	0.14	0.07	1.25	1.05	0.01	0.10	—	0.10	0.10	—	0.10	—	8,531	8,531	0.63	0.07	—	8,569
Water	—	—	—	—	—	—	—	—	—	—	—	98.2	660	758	10.1	0.25	—	1,084
Waste	—	—	—	—	—	—	—	—	—	—	—	112	0.00	112	11.2	0.00	—	393
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5,903	5,903
Total	7.85	7.30	8.84	18.5	0.07	0.18	3.09	3.28	0.18	0.80	0.98	210	16,001	16,211	22.4	1.12	5,911	23,015
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.23	0.15	1.38	1.98	0.01	0.01	0.56	0.58	0.01	0.15	0.16	—	1,123	1,123	0.06	0.13	1.30	1,165
Area	1.18	1.17	0.01	1.20	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.49	4.49	< 0.005	< 0.005	—	4.51
Energy	0.03	0.01	0.23	0.19	< 0.005	0.02	—	0.02	0.02	—	0.02	—	1,412	1,412	0.10	0.01	—	1,419

Water	—	—	—	—	—	—	—	—	—	—	—	16.3	109	125	1.67	0.04	—	179
Waste	—	—	—	—	—	—	—	—	—	—	—	18.6	0.00	18.6	1.86	0.00	—	65.0
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	977	977
Total	1.43	1.33	1.61	3.37	0.01	0.03	0.56	0.60	0.03	0.15	0.18	34.8	2,649	2,684	3.70	0.19	979	3,810

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-Rail	1.75	1.19	10.0	16.1	0.09	0.11	4.37	4.48	0.10	1.13	1.24	—	9,601	9,601	0.54	1.12	25.4	9,973
Total	1.75	1.19	10.0	16.1	0.09	0.11	4.37	4.48	0.10	1.13	1.24	—	9,601	9,601	0.54	1.12	25.4	9,973
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-Rail	1.74	1.18	10.5	14.8	0.09	0.11	4.37	4.48	0.10	1.13	1.24	—	9,459	9,459	0.55	1.12	0.66	9,808
Total	1.74	1.18	10.5	14.8	0.09	0.11	4.37	4.48	0.10	1.13	1.24	—	9,459	9,459	0.55	1.12	0.66	9,808
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-Rail	0.23	0.15	1.38	1.98	0.01	0.01	0.56	0.58	0.01	0.15	0.16	—	1,123	1,123	0.06	0.13	1.30	1,165

Total	0.23	0.15	1.38	1.98	0.01	0.01	0.56	0.58	0.01	0.15	0.16	—	1,123	1,123	0.06	0.13	1.30	1,165
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4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-Rail	—	—	—	—	—	—	—	—	—	—	—	—	7,037	7,037	0.50	0.07	—	7,070
Total	—	—	—	—	—	—	—	—	—	—	—	—	7,037	7,037	0.50	0.07	—	7,070
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-Rail	—	—	—	—	—	—	—	—	—	—	—	—	7,037	7,037	0.50	0.07	—	7,070
Total	—	—	—	—	—	—	—	—	—	—	—	—	7,037	7,037	0.50	0.07	—	7,070
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-Rail	—	—	—	—	—	—	—	—	—	—	—	—	1,165	1,165	0.08	0.01	—	1,171
Total	—	—	—	—	—	—	—	—	—	—	—	—	1,165	1,165	0.08	0.01	—	1,171

