



August 26, 2025

Thomas Strand
Chambers Group, Inc.
3151 Airway Avenue, Suite F208
Costa Mesa, CA 92626

Subject: County of San Diego – Fallbrook Self Storage Project Air Quality and Greenhouse Gas Emissions and Energy Consumption Technical Memorandum.

Dear Mr. Strand:

Vista Environmental has conducted an analysis to evaluate whether the proposed Fallbrook Self Storage Project (proposed project) would cause significant air quality and greenhouse gas (GHG) emissions and energy consumption impacts. This assessment was conducted within the context of the California Environmental Quality Act (CEQA, California Public Resources Code Sections 21000, et seq.). The methodology follows the County of San Diego (County) and San Diego County Air Pollution Control District (SDAPCD) recommendations for quantification of emissions and evaluation of potential air quality and GHG emissions impacts.

Project Location

The project site is located at 1305 E Mission Road, Fallbrook, which is within the Fallbrook Community Planning Area that is an unincorporated area of San Diego County. The approximately 5.37 gross acre project site is located approximately 280 feet south of Mission Road and is accessed by a shared private driveway. The project site is currently vacant and is bounded by single-family homes to the north, a San Diego Gas & Electric (SDG&E) battery energy storage plant to the east, vacant land and single-family homes to the south, and the shared private driveway and industrial uses to the west.

Project Description

The project proposes developing a self-storage facility at 1305 E. Mission Road (APN: 105-410-018) in Fallbrook, CA. The project will be comprised of nine one-story buildings and one two-story building, totaling up to 140,000 square feet of gross floor area. Vehicular access is provided along an existing access road within a north-south easement abutting the western property boundary. The project proposes paving a private road within this access easement. A 24-foot-wide fire lane loops around the interior buildings of the site. Additionally, the project proposes two detention basins on the northernmost portion of the site. The project would also include approximately 88,880 square feet of new paved area, including the proposed onsite roads and parking spaces, as well as paving the offsite private road on the west side of the project site. The project will designate 11 percent (2 of 19) of its parking spaces as electric vehicle-only parking spaces, in order to support the use of zero-emission vehicles.

Thresholds of Significance

Criteria Pollutant Standards

The SDAPCD has established annual significance thresholds for NO_x and VOC for stationary sources. The SDAPCD has not established rules for characterizing impacts from construction. However, SDAPCD

informally recommends quantifying construction emissions and comparing them to significance thresholds found in SDAPCD regulations for stationary sources (pursuant to SDAPCD Rules 20.2 and 20.3) and shown in Table A. Because these Rules do not include VOCs or PM_{2.5}, the screening level for VOCs and PM_{2.5} used in this analysis are from the South Coast Air Quality Management District (SCAQMD), which generally has stricter emissions thresholds than SDAPCD. If construction-phase emissions exceed these thresholds for a stationary source air quality impact analysis, then construction has the potential to violate air quality standards or to contribute substantially to an existing violation. The criteria pollutant significance thresholds are shown in Table A.

Table A – Criteria Air Pollutants Thresholds of Significance

Pollutant	Threshold (pounds/day)
Carbon Monoxide (CO) ¹	550
Oxides of Sulfur (SOx) ¹	250
Volatile Organic Compounds (VOC) ²	75
Oxides of Nitrogen (NOx) ¹	250
Respirable Particulate Matter (PM ₁₀) ¹	100
Fine Particulate Matter (PM _{2.5}) ²	55

Notes:

¹ Based on thresholds from SDAPCD Rules 20.2 and 20.3.

² Based on thresholds from SCAQMD.

Greenhouse Gas Emissions

On September 11, 2024, the County Board of Supervisors adopted the *County of San Diego Final 2024 Climate Action Plan* (CAP). The CAP was developed to implement bold climate actions that reduce GHG emissions to achieve a goal of net zero carbon emissions by 2045. Development projects that are consistent with the General Plan and this CAP are eligible for streamlined analysis of GHG emissions impacts under CEQA. The Department of Planning & Development Services prepared the *Appendix A: Final Climate Action Plan Consistency Review Checklist* (Checklist), in order to implement GHG reduction measures from the CAP that apply to new development projects. The Checklist follows a two-step process to determine if projects are consistent with the CAP. The Checklist first assesses if the project is consistent with the growth projections and land use assumptions that formed the basis of CAP emissions projections. Projects responding to the affirmative to Step 1 can move forward to Step 2, that contains the CAP GHG reduction measures that the project is required to implement.

Therefore, this analysis has quantified project-related GHG emissions for informational purposes only and determination of significance is based on completion of the Checklist (provided in separate document).

CalEEMod Model Input Parameters

The criteria pollutants and GHG emissions impacts created by the proposed project have been analyzed through use of the California Emissions Estimator Model (CalEEMod) Version 2022.1.1.29 CalEEMod is a computer model published by the California Air Pollution Control Officers Association (CAPCOA) for estimating air pollutant and GHG emissions. The CalEEMod program uses the EMFAC2021 computer program to calculate the emission rates specific for San Diego County for employee, vendor and haul truck vehicle trips and the OFFROAD2011 computer program to calculate emission rates for heavy equipment operations. EMFAC2021 and OFFROAD2011 are computer programs generated by CARB that calculates

composite emission rates for vehicles. Emission rates are reported by the program in grams per trip and grams per mile or grams per running hour.

The project characteristics in the CalEEMod model were set to a project location of San Diego County, utility company of San Diego Gas and Electric (SDG&E) (with 2027 forecast factors) and a project opening year of 2027.

Land Use Parameters

The proposed project would consist of development of a self storage facility that that would total 140,000 square feet of gross floor area. The project would also include approximately 88,880 square feet of new paved area that includes the proposed onsite roads and 19 parking spaces as well as paving the offsite private driveway on the west side of the project site. The proposed project's land use parameters that were entered into the CalEEMod model are shown in Table B.

Table B – CalEEMod Land Use Parameters

Proposed Land Use	Land Use Subtype in CalEEMod	Land Use Size ¹	Lot Acreage ²	Building ³ (sq ft)	Landscaped Area ⁴ (sq ft)
Self Storage Facility	Unrefrigerated Warehouse – No Rail	140 TSF	3.33	140,000	14,505
Onsite Roads and Parking and Offsite Private Driveway	Other Asphalt Surfaces	88.88 TSF	2.04	--	8,886

Notes:

¹ TSF = Thousand square feet.

² Lot acreage calculated based on the total project site of 5.37 acres.

³ Building square feet represent area where architectural coatings will be applied

⁴ Landscaped area based on 10 percent of area landscaped.

