

**C-STORE GAS STATION
AND QSR (2ND & SR91)
AIR QUALITY, GLOBAL CLIMATE CHANGE,
AND ENERGY IMPACT ANALYSIS**

City of Corona

September 7, 2023



Traffic Engineering • Transportation Planning • Parking • Noise & Vibration
Air Quality • Global Climate Change • Health Risk Assessment

C-STORE GAS STATION AND QSR (2ND & SR91) AIR QUALITY, GLOBAL CLIMATE CHANGE, AND ENERGY IMPACT ANALYSIS

City of Corona

September 7, 2023

prepared by
Katie Wilson, MS
Catherine Howe, MS



GANDDINI GROUP INC.
555 Park Center Drive, Suite 225
Santa Ana, California 92705
(714) 795-3100 | ganddini.com

Project No. 19633

TABLE OF CONTENTS

EXECUTIVE SUMMARY	IV
1. INTRODUCTION.....	1
Purpose and Objectives.....	1
Project Location	1
Project Description.....	1
Phasing and Timing	1
Sensitive Receptors in Project Vicinity	1
2. AIR QUALITY ANALYSIS	5
Existing Air Quality Conditions	5
Local Air Quality	5
Pollutants	7
Other Pollutants of Concern	9
Regulatory Setting.....	9
Federal – United States Environmental Protection Agency	10
State – California Air Resources Board	10
Regional.....	11
Air Quality Guidance Documents.....	15
Local – City of Corona.....	16
Monitored Air Quality.....	20
Ozone	20
Carbon Monoxide.....	20
Nitrogen Dioxide	20
Particulate Matter.....	20
Air Quality Standards.....	23
Significance Thresholds.....	23
Regional Air Quality	24
Local Air Quality	24
Toxic Air Contaminants	24
Odor Impacts.....	25
Short-Term Construction Emissions	27
Methodology	27
Construction-Related Regional Impacts	28
Construction-Related Local Impacts	28
Construction-Related Health Impacts.....	29
Construction-Related Toxic Air Contaminant Impacts	29
Construction-Related Odor Impacts.....	30
Long-Term Operational Emissions	34
Operations-Related Regional Air Quality Impacts	34
Operations-Related Local Air Quality Impacts	35
Operations-Related Health Impacts.....	36
Operations-Related Toxic Air Contaminant Impacts.....	36
Operations-Related Odor Impacts	37
Cumulative Air Quality Impacts	40
Project Specific Impacts	40
Air Quality Compliance.....	40
3. GLOBAL CLIMATE CHANGE ANALYSIS.....	43
Existing Greenhouse Gas Environment.....	43
Water Vapor.....	43
Carbon Dioxide (CO ₂).....	43

Methane (CH ₄).....	44
Nitrous Oxide (N ₂ O).....	44
Chlorofluorocarbons (CFC).....	44
Hydrofluorocarbons (HFC).....	44
Perfluorocarbons (PFC).....	44
Sulfur Hexafluoride (SF ₆).....	45
Aerosols.....	45
Global Warming Potential.....	45
Greenhouse Gas Standards and Regulation.....	47
International.....	47
Federal.....	47
State of California.....	50
Regional – South Coast Air Quality Management District.....	61
Local – City of Corona.....	63
Significance Thresholds.....	65
Appendix G of State CEQA Guidelines.....	65
Thresholds of Significance for this Project.....	65
Methodology.....	65
Project Greenhouse Gas Emissions.....	66
Consistency With Applicable Greenhouse Gas Reduction Plans and Policies.....	66
Cumulative Greenhouse Gas Impacts.....	68
4. ENERGY ANALYSIS.....	69
Existing Conditions.....	69
Overview.....	69
Electricity.....	70
Natural Gas.....	70
Transportation Energy Resources.....	71
Regulatory Background.....	71
Federal Regulations.....	71
State Regulations.....	72
Project Energy Demands and Energy Efficiency Measures.....	78
Evaluation Criteria.....	78
Methodology.....	78
Construction Energy Demands.....	78
Operational Energy Demands.....	80
Renewable Energy and Energy Efficiency Plan Consistency.....	81
Conclusions.....	82
5. EMISSIONS REDUCTION MEASURES.....	92
Construction Measures.....	92
Operational Measures.....	92
6. REFERENCES.....	93