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-Rail	0.14	0.07	1.25	1.05	0.01	0.10	—	0.10	0.10	—	0.10	—	1,494	1,494	0.13	< 0.005	—	1,498
Total	0.14	0.07	1.25	1.05	0.01	0.10	—	0.10	0.10	—	0.10	—	1,494	1,494	0.13	< 0.005	—	1,498
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-Rail	0.14	0.07	1.25	1.05	0.01	0.10	—	0.10	0.10	—	0.10	—	1,494	1,494	0.13	< 0.005	—	1,498
Total	0.14	0.07	1.25	1.05	0.01	0.10	—	0.10	0.10	—	0.10	—	1,494	1,494	0.13	< 0.005	—	1,498
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-Rail	0.03	0.01	0.23	0.19	< 0.005	0.02	—	0.02	0.02	—	0.02	—	247	247	0.02	< 0.005	—	248
Total	0.03	0.01	0.23	0.19	< 0.005	0.02	—	0.02	0.02	—	0.02	—	247	247	0.02	< 0.005	—	248

4.3. Area Emissions by Source

4.3.1. Unmitigated

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

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

Consumer Product	4.74	4.74	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.56	0.56	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	1.71	1.58	0.08	9.63	< 0.005	0.02	—	0.02	0.01	—	0.01	—	39.6	39.6	< 0.005	< 0.005	—	39.8
Total	7.01	6.88	0.08	9.63	< 0.005	0.02	—	0.02	0.01	—	0.01	—	39.6	39.6	< 0.005	< 0.005	—	39.8
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Product	4.74	4.74	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.56	0.56	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	5.30	5.30	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Product	0.87	0.87	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.10	0.10	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.21	0.20	0.01	1.20	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.49	4.49	< 0.005	< 0.005	—	4.51
Total	1.18	1.17	0.01	1.20	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.49	4.49	< 0.005	< 0.005	—	4.51

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-Rail	—	—	—	—	—	—	—	—	—	—	—	98.2	660	758	10.1	0.25	—	1,084
Total	—	—	—	—	—	—	—	—	—	—	—	98.2	660	758	10.1	0.25	—	1,084
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-Rail	—	—	—	—	—	—	—	—	—	—	—	98.2	660	758	10.1	0.25	—	1,084
Total	—	—	—	—	—	—	—	—	—	—	—	98.2	660	758	10.1	0.25	—	1,084
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-Rail	—	—	—	—	—	—	—	—	—	—	—	16.3	109	125	1.67	0.04	—	179
Total	—	—	—	—	—	—	—	—	—	—	—	16.3	109	125	1.67	0.04	—	179

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-Rail	—	—	—	—	—	—	—	—	—	—	—	112	0.00	112	11.2	0.00	—	393
Total	—	—	—	—	—	—	—	—	—	—	—	112	0.00	112	11.2	0.00	—	393
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-Rail	—	—	—	—	—	—	—	—	—	—	—	112	0.00	112	11.2	0.00	—	393
Total	—	—	—	—	—	—	—	—	—	—	—	112	0.00	112	11.2	0.00	—	393
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-Rail	—	—	—	—	—	—	—	—	—	—	—	18.6	0.00	18.6	1.86	0.00	—	65.0
Total	—	—	—	—	—	—	—	—	—	—	—	18.6	0.00	18.6	1.86	0.00	—	65.0

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

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

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

Refrigerated	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5,903	5,903
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5,903	5,903
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-Rail	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5,903	5,903
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5,903	5,903
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-Rail	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	977	977
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	977	977

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

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

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

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
-------	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

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

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

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

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

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

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

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

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

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

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

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

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

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

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

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

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

5. Activity Data

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Refrigerated Warehouse-Rail	569	0.00	0.00	148,410	5,649	0.00	0.00	1,472,663

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	332,244	110,748	—

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)
Refrigerated Warehouse-Rail	3,720,256	690	0.0489	0.0069	4,662,596

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Refrigerated Warehouse-Rail	51,220,950	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Refrigerated Warehouse-Rail	208	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Refrigerated Warehouse-Rail	Cold storage	R-404A	3,922	7.50	7.50	7.50	25.0

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

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

5.16. 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)
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5.17. User Defined

Equipment Type	Fuel Type
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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
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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)
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8. User Changes to Default Data