Construction Parameters

Construction of the proposed project is anticipated to start in Spring 2026 and the only revision to the CalEEMod default construction phasing and timing was that the Building Construction phase was cut in half (230 default workdays to 115 workdays), in order to account for the self storage structures being constructed with modular units. Construction was modeled as being completed in nine months. The construction-related GHG emissions were based on a 30-year amortization rate as recommended in the SCAQMD GHG Working Group meeting on November 19, 2009.

The worker trips and truck trips utilized for each phase of construction was based on the CalEEMod default values. Grading of the site is anticipated to be balanced with no dirt being imported or exported from the project site. CalEEMod provides the selection of reduction measures to account for project conditions that would result in less emissions than a project without these conditions. This includes the required to adherence to

SDAPCD Rule 553, which requires that the Best Available Control Measures be utilized to reduce fugitive dust emissions and was modeled in CalEEMod by selection of water all exposed areas three times per day, water unpaved roads twice daily, and reduce vehicle speeds on dirt roads.

Operational Parameters

The operation of the proposed project was analyzed in the CalEEMod model based on the land use parameters provided above and the default operational values in CalEEMod, other than the daily vehicle

trips was set to match the *Fallbrook Self Storage Site Access Assessment* (Traffic Analysis), prepared by Linscott Law & Greenspan, August 19, 2025, that found the project would generate 203 vehicle trips per day.

Project Impacts

Air Quality Compliance

CEQA requires a discussion of any inconsistencies between a proposed project and applicable air quality plans (CEQA Guidelines Section 15125). The air quality plans that apply to the proposed project includes SDAPCD's Regional Air Quality Strategy (RAQS) and the California State Implementation Plan (SIP). The following section discusses the proposed project's consistency with the SDAPCD's RAQS and SIP.

The California Clean Air Act requires areas that are designated nonattainment of state ambient air quality standards of any of the criteria pollutants to prepare and implement plans to attain the standards by the earliest practicable dates. As detailed above, the Air Basin is designated by the EPA for the national standards as a non-attainment area for ozone and by CARB as nonattainment for ozone, PM₁₀, and PM_{2.5}. The RAQS was developed to identify feasible emission control measures and provide expeditious progress toward attaining the state standard for ozone and particulate matter. The two pollutants analyzed in the RAQS are VOCs and NO_x, which are precursors to the formation of ozone. Projected increases in motor vehicle usage, population, and growth create challenges in controlling and reducing air emissions. The RAQS, in conjunction with the Transportation Control Measures, were most recently revised in 2016.

The SIP is the document that sets forth the State's strategies for attaining the NAAQS. The SDAPCD is the agency responsible for preparing the portion of the SIP applicable to the San Diego Air Basin (SDAB). The RAQS outlines the plans and control measures designed to attain the NAAQS for ozone. The SDAPCD relies on information from CARB and SANDAG, including projected growth, mobile, area and all other source emissions in order to predict future emissions and develop appropriate strategies for the reduction of source air emissions through regulatory controls. The CARB mobile source emission projections and SANDAG growth projections are based on population and vehicle trends and land use plans developed by the incorporated cities and County of San Diego. As such, projects that propose development that is consistent with the growth anticipated by SANDAG would also be consistent with the RAQS and the SIP.

Implementation of the proposed project would consist of construction and operation of a self storage facility. Project construction would be required to comply with SDAPCD Rules and Regulations, including Rules 50, 51, and 55, which forbid visible emissions, forbid nuisance activities, and require fugitive dust control measures, respectively. The proposed project would not change the general plan or zoning for the project site. The proposed project would not permanently change the existing or planned transportation network or traffic patterns anywhere in the Air Basin. Likewise, the Proposed Project would not conflict with any applicable land use plan or policy, because it would not result in any changes to the land use designation of the project site. As such, the Proposed Project would be consistent with the local general plan and SANDAG's growth projections.

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

Construction-Related Air Quality Impacts

The CalEEMod model has been utilized to calculate the construction-related emissions from the proposed project and the input parameters utilized in this analysis have been detailed above. The daily construction-related criteria pollutant emissions from the proposed project by season and year of construction activities are shown below in Table C and the CalEEMod printouts are attached to this Memo.

Table C – Construction-Related Criteria Pollutant Emissions

Season and Year of Construction	Pollutant Emissions (pounds/day)					
	VOC	NOx	CO	SO ₂	PM10	PM2.5
Summer 2026	1.70	15.0	18.1	0.03	2.61	1.51
Winter 2026	33.9	29.2	29.5	0.05	6.50	3.80
Maximum Daily Construction Emissions	33.9	29.2	29.5	0.05	6.50	3.80
SDAPCD Thresholds	75	250	550	250	100	55
Exceeds Threshold?	No	No	No	No	No	No

Source: CalEEMod Version 2022.1.

Table C shows that none of the analyzed criteria pollutants would exceed the SDAPCD criteria pollutant emissions thresholds during construction of the proposed project. Therefore, a less than significant air quality impact would occur from construction of the proposed project.

Construction-Related Toxic Air Contaminant Emissions

The greatest potential for toxic air contaminant emissions would be related to diesel particulate matter (DPM) emissions associated with heavy equipment operations during construction of the proposed project. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of “individual cancer risk”. “Individual Cancer Risk” is the likelihood that a person exposed to concentrations of toxic air contaminants over a 70-year lifetime will contract cancer, based on the use of standard risk-assessment methodology. It should be noted that the most current cancer risk assessment methodology recommends analyzing a 30 year exposure period for the nearby sensitive receptors (OEHHA, 2015).

Given the relatively limited number of heavy-duty construction equipment, the varying distances that construction equipment would operate to the nearby sensitive receptors, and the short-term construction schedule, the proposed project would not result in a long-term (i.e., 30 or 70 years) substantial source of toxic air contaminant emissions and corresponding individual cancer risk. In addition, California Code of Regulations Title 13, Article 4.8, Chapter 9, Section 2449 regulates emissions from off-road diesel equipment in California. This regulation limits idling of equipment to no more than five minutes, requires equipment operators to label each piece of equipment and provide annual reports to CARB of their fleet’s usage and emissions. This regulation also requires systematic upgrading of the emission Tier level of each fleet, and currently no commercial operator is allowed to purchase Tier 0, Tier 1 or Tier 2 equipment. In addition to the purchase restrictions, equipment operators need to meet fleet average emissions targets that become more stringent each year between years 2014 and 2023. By January, 2026, 75 percent or more of all contractors’ equipment fleets must be Tier 2 or higher and by January, 2029 100 percent of all equipment fleets must be Tier 2 or higher. Therefore, no significant short-term DPM impacts would occur during construction of the proposed project.

Therefore, construction of the proposed project would result in a less than significant exposure of sensitive receptors to substantial pollutant concentrations

Long-Term Operational Air Quality Impacts

The proposed project would consist of operation of the proposed self storage facility. The proposed project would generate air emissions from area sources, energy usage, and from project-generated vehicle trips. The operations-related criteria air quality impacts created by the proposed project have been analyzed through use of the CalEEMod model. The worst-case summer or winter VOC, NO_x, CO, SO₂, PM₁₀, and PM_{2.5} daily emissions created from the proposed project's long-term operations are summarized below in Table D and the CalEEMod emissions printouts are attached to this Memo.