Appendices

Appendix A Glossary

Appendix B CalEEMod Model Detailed Report and EMFAC Data

Appendix C Corona Climate Action Plan Update Screening Tables

List of Tables

Table 1. Local Monthly Climate Data 6

Table 2. State and Federal Criteria Pollutant Standards 18

Table 3. South Coast Air Basin Attainment Status 19

Table 4. Air Quality Monitoring Summary 22

Table 5. SCAQMD Air Quality Significance Thresholds 26

Table 6. Construction-Related Regional Pollutant Emissions 31

Table 7. Maximum Number of Acres Disturbed Per Day 32

Table 8. Local Construction Emissions at the Nearest Receptors 33

Table 9. Regional Operational Pollutant Emissions 38

Table 10. Local Operational Emissions at the Nearest Receptors 39

Table 11. Global Warming Potentials and Atmospheric Lifetimes 46

Table 12. Project-Related Greenhouse Gas Emissions 67

Table 13. Total Electricity System Power (California 2021) 83

Table 14. SCE 2021 Power Content Mix 84

Table 15. Project Construction Power Cost and Electricity Usage 85

Table 16. Construction Equipment Fuel Consumption Estimates 86

Table 17. Construction Worker Fuel Consumption Estimates 87

Table 18. Construction Vendor Fuel Consumption Estimates (MHD & HHD Trucks) 88

Table 19. Construction Hauling Fuel Consumption Estimates (HHD Trucks) 89

Table 20. Estimated Vehicle Operations Fuel Consumption 90

Table 21. Project Annual Operational Energy Demand Summary 91

List of Figures

Figure 1. Project Location Map 3

Figure 2. Site Plan 4

EXECUTIVE SUMMARY

The purpose of this air quality, global climate change, and energy impact analysis is to provide an assessment of the impacts resulting from development of the proposed project and to identify measures that may be necessary to reduce potentially significant impacts.

Construction-Source Emissions

Project construction-source emissions would not exceed applicable regional thresholds of significance established by the South Coast Air Quality Management District (SCAQMD). For localized emissions, the project will not exceed applicable Localized Significance Thresholds (LSTs) established by the SCAQMD.

Project construction-source emissions would not conflict with the Basin Air Quality Management Plan (AQMP). As discussed herein, the project will comply with all applicable SCAQMD construction-source emission reduction rules and guidelines. Project construction source emissions would not cause or substantively contribute to violation of the California Ambient Air Quality Standards (CAAQS) or National Ambient Air Quality Standards (NAAQS).

Given the temporary and short-term construction schedule, the project would not result in a long-term (i.e., lifetime or 30-year) exposure to TACs as a result of project construction. Furthermore, construction-based particulate matter (PM) emissions (including diesel exhaust emissions) do not exceed any local or regional thresholds. Therefore, impacts from TACs during construction would be less than significant.

Established requirements addressing construction equipment operations, and construction material use, storage, and disposal requirements act to minimize odor impacts that may result from construction activities. Moreover, 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 considered less than significant.

Operational-Source Emissions

Project operational-sourced emissions would not exceed applicable regional thresholds of significance established by the SCAQMD. Project operational-source emissions would not result in or cause a significant localized air quality or toxic air contaminant (TAC) impacts as discussed in the Operations-Related Local Air Quality Impacts section of this report. Additionally, project-related trips will not cause or result in CO concentrations exceeding applicable state and/or federal standards (CO "hotspots"). Project operational-source emissions would therefore not adversely affect sensitive receptors within the vicinity of the project.

Project operational-source emissions would not conflict with the Basin Air Quality Management Plan (AQMP). The project's emissions meet SCAQMD regional thresholds and will not result in a significant cumulative impact. The project does not propose any such uses or activities that would result in potentially significant operational-source odor impacts. Potential operational-source odor impacts are therefore considered less than significant.

Greenhouse Gases

Project-related GHG emissions would not exceed the SCAQMD draft screening threshold of 3,000 MTCO_{2e} per year for all land uses. In addition, the proposed project garners 100 points in the City of Corona CAP Update screening tables to be in compliance with the CAP. Therefore, the proposed project's GHG emissions are considered to be less than significant.

Furthermore, as the project's GHG emissions would not exceed the SCAQMD screening threshold (based on EO S-3-05) and garners at least 100 points in the City of Corona CAP Update screening tables, the project

would not conflict with the goals of SB-32, the CARB Scoping Plan, or the City of Corona CAP Update; therefore, the project would not conflict with an applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases and impacts are considered to be less than significant.