Screen	Justification
Operations: Vehicle Data	Facility currently operates 5 days a week. Trips include daily employee trips (105 + 105) and 360 PCEs for a total of 570 daily trips
Operations: Fleet Mix	Employee trips account for approximately 37 percent of total daily trips. Truck trips account of approximately 63 percent and divided evenly between medium and heavy duty trucks for a conservative assessment



Attachment A.2

Proposed Construction Emissions

KPAC (Construction) Custom Report

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5.18.1.1. Unmitigated

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5.18.2.1. Unmitigated

8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	KPAC (Construction)
Construction Start Date	1/2/2026
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.30
Precipitation (days)	16.0
Location	1420 Coil Ave, Wilmington, CA 90744, USA
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4611
EDFZ	16
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas
App Version	2022.1.1.26

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Unrefrigerated Warehouse-Rail	87.6	1000sqft	2.01	87,560	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

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

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.60	1.33	10.7	14.4	0.03	0.37	0.60	0.97	0.33	0.15	0.48	—	3,147	3,147	0.13	0.10	2.89	3,182
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	41.6	41.5	25.3	19.3	0.09	0.71	4.69	5.40	0.66	1.66	2.32	—	12,507	12,507	0.66	1.61	0.59	13,004
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.48	2.28	7.91	10.00	0.02	0.27	0.52	0.79	0.25	0.13	0.38	—	2,342	2,342	0.10	0.10	1.00	2,374
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.45	0.42	1.44	1.82	< 0.005	0.05	0.09	0.14	0.04	0.02	0.07	—	388	388	0.02	0.02	0.17	393
Exceeds (Daily Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	75.0	100	550	150	—	—	150	—	—	55.0	—	—	—	—	—	—	—
Unmit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Exceeds (Average Daily)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Threshold	—	75.0	100	550	150	—	—	150	—	—	55.0	—	—	—	—	—	—
Unmit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—

2.2. Construction Emissions by Year, Unmitigated

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

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	1.60	1.33	10.7	14.4	0.03	0.37	0.60	0.97	0.33	0.15	0.48	—	3,147	3,147	0.13	0.10	2.89	3,182
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	41.6	41.5	25.3	19.3	0.09	0.71	4.69	5.40	0.66	1.66	2.32	—	12,507	12,507	0.66	1.61	0.59	13,004
2027	40.8	40.7	0.86	1.50	< 0.005	0.02	0.10	0.12	0.02	0.02	0.04	—	226	226	0.01	< 0.005	0.01	228
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	2.48	2.28	7.91	10.00	0.02	0.27	0.52	0.79	0.25	0.13	0.38	—	2,342	2,342	0.10	0.10	1.00	2,374
2027	0.88	0.88	0.02	0.03	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	4.90	4.90	< 0.005	< 0.005	< 0.005	4.93
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.45	0.42	1.44	1.82	< 0.005	0.05	0.09	0.14	0.04	0.02	0.07	—	388	388	0.02	0.02	0.17	393
2027	0.16	0.16	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.81	0.81	< 0.005	< 0.005	< 0.005	0.82

3. Construction Emissions Details

3.1. Demolition (2026) - Unmitigated

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

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

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.66	1.39	12.9	14.6	0.02	0.51	—	0.51	0.47	—	0.47	—	2,494	2,494	0.10	0.02	—	2,503
Demolition	—	—	—	—	—	—	0.86	0.86	—	0.13	0.13	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.08	0.71	0.80	< 0.005	0.03	—	0.03	0.03	—	0.03	—	137	137	0.01	< 0.005	—	137
Demolition	—	—	—	—	—	—	0.05	0.05	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.01	0.13	0.15	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	—	22.6	22.6	< 0.005	< 0.005	—	22.7
Demolition	—	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.05	0.05	0.69	0.00	0.00	0.16	0.16	0.00	0.04	0.04	—	161	161	0.01	0.01	0.01	163
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.08	0.02	1.33	0.51	0.01	0.01	0.29	0.30	0.01	0.08	0.09	—	1,065	1,065	0.06	0.17	0.06	1,117
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	8.93	8.93	< 0.005	< 0.005	0.01	9.05
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.07	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	—	58.3	58.3	< 0.005	0.01	0.06	61.3
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.48	1.48	< 0.005	< 0.005	< 0.005	1.50
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	9.66	9.66	< 0.005	< 0.005	0.01	10.1