Table D – Operations-Related Criteria Pollutant Emissions

Emissions Source	Pollutant Emissions (pounds/day)					
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Mobile Sources ¹	0.77	0.56	5.43	0.01	1.18	0.31
Area Sources ²	4.19	0.05	6.09	<0.01	0.01	0.01
Energy Usage ³	0.03	0.55	0.46	<0.01	0.04	0.04
Total Operational Emissions	4.99	1.16	11.98	0.01	1.23	0.36
SDAPCD Thresholds	75	250	550	250	100	55
Exceeds Threshold?	No	No	No	No	No	No

Notes:

¹ Mobile sources consist of emissions from vehicles and road dust.

² Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.

³ Energy usage consists of emissions from natural gas usage.

Source: CalEEMod Version 2022.1

The data provided in Table D above shows that none of the analyzed criteria pollutants would exceed the criteria pollutant emissions thresholds during operation of the proposed project. Therefore, a less than significant air quality impacts would occur from operation of the proposed project.

Generation of Greenhouse Gas Emissions

The proposed project would result in the construction and operation of a self storage facility. The proposed project is anticipated to generate GHG emissions from area sources, energy usage, waste disposal, water usage, refrigeration, and construction equipment.

The CAP (County of San Diego, 2024) is the applicable plan for the project area for reducing GHG emissions. According to the CAP, a project that is consistent with the CAP is eligible for streamlined analysis of its GHG emissions impacts under CEQA. A project can show consistency with the CAP by implementing the measures in the CAP Consistency Review Checklist (provided in separate document). As such, this analysis has quantified GHG emissions for informational purposes only and determination of significance will be based on project compliance with CAP Consistency Review Checklist. The project's GHG emissions have been calculated with the CalEEMod model and the results is shown below in Table E.

Table E – Project Related Greenhouse Gas Annual Emissions

Category	Greenhouse Gas Emissions (Metric Tons per Year)			
	CO ₂	CH ₄	N ₂ O	CO ₂ e
Mobile Sources ¹	214	0.01	0.01	217
Area Sources ²	2.04	<0.01	<0.01	2.05
Energy Usage ³	121	0.02	<0.01	122
Water and Wastewater ⁴	14.8	1.06	0.03	48.8
Solid Waste ⁵	11.7	1.17	0.00	41.1
Refrigeration ⁶	--	--	--	<0.01
Construction ⁷	8.37	<0.01	<0.01	8.47
Proposed Project Total GHG Emissions	372	2.26	0.04	439

Notes:

¹ Mobile sources consist of GHG emissions from vehicles.

² Area sources consist of GHG emissions from consumer products, architectural coatings, and landscaping equipment.

³ Energy usage consists of GHG emissions from electricity and natural gas usage.

⁴ Water includes GHG emissions from electricity used for transport of water and processing of wastewater.

⁵ Solid Waste includes the CO₂ and CH₄ emissions created from the solid waste placed in landfills.

⁶ Refrigeration includes GHG emissions from refrigerants in air conditioning units.

⁷ Construction emissions amortized over 30 years as recommended in the SCAQMD GHG Working Group on November 19, 2009.

⁸ GHG emissions threshold from California Air Pollution Control Officers Association's (CAPCOA's) CEQA & Climate Change paper (CAPCOA 2008)
Source: CalEEMod Version 2022.1.

The data provided in Table E above shows that the proposed project would create 439 MTCO₂e per year. As detailed above, determination of significance for generation of GHG emissions is provided in the CAP Consistency Review Checklist (provided in separate document).

Energy Consumption

Setting

Energy use, especially through fossil fuel consumption and combustion, relates directly to environmental quality since it can adversely affect air quality and generate GHG emissions that contribute to climate change. Electrical power is generated through a variety of sources, including fossil fuel combustion, hydropower, wind, solar, biofuels, and others. Natural gas is widely used to heat buildings, prepare food in restaurants and residences, and fuel vehicles, among other uses. Fuel use for transportation is related to the fuel efficiency of cars, trucks, and public transportation; choice of different travel modes such as auto, carpool, and public transit; and miles traveled by these modes and is generally based on petroleum-based fuels such as diesel and gasoline. Electric vehicles (EVs) may not have any direct emissions but do have indirect emissions via the source of electricity generated to power the vehicle. Construction and routine operation and maintenance of transportation infrastructure also consume energy. In 2022, San Diego County consumed 20,243 Gigawatt-hours per year of electricity¹ and 522.3 million Therms of natural gas².

Petroleum-based fuels currently account for a majority of the California's transportation energy sources and primarily consist of diesel and gasoline types of fuels. However, the state has been working on developing strategies to reduce petroleum use. Over the last decade California has implemented several

1 Obtained from: <http://www.ecdms.energy.ca.gov/elecbycounty.aspx>

2 Obtained from: <http://www.ecdms.energy.ca.gov/gasbycounty.aspx>

policies, rules, and regulations to improve vehicle efficiency, increase the development and use of alternative fuels, reduce air pollutants and GHG emissions from the transportation sector, and reduce vehicle miles traveled (VMT). Accordingly, petroleum-based fuel consumption in California has declined. In 2023 1,125 million gallons of gasoline and 107 million gallons of diesel was sold in San Diego County³.

Construction Impacts

Construction activities would require energy for the manufacture and transportation of building materials, preparation of the site (e.g., site clearing and grading), building construction, paving and application of architectural coatings. Petroleum-based fuels such as diesel fuel and gasoline would be the primary sources of energy for these tasks.

The off-road construction equipment diesel fuel usage was calculated through use of the off-road equipment assumptions provided in the CalEEMod output files and CARB's off-road equipment fuel use assumptions. The off-road equipment diesel fuel calculations are attached to this Memo, which found that off-road equipment would consume 19,641 gallons of diesel fuel.

Fuel use associated with construction vehicle trips generated by the proposed project was also estimated; trips include construction worker trips, haul truck trips for material transport, and vendor trips for construction material deliveries. Fuel use from these vehicles traveling to the project site was based on (1) the projected number of trips the proposed project would generate during construction (obtained from the CalEEMod output file attached to this Memo, (2) average trip distances by trip type, and (3) average miles per gallon rates estimated in the ARB Emission Factors (EMFAC) mobile source emission model attached to this Memo, which found on-road construction-related vehicle trips would consume 4,117 gallons of gasoline and 2,725 gallons of diesel fuel during construction of the proposed project.