Energy

For new developments such as that proposed by the C-Store Gas Station and QSR (2nd & SR91) project, compliance with California Building Standards Code Title 24 energy efficiency requirements (CALGreen), are considered demonstrable evidence of efficient use of energy. As discussed below, the project would provide for, and promote, energy efficiencies required under other applicable federal and State of California standards and regulations, and in so doing would meet or exceed all California Building Standards Code Title 24 standards. Moreover, energy consumed by the project's operation is calculated to be comparable to, or less than, energy consumed by other commercial uses of similar scale and intensity that are constructed and operating in California. On this basis, the project would not result in the inefficient, wasteful, or unnecessary consumption of energy. Impacts are considered to be less than significant.

1. INTRODUCTION

This section describes the purpose of this air quality, global climate change, and energy impact analysis, project location, proposed development, and study area. Figure 1 shows the project location map and Figure 2 illustrates the project site plan.

PURPOSE AND OBJECTIVES

This study was performed to address the possibility of regional/local air quality impacts and global climate change impacts, from project related air emissions. The objectives of the study include:

- documentation of the atmospheric setting
- discussion of criteria pollutants and greenhouse gases
- discussion of the air quality and global climate change regulatory framework
- analysis of the construction related air quality and greenhouse gas emissions
- analysis of the operations related air quality and greenhouse gas emissions
- analysis of the conformity of the proposed project with the SCAQMD AQMP
- analysis of the project's energy use during construction and operation
- recommendations for mitigation measures

The City of Corona is the lead agency for this air quality and greenhouse gas analysis, in accordance with the California Environmental Quality Act authorizing legislation. Although this is a technical report, every effort has been made to write the report clearly and concisely. To assist the reader with terms unique to air quality and global climate change, a definition of terms has been provided in Appendix A.

PROJECT LOCATION

The 1.4-acre project site is located between 2nd Street and the eastbound on-ramp for the State Route 91 Freeway in the City of Corona, California. The project site is currently vacant. A vicinity map showing the project location is provided on Figure 1.

PROJECT DESCRIPTION

The proposed project involves construction of a 3,750 square foot convenience store gas station with seven fuel pumps (14 vehicle fueling positions) and a 1,900 square foot quick service restaurant with drive through window. Figure 2 illustrates the proposed site plan.

PHASING AND TIMING

The proposed project is anticipated to be operational in 2025. The project is anticipated to be built in one phase with project construction anticipated to start no sooner than the beginning of July 2024 taking approximately eight months to complete. Even if construction was to occur any time after the respective dates, the analysis represents "worst-case" since emission factors for construction decrease as time passes and the analysis year increases due to emission regulations becoming more stringent.¹

SENSITIVE RECEPTORS IN PROJECT VICINITY

Those who are sensitive to air pollution include children, the elderly, and persons with preexisting respiratory or cardiovascular illness. For purposes of CEQA, the SCAQMD considers a sensitive receptor to be a location

¹ As shown in the California Emissions Estimator Model (CalEEMod) User's Guide Version 2020.4.0, Section 4.3.2 "OFFROAD Equipment" as the analysis year increases, emission factors for the same equipment pieces decrease due to the natural turnover of older equipment being replaced by newer less polluting equipment and new regulatory requirements.

where a sensitive individual could remain for 24 hours, such as residences, hospitals, or convalescent facilities (South Coast Air Quality Management District 2008). Commercial and industrial facilities are not included in the definition because employees do not typically remain on-site for 24 hours.

The nearest sensitive receptors to the project site include: the existing multi-family residential uses located approximately 460 feet (~140 meters) southeast (along Buena Vista Avenue), 570 feet (~174 meters) south, and 781 feet (~238 meters) west (along D Street); the mobile home parks located approximately 796 feet (~243 meters) southwest (along Lincoln Avenue) and 315 feet (~96 meters) north (across SR-91); the school use located approximately 327 feet (~100 meters) southeast (along Buena Vista Avenue); and the transient lodging use located approximately 645 feet (~197 meters) west (along Lincoln Avenue) of the project site. Other air quality sensitive land uses are located further from the project site and would experience lower impacts.