3.3. Grading (2026) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.70	1.42	12.9	14.0	0.02	0.58	—	0.58	0.53	—	0.53	—	2,455	2,455	0.10	0.02	—	2,463

Dust From Material Movement	—	—	—	—	—	—	1.86	1.86	—	0.89	0.89	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.02	0.21	0.23	< 0.005	0.01	—	0.01	0.01	—	0.01	—	40.4	40.4	< 0.005	< 0.005	—	40.5
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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	< 0.005	0.04	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	6.68	6.68	< 0.005	< 0.005	—	6.70
Dust From Material Movement	—	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.04	0.55	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	128	128	0.01	< 0.005	0.01	130

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.70	0.15	12.4	4.75	0.07	0.13	2.70	2.83	0.13	0.74	0.87	—	9,924	9,924	0.55	1.59	0.58	10,411
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.14	2.14	< 0.005	< 0.005	< 0.005	2.17
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	< 0.005	0.21	0.08	< 0.005	< 0.005	0.04	0.05	< 0.005	0.01	0.01	—	163	163	0.01	0.03	0.16	171
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.35	0.35	< 0.005	< 0.005	< 0.005	0.36
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.04	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	27.0	27.0	< 0.005	< 0.005	0.03	28.4

3.5. Building Construction (2026) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.41	1.18	10.1	11.8	0.02	0.36	—	0.36	0.33	—	0.33	—	2,201	2,201	0.09	0.02	—	2,208
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.41	1.18	10.1	11.8	0.02	0.36	—	0.36	0.33	—	0.33	—	2,201	2,201	0.09	0.02	—	2,208

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.85	0.71	6.09	7.09	0.01	0.22	—	0.22	0.20	—	0.20	—	1,327	1,327	0.05	0.01	—	1,331	
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Off-Road Equipment	0.16	0.13	1.11	1.29	< 0.005	0.04	—	0.04	0.04	—	0.04	—	220	220	0.01	< 0.005	—	220	
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Worker	0.15	0.14	0.14	2.38	0.00	0.00	0.48	0.48	0.00	0.11	0.11	—	498	498	0.02	0.02	1.69	506	
Vendor	0.03	0.01	0.49	0.24	< 0.005	0.01	0.12	0.13	< 0.005	0.03	0.04	—	447	447	0.02	0.06	1.21	468	
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Worker	0.15	0.13	0.16	2.03	0.00	0.00	0.48	0.48	0.00	0.11	0.11	—	472	472	0.02	0.02	0.04	478	
Vendor	0.03	0.01	0.52	0.24	< 0.005	0.01	0.12	0.13	< 0.005	0.03	0.04	—	448	448	0.02	0.06	0.03	467	
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Worker	0.09	0.08	0.11	1.28	0.00	0.00	0.29	0.29	0.00	0.07	0.07	—	289	289	0.01	0.01	0.44	293	
Vendor	0.02	0.01	0.31	0.15	< 0.005	< 0.005	0.07	0.08	< 0.005	0.02	0.02	—	270	270	0.01	0.04	0.31	282	