Construction activities associated with the Project would be required to adhere to all State and SDAPCD regulations for off-road equipment and on-road trucks, which provide minimum fuel efficiency standards. As such, construction activities for the proposed project would not result in the wasteful, inefficient, and unnecessary consumption of energy resources. Impacts regarding transportation energy would be less than significant.

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

³ Obtained from: <https://www.energy.ca.gov/media/3874>

Operational Impacts

The on-going operation of the self storage facility would require the use of energy resources for multiple purposes including, but not limited to, heating/ventilating/air conditioning (HVAC), refrigeration, lighting, appliances, and electronics. Energy would also be consumed during operations related to water usage, solid waste disposal, and vehicle trips.

Operations-Related Electricity

Operation of the proposed project would result in consumption of electricity at the project site. According to the CalEEMod model run attached to this Memo, operation of the proposed project would consume 610,394 kilowatt-hours per year of electricity. This equates to 0.003 percent of the electricity consumed annually in San Diego County.

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

Operations-Related Natural Gas

Operation of the proposed project would result in increased consumption of natural gas at the project site. According to the CalEEMod model run attached to this Memo, operation of the proposed project would utilize 2,053 million British thermal units (BTU) of natural gas per year. This equates to 0.0039 percent of the natural gas consumed annually in the County of San Diego.

The proposed project has been designed to meet the 2022 Title 24, Part 6 building energy efficiency standards. The 2022 Title 24, Part 6 standards require numerous energy efficiency measures to be incorporated into the proposed structures, including enhanced insulation as well as use of efficient natural gas appliances and HVAC units. Therefore, it is anticipated the proposed project will be designed and built to minimize natural gas use and that existing and planned natural gas capacity and natural gas supplies would be sufficient to support the proposed project's natural gas demand. Thus, impacts with regard to natural gas supply and infrastructure capacity would be less than significant and no mitigation measures would be required.

Operations-Related Transportation Energy

Operation of the proposed project would result in increased consumption of petroleum-based fuels related to vehicular travel to and from the project site. According to the CalEEMod model run attached to this Memo, operation of the proposed project would generate 603,626 vehicle miles traveled (VMT) per year. The EMFAC2025 model run attached to this Memo, shows a Fleet average rate of 22.7 miles per gallons for vehicles in San Diego County. As such, operation of the proposed project would consume 23,642 gallons of petroleum fuel per year from vehicle travel. It should be noted that, the proposed project would comply with all Federal, State, and County requirements related to the consumption of



transportation energy that includes California Code of Regulations Title 24, Part 11 California Green Building Standards that require the proposed project to provide both long-term and short-term bicycle parking spaces that will promote the use of alternative transportation. In addition, the project will designate 11 percent (2 of 19) of its parking spaces as electric vehicle-only parking spaces, in order to support the use of zero-emission vehicles and reduces conventional vehicle parking supply that would further reduce petroleum fuel consumption. Therefore, it is anticipated the proposed project will be designed and built to minimize transportation energy through the promotion of the use of clean air vehicles, including electric-powered vehicles and it is anticipated that existing and planned capacity and supplies of transportation fuels would be sufficient to support the proposed project's demand. Thus, impacts with regard transportation energy supply and infrastructure capacity would be less than significant and no mitigation measures would be required.

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

Please let me know if you have any questions or need additional information with regard to the above analysis. I can be reached at (949) 510-5355, or email me at greg@vistalb.com.

Sincerely,

A handwritten signature in black ink that reads "Greg Tonkovich".

Greg Tonkovich, AICP

Senior Analyst

Vista Environmental

949 510 5355

Encl.: CalEEMod Model Printouts
Petroleum Fuel Consumption Calculations

Fallbrook Self Storage Detailed Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Fallbrook Self Storage
Construction Start Date	3/2/2026
Operational Year	2027
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	1.80
Precipitation (days)	1.80
Location	33.38563107528181, -117.23605813755637
County	San Diego
City	Unincorporated
Air District	San Diego County APCD
Air Basin	San Diego
TAZ	6248
EDFZ	12
Electric Utility	San Diego Gas & Electric
Gas Utility	San Diego Gas & Electric
App Version	2022.1.1.30

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Unrefrigerated Warehouse-No Rail	140	1000sqft	3.33	140,000	14,505	—	—	—

Other Asphalt Surfaces	88.9	1000sqft	2.04	0.00	8,886	—	—	—
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1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

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

Un/Mit.	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.70	15.0	18.1	0.03	2.61	1.51	3,507	0.14	0.12	3.29	3,550
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	33.9	29.2	29.5	0.05	6.50	3.80	5,452	0.22	0.05	0.01	5,472
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.50	5.46	7.36	0.01	0.68	0.37	1,519	0.06	0.04	0.49	1,534
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.46	1.00	1.34	< 0.005	0.12	0.07	251	0.01	0.01	0.08	254
Exceeds (Daily Max)	—	—	—	—	—	—	—	—	—	—	—
Threshold	75.0	250	550	250	100	55.0	—	—	—	—	—
Unmit.	No	No	No	No	No	No	—	—	—	—	—
Exceeds (Average Daily)	—	—	—	—	—	—	—	—	—	—	—
Threshold	75.0	250	550	250	100	55.0	—	—	—	—	—
Unmit.	No	No	No	No	No	No	—	—	—	—	—

2.2. Construction Emissions by Year, Unmitigated

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

Year	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
2026	1.70	15.0	18.1	0.03	2.61	1.51	3,507	0.14	0.12	3.29	3,550
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
2026	33.9	29.2	29.5	0.05	6.50	3.80	5,452	0.22	0.05	0.01	5,472
Average Daily	—	—	—	—	—	—	—	—	—	—	—
2026	2.50	5.46	7.36	0.01	0.68	0.37	1,519	0.06	0.04	0.49	1,534
Annual	—	—	—	—	—	—	—	—	—	—	—
2026	0.46	1.00	1.34	< 0.005	0.12	0.07	251	0.01	0.01	0.08	254

2.4. Operations Emissions Compared Against Thresholds

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

Un/Mit.	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	4.99	1.11	12.0	0.02	1.23	0.36	2,262	13.6	0.21	4.08	2,671
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	3.98	1.11	5.60	0.02	1.22	0.35	2,178	13.7	0.22	0.11	2,584
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	4.46	1.13	8.59	0.02	1.22	0.35	2,199	13.6	0.22	1.76	2,606
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.81	0.21	1.57	< 0.005	0.22	0.06	364	2.26	0.04	0.29	432

Exceeds (Daily Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	75.0	250	550	250	100	55.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	No	No	No	No	No	No	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Exceeds (Average Daily)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	75.0	250	550	250	100	55.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	No	No	No	No	No	No	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Exceeds (Annual)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	900	900
Unmit.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	No	No

2.5. Operations Emissions by Sector, Unmitigated

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

Sector	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.77	0.51	5.43	0.01	1.18	0.31	1,343	0.06	0.05	4.08	1,364
Area	4.19	0.05	6.09	< 0.005	0.01	0.01	25.0	< 0.005	< 0.005	—	25.1
Energy	0.03	0.55	0.46	< 0.005	0.04	0.04	734	0.11	0.01	—	739
Water	—	—	—	—	—	—	89.5	6.38	0.15	—	295
Waste	—	—	—	—	—	—	70.9	7.09	0.00	—	248
Total	4.99	1.11	12.0	0.02	1.23	0.36	2,262	13.6	0.21	4.08	2,671
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.76	0.56	5.14	0.01	1.18	0.31	1,284	0.07	0.05	0.11	1,302
Area	3.19	—	—	—	—	—	—	—	—	—	—
Energy	0.03	0.55	0.46	< 0.005	0.04	0.04	734	0.11	0.01	—	739

Water	—	—	—	—	—	—	89.5	6.38	0.15	—	295
Waste	—	—	—	—	—	—	70.9	7.09	0.00	—	248
Total	3.98	1.11	5.60	0.02	1.22	0.35	2,178	13.7	0.22	0.11	2,584
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.75	0.55	5.13	0.01	1.18	0.31	1,293	0.07	0.05	1.76	1,312
Area	3.68	0.03	3.00	< 0.005	0.01	< 0.005	12.3	< 0.005	< 0.005	—	12.4
Energy	0.03	0.55	0.46	< 0.005	0.04	0.04	734	0.11	0.01	—	739
Water	—	—	—	—	—	—	89.5	6.38	0.15	—	295
Waste	—	—	—	—	—	—	70.9	7.09	0.00	—	248
Total	4.46	1.13	8.59	0.02	1.22	0.35	2,199	13.6	0.22	1.76	2,606
Annual	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.14	0.10	0.94	< 0.005	0.21	0.06	214	0.01	0.01	0.29	217
Area	0.67	< 0.005	0.55	< 0.005	< 0.005	< 0.005	2.04	< 0.005	< 0.005	—	2.05
Energy	0.01	0.10	0.08	< 0.005	0.01	0.01	121	0.02	< 0.005	—	122
Water	—	—	—	—	—	—	14.8	1.06	0.03	—	48.8
Waste	—	—	—	—	—	—	11.7	1.17	0.00	—	41.1
Total	0.81	0.21	1.57	< 0.005	0.22	0.06	364	2.26	0.04	0.29	432

3. Construction Emissions Details

3.1. Site Preparation (2026) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	3.14	29.2	28.8	0.05	1.24	1.14	5,298	0.21	0.04	—	5,316
Dust From Material Movement	—	—	—	—	5.11	2.63	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.80	0.79	< 0.005	0.03	0.03	145	0.01	< 0.005	—	146
Dust From Material Movement	—	—	—	—	0.14	0.07	—	—	—	—	—
Onsite truck	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	0.15	0.14	< 0.005	0.01	0.01	24.0	< 0.005	< 0.005	—	24.1
Dust From Material Movement	—	—	—	—	0.03	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
Offsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.05	0.67	0.00	0.15	0.03	154	0.01	0.01	0.01	156
Vendor	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	< 0.005	< 0.005	4.25	< 0.005	< 0.005	0.01	4.31
Vendor	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

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.70	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.71	0.71
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.3. Grading (2026) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.65	15.0	17.4	0.03	0.65	0.59	2,960	0.12	0.02	—	2,970
Dust From Material Movement	—	—	—	—	1.84	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.65	15.0	17.4	0.03	0.65	0.59	2,960	0.12	0.02	—	2,970
Dust From Material Movement	—	—	—	—	1.84	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.82	0.96	< 0.005	0.04	0.03	162	0.01	< 0.005	—	163
Dust From Material Movement	—	—	—	—	0.10	0.05	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.15	0.17	< 0.005	0.01	0.01	26.8	< 0.005	< 0.005	—	—	—	—	—	—	26.9	—
Dust From Material Movement	—	—	—	—	0.02	0.01	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.04	0.65	0.00	0.13	0.03	139	0.01	< 0.005	0.49	—	—	—	—	—	142	—
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.05	0.57	0.00	0.13	0.03	132	0.01	0.01	0.01	—	—	—	—	—	133	—
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	0.03	0.00	0.01	< 0.005	7.28	< 0.005	< 0.005	0.01	—	—	< 0.005	0.01	< 0.005	7.39	—
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	0.01	0.00	< 0.005	< 0.005	1.21	< 0.005	< 0.005	< 0.005	1.22	< 0.005	< 0.005	< 0.005	< 0.005	1.22	—
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

3.5. 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	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2T	CH4	N2O	R	CO2e
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Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.07	9.85	13.0	0.02	0.38	0.35	2,397	0.10	0.02	—	—	—	—	—	—	—	—	2,405	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.34	3.10	4.09	0.01	0.12	0.11	755	0.03	0.01	—	—	—	—	—	—	—	—	758	—
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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.57	0.75	< 0.005	0.02	0.02	125	0.01	< 0.005	—	—	—	—	—	—	—	—	125	—
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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.21	0.16	2.54	0.00	0.50	0.12	547	0.03	0.02	1.91	—	—	—	—	—	—	—	555	—
Vendor	0.02	0.73	0.34	< 0.005	0.15	0.05	564	0.02	0.08	1.37	—	—	—	—	—	—	—	590	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.71	0.00	0.16	0.04	164	0.01	0.01	0.26	—	—	—	—	—	—	—	166	—
Vendor	0.01	0.24	0.11	< 0.005	0.05	0.02	178	0.01	0.03	0.19	—	—	—	—	—	—	—	186	—
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	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.13	0.00	0.03	0.01	27.2	< 0.005	< 0.005	0.04	—	—	—	—	—	—	—	27.6	—
Vendor	< 0.005	0.04	0.02	< 0.005	0.01	< 0.005	29.4	< 0.005	< 0.005	0.03	—	—	—	—	—	—	—	30.7	—

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	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.76	7.12	9.94	0.01	0.32	0.29	1,511	0.06	0.01	—	1,516
Paving	0.27	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.76	7.12	9.94	0.01	0.32	0.29	1,511	0.06	0.01	—	1,516
Paving	0.27	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.39	0.54	< 0.005	0.02	0.02	82.8	< 0.005	< 0.005	—	83.1
Paving	0.01	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.07	0.10	< 0.005	< 0.005	< 0.005	13.7	< 0.005	< 0.005	—	13.8
Paving	< 0.005	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—