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.01	0.02	0.23	0.00	0.00	0.05	0.05	0.00	0.01	0.01	—	47.8	47.8	< 0.005	< 0.005	0.07	48.5
Vendor	< 0.005	< 0.005	0.06	0.03	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	44.7	44.7	< 0.005	0.01	0.05	46.7
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.7. Paving (2026) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.79	0.67	5.88	8.19	0.01	0.25	—	0.25	0.23	—	0.23	—	1,244	1,244	0.05	0.01	—	1,248
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.16	0.22	< 0.005	0.01	—	0.01	0.01	—	0.01	—	34.1	34.1	< 0.005	< 0.005	—	34.2
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	< 0.005	< 0.005	0.03	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.64	5.64	< 0.005	< 0.005	—	5.66
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.05	0.07	0.83	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	193	193	0.01	0.01	0.02	195
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	5.36	5.36	< 0.005	< 0.005	0.01	5.43
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.89	0.89	< 0.005	< 0.005	< 0.005	0.90
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Architectural Coating (2026) - Unmitigated

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

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

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.12	0.86	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	40.6	40.6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.03	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.44	4.44	< 0.005	< 0.005	—	4.46
Architectural Coatings	1.35	1.35	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.74	0.74	< 0.005	< 0.005	—	0.74
Architectural Coatings	0.25	0.25	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.03	0.41	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	94.5	94.5	< 0.005	< 0.005	0.01	95.6	
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.19	3.19	< 0.005	< 0.005	< 0.005	3.23	
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.53	0.53	< 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	0.00	
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	

3.11. Architectural Coating (2027) - Unmitigated

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

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

Off-Road Equipment	0.14	0.11	0.83	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	40.6	40.6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.87	2.87	< 0.005	< 0.005	—	2.88
Architectural Coatings	0.87	0.87	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.48	0.48	< 0.005	< 0.005	—	0.48
Architectural Coatings	0.16	0.16	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.03	0.37	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	92.7	92.7	< 0.005	< 0.005	0.01	93.7
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.02	2.02	< 0.005	< 0.005	< 0.005	2.05
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.34	0.34	< 0.005	< 0.005	< 0.005	0.34
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

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

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

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

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

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

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

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

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

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

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	1/2/2026	1/30/2026	5.00	20.0	—
Grading	Grading	1/31/2026	2/9/2026	5.00	6.00	—
Building Construction	Building Construction	2/10/2026	12/14/2026	5.00	220	—
Paving	Paving	12/15/2026	12/28/2026	5.00	10.0	—
Architectural Coating	Architectural Coating	12/15/2026	1/11/2027	5.00	20.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Demolition	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Demolition	Tractors/Loaders/Back hoes	Diesel	Average	3.00	8.00	84.0	0.37
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/Back hoes	Diesel	Average	2.00	7.00	84.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	8.00	367	0.29
Building Construction	Forklifts	Diesel	Average	2.00	7.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Back hoes	Diesel	Average	1.00	6.00	84.0	0.37
Building Construction	Welders	Diesel	Average	3.00	8.00	46.0	0.45
Paving	Cement and Mortar Mixers	Diesel	Average	1.00	8.00	10.0	0.56
Paving	Pavers	Diesel	Average	1.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	1.00	8.00	89.0	0.36

Paving	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Paving	Tractors/Loaders/Back hoes	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
Demolition	—	—	—	—
Demolition	Worker	12.5	18.5	LDA,LDT1,LDT2
Demolition	Vendor	—	10.2	HHDT,MHDT
Demolition	Hauling	15.7	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	10.0	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	146	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	36.8	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	14.4	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	15.0	18.5	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT

Architectural Coating	—	—	—	—
Architectural Coating	Worker	7.36	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%
Sweep paved roads once per month	9%	9%

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	131,340	43,780	—

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 (Building Square Footage)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	27,157	—
Grading	7,000	—	6.00	0.00	—
Paving	0.00	0.00	0.00	0.00	0.00

5.6.2. Construction Earthmoving Control Strategies

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

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Unrefrigerated Warehouse-Rail	0.00	0%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2026	0.00	690	0.05	0.01
2027	0.00	690	0.05	0.01

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
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5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres
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5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)
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8. User Changes to Default Data