Worker	0.05	0.04	0.65	0.00	0.13	0.03	139	0.01	< 0.005	0.49	142
Vendor	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.05	0.57	0.00	0.13	0.03	132	0.01	0.01	0.01	133
Vendor	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.03	0.00	0.01	< 0.005	7.28	< 0.005	< 0.005	0.01	7.39
Vendor	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
Annual	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	< 0.005	< 0.005	1.21	< 0.005	< 0.005	< 0.005	1.22
Vendor	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
Annual	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	< 0.005	< 0.005	1.21	< 0.005	< 0.005	< 0.005	1.22
Vendor	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

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	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	0.86	1.13	< 0.005	0.02	0.02	134	0.01	< 0.005	—	134
Architectural Coatings	33.7	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.05	0.06	< 0.005	< 0.005	< 0.005	7.32	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	7.34
Architectural Coatings	1.85	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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	0.01	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	1.22
Architectural Coatings	0.34	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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	0.45	0.00	0.10	0.02	103	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	105
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	0.02	0.00	0.01	< 0.005	5.71	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	5.79
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	0.00	< 0.005	< 0.005	0.94	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.96
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.77	0.51	5.43	0.01	1.18	0.31	1,343	0.06	0.05	4.08	1,364
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.77	0.51	5.43	0.01	1.18	0.31	1,343	0.06	0.05	4.08	1,364
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.76	0.56	5.14	0.01	1.18	0.31	1,284	0.07	0.05	0.11	1,302
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.76	0.56	5.14	0.01	1.18	0.31	1,284	0.07	0.05	0.11	1,302
Annual	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.14	0.10	0.94	< 0.005	0.21	0.06	214	0.01	0.01	0.29	217
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.14	0.10	0.94	< 0.005	0.21	0.06	214	0.01	0.01	0.29	217

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	75.4	0.06	0.01	—	78.8
Other Asphalt Surfaces	—	—	—	—	—	—	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	75.4	0.06	0.01	—	78.8
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	75.4	0.06	0.01	—	78.8
Other Asphalt Surfaces	—	—	—	—	—	—	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	75.4	0.06	0.01	—	78.8
Annual	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	12.5	0.01	< 0.005	—	13.0
Other Asphalt Surfaces	—	—	—	—	—	—	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	12.5	0.01	< 0.005	—	13.0

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

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

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

Unrefrigerated Warehouse-No Rail	0.03	0.55	0.46	< 0.005	0.04	0.04	658	0.06	< 0.005	—	660
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	0.03	0.55	0.46	< 0.005	0.04	0.04	658	0.06	< 0.005	—	660
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.03	0.55	0.46	< 0.005	0.04	0.04	658	0.06	< 0.005	—	660
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	0.03	0.55	0.46	< 0.005	0.04	0.04	658	0.06	< 0.005	—	660
Annual	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.01	0.10	0.08	< 0.005	0.01	0.01	109	0.01	< 0.005	—	109
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	0.01	0.10	0.08	< 0.005	0.01	0.01	109	0.01	< 0.005	—	109

4.3. Area Emissions by Source

4.3.1. Unmitigated

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

Source	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	3.00	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.18	—	—	—	—	—	—	—	—	—	—

Landscape Equipment	1.00	0.05	6.09	< 0.005	0.01	0.01	25.0	< 0.005	< 0.005	—	25.1
Total	4.19	0.05	6.09	< 0.005	0.01	0.01	25.0	< 0.005	< 0.005	—	25.1
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	3.00	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.18	—	—	—	—	—	—	—	—	—	—
Total	3.19	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.55	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.03	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.09	< 0.005	0.55	< 0.005	< 0.005	< 0.005	2.04	< 0.005	< 0.005	—	2.05
Total	0.67	< 0.005	0.55	< 0.005	< 0.005	< 0.005	2.04	< 0.005	< 0.005	—	2.05

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)											
Land Use	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	89.4	6.38	0.15	—	295
Other Asphalt Surfaces	—	—	—	—	—	—	0.09	< 0.005	< 0.005	—	0.09
Total	—	—	—	—	—	—	89.5	6.38	0.15	—	295

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	89.4	6.38	0.15	—	—	—	295	—
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	0.09	< 0.005	< 0.005	—	—	—	0.09	—
Total	—	—	—	—	—	—	—	—	89.5	6.38	0.15	—	—	—	295	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	14.8	1.06	0.03	—	—	—	48.8	—
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	0.01	< 0.005	< 0.005	—	—	—	0.02	—
Total	—	—	—	—	—	—	—	—	14.8	1.06	0.03	—	—	—	48.8	—

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	70.9	7.09	0.00	—	248
Other Asphalt Surfaces	—	—	—	—	—	—	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	70.9	7.09	0.00	—	248
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	70.9	7.09	0.00	—	248

Other Asphalt Surfaces	—	—	—	—	—	—	0.00	0.00	0.00	—	—	0.00
Total	—	—	—	—	—	—	70.9	7.09	0.00	—	—	248
Annual	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	11.7	1.17	0.00	—	—	41.1
Other Asphalt Surfaces	—	—	—	—	—	—	0.00	0.00	0.00	—	—	0.00
Total	—	—	—	—	—	—	11.7	1.17	0.00	—	—	41.1

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

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

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

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

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

Equipment Type	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2T	CH4	N2O	R	CO2e

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

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

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

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

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

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

Equipment Type	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2T	CH4	N2O	R	CO2e

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

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

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

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

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

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

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

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

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

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

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

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Site Preparation	Site Preparation	3/2/2026	3/13/2026	5.00	10.0	—
Grading	Grading	3/14/2026	4/10/2026	5.00	20.0	—
Building Construction	Building Construction	4/11/2026	9/18/2026	5.00	115	—
Paving	Paving	9/19/2026	10/16/2026	5.00	20.0	—
Architectural Coating	Architectural Coating	10/17/2026	11/13/2026	5.00	20.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Back hoes	Diesel	Average	4.00	8.00	84.0	0.37
Grading	Excavators	Diesel	Average	1.00	8.00	36.0	0.38
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40

Grading	Tractors/Loaders/Back hoes	Diesel	Average	3.00	8.00	84.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	7.00	367	0.29
Building Construction	Forklifts	Diesel	Average	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Back hoes	Diesel	Average	3.00	7.00	84.0	0.37
Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Paving	Pavers	Diesel	Average	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	—	—	—	—
Site Preparation	Worker	17.5	12.0	LDA,LDT1,LDT2
Site Preparation	Vendor	—	7.63	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	15.0	12.0	LDA,LDT1,LDT2
Grading	Vendor	—	7.63	HHDT,MHDT
Grading	Hauling	0.00	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	58.8	12.0	LDA,LDT1,LDT2

Building Construction	Vendor	22.9	7.63	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	15.0	12.0	LDA,LDT1,LDT2
Paving	Vendor	—	7.63	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	11.8	12.0	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	7.63	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

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

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	0.00	0.00	210,000	70,000	5,333

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Site Preparation	—	—	15.0	0.00	—
Grading	—	—	20.0	0.00	—
Paving	0.00	0.00	0.00	0.00	2.04

5.6.2. Construction Earthmoving Control Strategies

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

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Unrefrigerated Warehouse-No Rail	0.00	0%
Other Asphalt Surfaces	2.04	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2026	0.00	589	0.03	< 0.005

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Year
Unrefrigerated Warehouse-No Rail	203	203	74,095	1,654	1,654	603,626

Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
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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	210,000	70,000	5,333

5.10.3. Landscape Equipment

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

5.11. Operational Energy Consumption

5.11.1. Unmitigated

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

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Unrefrigerated Warehouse-No Rail	610,394	45.1	0.0330	0.0040	2,053,397
Other Asphalt Surfaces	0.00	45.1	0.0330	0.0040	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Unrefrigerated Warehouse-No Rail	32,375,000	216,765
Other Asphalt Surfaces	0.00	132,794

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Unrefrigerated Warehouse-No Rail	132	—
Other Asphalt Surfaces	0.00	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
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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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6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	19.0	annual days of extreme heat
Extreme Precipitation	5.65	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	30.4	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi. Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about $\frac{3}{4}$ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi. Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

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

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

6.3. Adjusted Climate Risk Scores

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

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.	
Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	57.0
AQ-PM	24.6
AQ-DPM	18.4
Drinking Water	17.6
Lead Risk Housing	60.5

Pesticides	42.9
Toxic Releases	9.21
Traffic	17.0
Effect Indicators	—
CleanUp Sites	69.1
Groundwater	55.4
Haz Waste Facilities/Generators	9.56
Impaired Water Bodies	0.00
Solid Waste	83.8
Sensitive Population	—
Asthma	13.0
Cardio-vascular	39.2
Low Birth Weights	46.3
Socioeconomic Factor Indicators	—
Education	64.8
Housing	60.6
Linguistic	39.8
Poverty	72.4
Unemployment	18.3

7.2. Healthy Places Index Scores

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

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	23.86757346
Employed	21.14718337
Median HI	28.74374439
Education	—

Bachelor's or higher	27.70435006
High school enrollment	3.06685487
Preschool enrollment	44.86077249
Transportation	—
Auto Access	22.93083537
Active commuting	35.15975876
Social	—
2-parent households	52.07237264
Voting	58.92467599
Neighborhood	—
Alcohol availability	71.57705633
Park access	28.01231875
Retail density	67.74027974
Supermarket access	50.28872065
Tree canopy	54.36930579
Housing	—
Homeownership	36.39163352
Housing habitability	22.25073784
Low-inc homeowner severe housing cost burden	48.06877967
Low-inc renter severe housing cost burden	37.44385987
Uncrowded housing	28.58976004
Health Outcomes	—
Insured adults	11.68997819
Arthritis	0.0
Asthma ER Admissions	70.7
High Blood Pressure	0.0
Cancer (excluding skin)	0.0
Asthma	0.0

Coronary Heart Disease	0.0
Chronic Obstructive Pulmonary Disease	0.0
Diagnosed Diabetes	0.0
Life Expectancy at Birth	29.9
Cognitively Disabled	25.4
Physically Disabled	20.3
Heart Attack ER Admissions	63.3
Mental Health Not Good	0.0
Chronic Kidney Disease	0.0
Obesity	0.0
Pedestrian Injuries	79.3
Physical Health Not Good	0.0
Stroke	0.0
Health Risk Behaviors	—
Binge Drinking	0.0
Current Smoker	0.0
No Leisure Time for Physical Activity	0.0
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	23.1
Elderly	42.6
English Speaking	18.3
Foreign-born	42.8
Outdoor Workers	8.0
Climate Change Adaptive Capacity	—
Impervious Surface Cover	78.1
Traffic Density	27.7

Traffic Access	23.0
Other Indices	—
Hardship	67.9
Other Decision Support	—
2016 Voting	59.9

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	34.0
Healthy Places Index Score for Project Location (b)	18.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

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

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Land Use	Total project site 5.37 gross acres. 10% of project site landscaped
Construction: Construction Phases	No demolition required. Building Construction phase reduced in half (230 default days = 115 days used) to account for modular buildings.

Operations: Vehicle Data	Daily trip rate of 1.45 per KSF from Traffic Analysis
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Petroleum Fuel Usage Calculations

Construction-Related Petroleum Fuels

The off-road construction equipment fuel usage was calculated through use of the off-road equipment assumptions utilized in the CalEEMod model run provided in Appendix A and the fuel usage calculations provided in the 2017 Off-road Diesel Emission Factors spreadsheet, prepared by CARB. The Spreadsheet provides the following formula to calculate fuel usage from off-road equipment:

$$\text{Fuel Used} = \text{Load Factor} \times \text{Horsepower} \times \text{Total Operational Hours} \times \text{BSFC} / \text{Unit Conversion}$$

Where:

Load Factor - Obtained from CalEEMod default values

Horsepower – Obtained from CalEEMod default values

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

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

Unit Conversion – Converts pounds to gallons = 7.109

The Following Table shows the off-road construction equipment fuel calculations based on the above formula, which shows that the off-road equipment utilized during construction of the proposed project would consume 19,641 gallons of diesel fuel.

Off-Road Construction Equipment Modeled in CalEEMod and Fuel Used

Equipment Type	Equipment Quantity	Horse-Power	Load Factor	Operating Hours Per Day	Total Operational Hours ¹	Fuel Used (gallons)
Site Preparation						
Rubber Tired Dozers	3	367	0.4	8	240	1,819
Tractors/Loaders/Backhoes	4	84	0.37	8	320	571
Grading						
Excavator	1	36	0.38	8	160	126
Grader	1	148	0.41	8	160	501
Rubber Tired Dozer	1	367	0.4	8	160	1,213
Tractors/Loaders/Backhoes	3	84	0.37	8	480	856
Building Construction						
Crane	1	367	0.29	7	805	4,423
Forklifts	3	82	0.2	8	2,760	2,598
Generator Set	1	14	0.74	8	920	547
Tractors/Loaders/Backhoes	3	84	0.37	7	2,415	4,308
Welder	1	46	0.45	8	920	1,093
Paving						
Pavers	2	81	0.42	8	320	625

Equipment Type	Equipment Quantity	Horse-Power	Load Factor	Operating Hours Per Day	Total Operational Hours ¹	Fuel Used (gallons)
Paving Equipment	2	89	0.36	8	320	588
Rollers	2	36	0.38	8	320	251
Architectural Coatings						
Air Compressor	1	37	0.48	6	120	122
Total Off-Road Equipment Diesel Fuel used during Construction (gallons)						19,641

Notes:

¹ Based on 10 days for Site Preparation, 20 days for Grading, 115 days for Building Construction, 20 days for Paving, and 20 days for Architectural Coatings.