Screen	Justification
Construction: Construction Phases	Based on preliminary construction schedule



Attachment A.3

Proposed Operational Emissions

KPAC (Operational) Custom Report

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5.18.2.1. Unmitigated

8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	KPAC (Operational)
Operational Year	2026
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.30
Precipitation (days)	16.0
Location	1420 Coil Ave, Wilmington, CA 90744, USA
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4611
EDFZ	16
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas
App Version	2022.1.1.26

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Refrigerated Warehouse-Rail	282	1000sqft	6.47	281,999	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.4. Operations Emissions Compared Against Thresholds

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

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	11.1	10.2	14.0	32.2	0.12	0.28	5.65	5.93	0.27	1.47	1.74	268	23,915	24,183	28.6	1.83	7,545	32,989
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	8.94	8.18	14.5	18.5	0.12	0.26	5.65	5.91	0.25	1.47	1.72	268	23,695	23,963	28.6	1.84	7,516	32,743
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	10.2	9.37	12.8	24.8	0.11	0.25	4.80	5.05	0.25	1.25	1.49	268	22,054	22,321	28.5	1.64	7,526	31,048
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.85	1.71	2.34	4.52	0.02	0.05	0.88	0.92	0.04	0.23	0.27	44.3	3,651	3,696	4.72	0.27	1,246	5,140
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	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	2.04	1.36	12.3	18.6	0.11	0.14	5.65	5.79	0.13	1.47	1.60	—	12,163	12,163	0.66	1.43	29.2	12,634
Area	8.93	8.76	0.10	12.3	< 0.005	0.02	—	0.02	0.02	—	0.02	—	50.4	50.4	< 0.005	< 0.005	—	50.6
Energy	0.18	0.09	1.59	1.34	0.01	0.12	—	0.12	0.12	—	0.12	—	10,862	10,862	0.80	0.09	—	10,909
Water	—	—	—	—	—	—	—	—	—	—	—	125	840	965	12.9	0.31	—	1,380
Waste	—	—	—	—	—	—	—	—	—	—	—	143	0.00	143	14.3	0.00	—	500
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	7,515	7,515
Total	11.1	10.2	14.0	32.2	0.12	0.28	5.65	5.93	0.27	1.47	1.74	268	23,915	24,183	28.6	1.83	7,545	32,989
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	2.02	1.34	12.9	17.2	0.11	0.14	5.65	5.79	0.13	1.47	1.60	—	11,994	11,994	0.67	1.44	0.76	12,439
Area	6.75	6.75	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.18	0.09	1.59	1.34	0.01	0.12	—	0.12	0.12	—	0.12	—	10,862	10,862	0.80	0.09	—	10,909
Water	—	—	—	—	—	—	—	—	—	—	—	125	840	965	12.9	0.31	—	1,380
Waste	—	—	—	—	—	—	—	—	—	—	—	143	0.00	143	14.3	0.00	—	500
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	7,515	7,515
Total	8.94	8.18	14.5	18.5	0.12	0.26	5.65	5.91	0.25	1.47	1.72	268	23,695	23,963	28.6	1.84	7,516	32,743
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.73	1.15	11.1	15.1	0.10	0.12	4.80	4.92	0.11	1.25	1.36	—	10,318	10,318	0.57	1.23	10.8	10,710

Area	8.25	8.13	0.07	8.40	< 0.005	0.01	—	0.01	0.01	—	0.01	—	34.5	34.5	< 0.005	< 0.005	—	34.7
Energy	0.18	0.09	1.59	1.34	0.01	0.12	—	0.12	0.12	—	0.12	—	10,862	10,862	0.80	0.09	—	10,909
Water	—	—	—	—	—	—	—	—	—	—	—	125	840	965	12.9	0.31	—	1,380
Waste	—	—	—	—	—	—	—	—	—	—	—	143	0.00	143	14.3	0.00	—	500
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	7,515	7,515
Total	10.2	9.37	12.8	24.8	0.11	0.25	4.80	5.05	0.25	1.25	1.49	268	22,054	22,321	28.5	1.64	7,526	31,048
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.32	0.21	2.03	2.75	0.02	0.02	0.88	0.90	0.02	0.23	0.25	—	1,708	1,708	0.09	0.20	1.79	1,773
Area	1.50	1.48	0.01	1.53	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.72	5.72	< 0.005	< 0.005	—	5.74
Energy	0.03	0.02	0.29	0.24	< 0.005	0.02	—	0.02	0.02	—	0.02	—	1,798	1,798	0.13	0.02	—	1,806
Water	—	—	—	—	—	—	—	—	—	—	—	20.7	139	160	2.13	0.05	—	228
Waste	—	—	—	—	—	—	—	—	—	—	—	23.7	0.00	23.7	2.36	0.00	—	82.8
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,244	1,244
Total	1.85	1.71	2.34	4.52	0.02	0.05	0.88	0.92	0.04	0.23	0.27	44.3	3,651	3,696	4.72	0.27	1,246	5,140

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-Rail	2.04	1.36	12.3	18.6	0.11	0.14	5.65	5.79	0.13	1.47	1.60	—	12,163	12,163	0.66	1.43	29.2	12,634
Total	2.04	1.36	12.3	18.6	0.11	0.14	5.65	5.79	0.13	1.47	1.60	—	12,163	12,163	0.66	1.43	29.2	12,634

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-Rail	2.02	1.34	12.9	17.2	0.11	0.14	5.65	5.79	0.13	1.47	1.60	—	11,994	11,994	0.67	1.44	0.76	12,439
Total	2.02	1.34	12.9	17.2	0.11	0.14	5.65	5.79	0.13	1.47	1.60	—	11,994	11,994	0.67	1.44	0.76	12,439
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-Rail	0.32	0.21	2.03	2.75	0.02	0.02	0.88	0.90	0.02	0.23	0.25	—	1,708	1,708	0.09	0.20	1.79	1,773
Total	0.32	0.21	2.03	2.75	0.02	0.02	0.88	0.90	0.02	0.23	0.25	—	1,708	1,708	0.09	0.20	1.79	1,773

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-Rail	—	—	—	—	—	—	—	—	—	—	—	—	8,959	8,959	0.63	0.09	—	9,002
Total	—	—	—	—	—	—	—	—	—	—	—	—	8,959	8,959	0.63	0.09	—	9,002
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Refrigerated Warehouse-Rail	—	—	—	—	—	—	—	—	—	—	—	—	8,959	8,959	0.63	0.09	—	9,002
Total	—	—	—	—	—	—	—	—	—	—	—	—	8,959	8,959	0.63	0.09	—	9,002
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-Rail	—	—	—	—	—	—	—	—	—	—	—	—	1,483	1,483	0.11	0.01	—	1,490
Total	—	—	—	—	—	—	—	—	—	—	—	—	1,483	1,483	0.11	0.01	—	1,490

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-Rail	0.18	0.09	1.59	1.34	0.01	0.12	—	0.12	0.12	—	0.12	—	1,902	1,902	0.17	< 0.005	—	1,908
Total	0.18	0.09	1.59	1.34	0.01	0.12	—	0.12	0.12	—	0.12	—	1,902	1,902	0.17	< 0.005	—	1,908
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-Rail	0.18	0.09	1.59	1.34	0.01	0.12	—	0.12	0.12	—	0.12	—	1,902	1,902	0.17	< 0.005	—	1,908
Total	0.18	0.09	1.59	1.34	0.01	0.12	—	0.12	0.12	—	0.12	—	1,902	1,902	0.17	< 0.005	—	1,908
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Refrigerated Warehouse	0.03	0.02	0.29	0.24	< 0.005	0.02	—	0.02	0.02	—	0.02	—	315	315	0.03	< 0.005	—	316
Total	0.03	0.02	0.29	0.24	< 0.005	0.02	—	0.02	0.02	—	0.02	—	315	315	0.03	< 0.005	—	316