Source: CalEEMod Version 2022.1, CARB, 2017.

The on-road construction-related vehicle trips fuel usage was calculated through use of the default construction vehicle trip assumptions from the CalEEMod model run. The calculated total construction miles were then divided by the fleet average for San Diego County miles per gallon rates for the year 2026 that were calculated through use of the EMFAC2025 model and the EMFAC2025 model printouts are attached. The worker trips were based on the combined fleet average miles per gallon rates for gasoline powered automobiles, SUVs and pickup trucks and the vendor and haul truck trips were based on the combined T4, T5, T6 and T7 diesel trucks fleet average miles per gallon rate. The following Table shows the on-road construction vehicle trips modeled in CalEEMod and the fuel usage calculations. which shows that the on-road construction-related vehicle trips would consume 4,117 gallons of gasoline and 2,725 gallons of diesel fuel during construction of the proposed project.

On-Road Construction Vehicle Trips Modeled in CalEEMod and Fuel Used

Vehicle Trip Types / Fuel Type	Daily Trips	Trip Length (miles)	Total per Day (miles)	Total per Phase (miles)	Fleet Average Miles per Gallon	Fuel Used (gallons)
Site Preparation						
Worker (Gasoline)	17.5	12	210	2,100	22.7	93
Grading						
Worker (Gasoline)	15	12	180	3,600	22.7	159
Building Construction						
Worker (Gasoline)	58.8	12	706	81,144	22.7	3,581
Vendor (Diesel)	22.9	7.63	175	20,094	7.4	2,725
Paving						
Worker (Gasoline)	15	12	180	3,600	22.7	159
Architectural Coatings						
Worker (Gasoline)	11.8	12	142	2,832	22.7	125
Total Gasoline Fuel Used from On-Road Construction Trips (gallons)						4,117
Total Diesel Fuel Used from On-Road Construction Trips (gallons)						2,725

Notes:

¹ Based on 10 days for Site Preparation, 20 days for Grading, 115 days for Building Construction, 20 days for Paving, and 20 days for Architectural Coatings.

Source: CalEEMod Version 2022.1, CARB, 2017.

Source: EMFAC2025 (v2.0.0) Emissions Inventory

Region Type: Sub-Area

Region: San Diego (SD)

Calendar Year: 2026

Season: Annual

Vehicle Classification: EMFAC202Y Categories

Units: miles/day for Combustion VMT and Electric VMT, trips/day for Trips, tons/day for Emissions, 1000 gallons/day for Fuel Consumption, kWh/day for Energy Consumption, k

Region	Calendar Y	Vehicle Category	Model Year	Speed	Fuel	Population	Total VMT	Trips	NH3_RUNE	Fuel Consumption
San Diego (	2026	LDA	Aggregate	Aggregate	Gasoline	920234.6	25905779.6	3963386	0.84526	985.453754
San Diego (	2026	LDT1	Aggregate	Aggregate	Gasoline	121676.4	3508603.64	495591.4	0.132614	157.607453
San Diego (	2026	LDT2	Aggregate	Aggregate	Gasoline	588580	20003286.3	2821387	0.685904	899.574276
San Diego (	2026	MCY	Aggregate	Aggregate	Gasoline	71146.12	388833.851	136412.7	0.003823	9.8234969
San Diego (	2026	MDV	Aggregate	Aggregate	Gasoline	345030	11604322.1	1569916	0.39829	639.443516
San Diego (	2026	MH	Aggregate	Aggregate	Gasoline	11837.13	101369.47	1258.193	0.005012	22.9867153
San Diego (	2026	T6 Instate Delivery Class 4	Aggregate	Aggregate	Diesel	700.5148	20599.5586	9996.347	0.00495	2.52226934
San Diego (	2026	T6 Instate Delivery Class 5	Aggregate	Aggregate	Diesel	617.838	18274.305	8816.548	0.00441	2.22771841
San Diego (	2026	T6 Instate Delivery Class 6	Aggregate	Aggregate	Diesel	1795.734	52689.7325	25625.12	0.012712	6.37827087
San Diego (	2026	T6 Instate Delivery Class 7	Aggregate	Aggregate	Diesel	459.0462	21970.7395	6550.59	0.005307	2.62218565
San Diego (	2026	T6 Instate Other Class 4	Aggregate	Aggregate	Diesel	1454.249	51641.8913	16811.12	0.012356	6.23766506
San Diego (	2026	T6 Instate Other Class 5	Aggregate	Aggregate	Diesel	4483.052	165791.302	51824.08	0.040057	19.6310569
San Diego (	2026	T6 Instate Other Class 6	Aggregate	Aggregate	Diesel	4033.84	153177.004	46631.19	0.036985	17.8194216
San Diego (	2026	T6 Instate Other Class 7	Aggregate	Aggregate	Diesel	1635.944	68507.9769	18911.51	0.016528	7.97496794
San Diego (	2026	T6 Instate Tractor Class 6	Aggregate	Aggregate	Diesel	20.13931	947.875948	232.8104	0.000229	0.10472536
San Diego (	2026	T6 Instate Tractor Class 7	Aggregate	Aggregate	Diesel	340.272	19664.7869	3933.544	0.004753	2.02201256
San Diego (	2026	T6 Utility Class 5	Aggregate	Aggregate	Diesel	186.9127	6969.36332	2392.482	0.00169	0.82282712
San Diego (	2026	T6 Utility Class 6	Aggregate	Aggregate	Diesel	512.4259	24333.0578	6559.052	0.005901	2.89327055
San Diego (	2026	T6 Utility Class 7	Aggregate	Aggregate	Diesel	83.842	4347.98374	1073.178	0.001054	0.50926459
San Diego (	2026	T7 Single Concrete/Transit Mix	Aggregate	Aggregate	Diesel	323.0612	21308.7764	3043.236	0.005147	3.52737591
San Diego (	2026	T7 Single Dump Class 8	Aggregate	Aggregate	Diesel	982.1555	51902.1016	9251.905	0.012548	8.93220634
San Diego (	2026	T7 Single Other Class 8	Aggregate	Aggregate	Diesel	1583.8	92264.0736	14919.4	0.022197	15.4231469
San Diego (	2026	T7 Tractor Class 8	Aggregate	Aggregate	Diesel	3058.475	253156.03	44439.64	0.061269	39.5600424
San Diego (	2026	T7 Utility Class 8	Aggregate	Aggregate	Diesel	104.1772	4449.89616	1333.468	0.001079	0.74006436
Worker (Autos) vehicle miles per day						61,512,195	2,715 1,000 gall per day			
Workers (Autos) Avg Miles per gallon						22.7	2,714,889 gallons per day			
Diesel Truck vehicle miles per day						1,031,996	140 1,000 gall per day			
Diesel Truck Fleet Avg Miles per gallon						7.4	139,948 gallons per day			