4.3. Area Emissions by Source

4.3.1. Unmitigated

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

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	6.03	6.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.72	0.72	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	2.18	2.01	0.10	12.3	< 0.005	0.02	—	0.02	0.02	—	0.02	—	50.4	50.4	< 0.005	< 0.005	—	50.6
Total	8.93	8.76	0.10	12.3	< 0.005	0.02	—	0.02	0.02	—	0.02	—	50.4	50.4	< 0.005	< 0.005	—	50.6
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	6.03	6.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Architectural Coatings	0.72	0.72	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	6.75	6.75	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	1.10	1.10	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.13	0.13	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.27	0.25	0.01	1.53	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.72	5.72	< 0.005	< 0.005	—	5.74
Total	1.50	1.48	0.01	1.53	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.72	5.72	< 0.005	< 0.005	—	5.74

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-Rail	—	—	—	—	—	—	—	—	—	—	—	125	840	965	12.9	0.31	—	1,380
Total	—	—	—	—	—	—	—	—	—	—	—	125	840	965	12.9	0.31	—	1,380

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-Rail	—	—	—	—	—	—	—	—	—	—	—	125	840	965	12.9	0.31	—	1,380
Total	—	—	—	—	—	—	—	—	—	—	—	125	840	965	12.9	0.31	—	1,380
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-Rail	—	—	—	—	—	—	—	—	—	—	—	20.7	139	160	2.13	0.05	—	228
Total	—	—	—	—	—	—	—	—	—	—	—	20.7	139	160	2.13	0.05	—	228

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e	
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-Rail	—	—	—	—	—	—	—	—	—	—	—	143	0.00	143	14.3	0.00	—	500	
Total	—	—	—	—	—	—	—	—	—	—	—	143	0.00	143	14.3	0.00	—	500	
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Refrigerated Warehouse-Rail	—	—	—	—	—	—	—	—	—	—	—	143	0.00	143	14.3	0.00	—	500
Total	—	—	—	—	—	—	—	—	—	—	—	143	0.00	143	14.3	0.00	—	500
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-Rail	—	—	—	—	—	—	—	—	—	—	—	23.7	0.00	23.7	2.36	0.00	—	82.8
Total	—	—	—	—	—	—	—	—	—	—	—	23.7	0.00	23.7	2.36	0.00	—	82.8

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-Rail	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	7,515	7,515
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	7,515	7,515
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-Rail	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	7,515	7,515
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	7,515	7,515
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Refriger Warehouse-Rail	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,244	1,244
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,244	1,244

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)

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

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

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

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

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

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

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

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

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

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

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

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

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

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

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

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

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

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

5. Activity Data

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Refrigerated Warehouse-Rail	733	733	0.00	229,386	7,275	7,275	0.00	2,276,180

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	422,999	141,000	—

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)
Refrigerated Warehouse-Rail	4,736,467	690	0.0489	0.0069	5,936,212

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Refrigerated Warehouse-Rail	65,212,269	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Refrigerated Warehouse-Rail	265	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Refrigerated Warehouse-Rail	Cold storage	R-404A	3,922	7.50	7.50	7.50	25.0

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
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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
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5.16.2. Process Boilers

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

Equipment Type	Fuel Type
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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
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5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres
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5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)
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8. User Changes to Default Data

Screen	Justification
Operations: Vehicle Data	According to the Transportation Study Assessment Referral Form, based on 679 daily trips for the proposed land use
Operations: Fleet Mix	Employee trips account for approximately 34 percent of total daily trips. Truck trips account of approximately 66 percent and divided evenly between medium and heavy duty trucks for a conservative assessment