Figure 1
Project Location Map

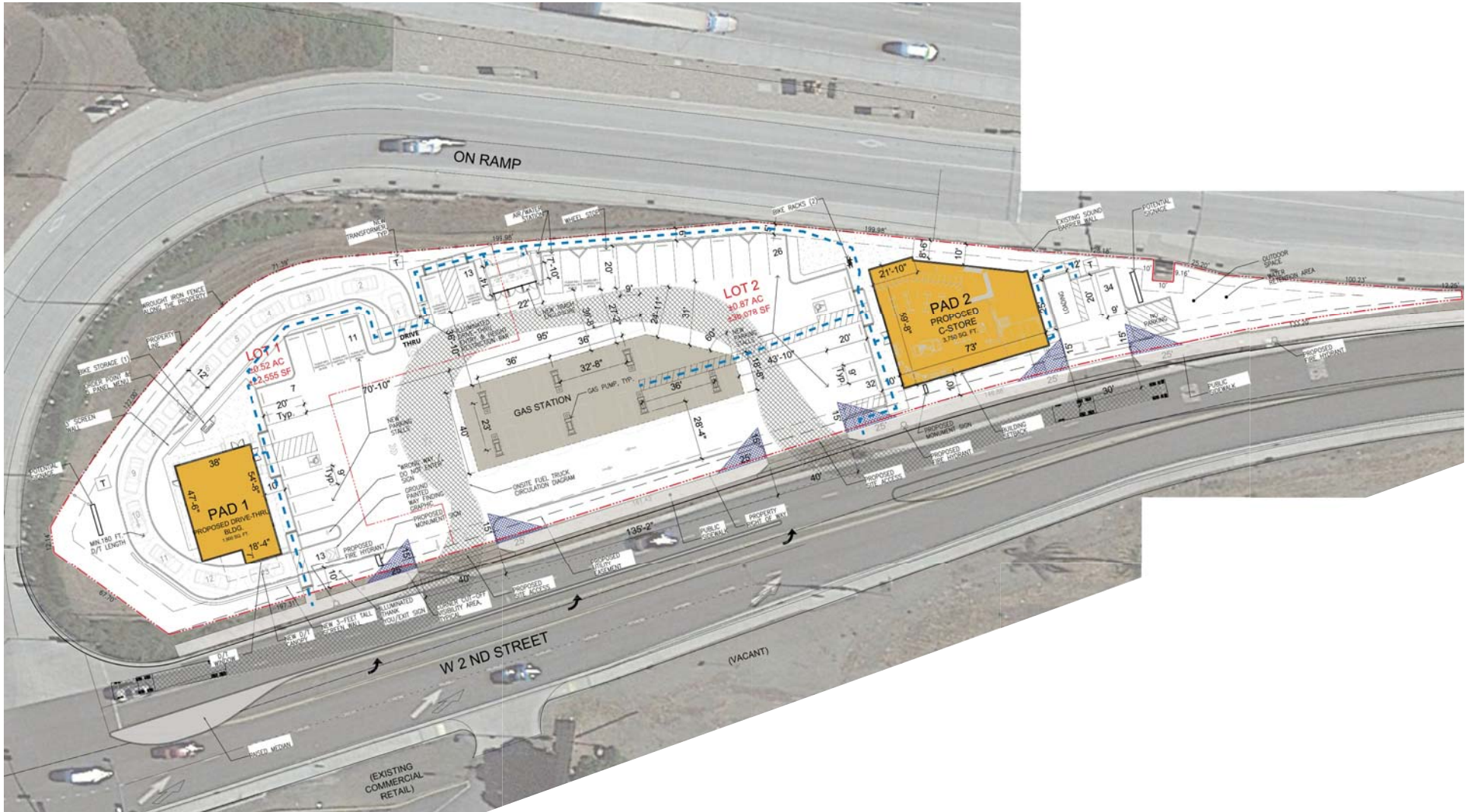


Figure 2
Site Plan

2. AIR QUALITY ANALYSIS

EXISTING AIR QUALITY CONDITIONS

Local Air Quality

The project is located within the City of Corona in the portion of Riverside County that lies within the South Coast Air Basin (Basin). The project area is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The Basin is a 6,600-square-mile coastal plain bounded by the Pacific Ocean to the southwest and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The Basin includes the non-desert portions of Los Angeles, Riverside, and San Bernardino counties, and all of Orange County.

The ambient concentrations of air pollutants are determined by the amount of emissions released by sources and the atmosphere's ability to transport and dilute such emissions. Natural factors that affect transport and dilution include terrain, wind, atmospheric stability, and sunlight. Therefore, existing air quality conditions in the area are determined by such natural factors as topography, meteorology, and climate, in addition to the amount of emissions released by existing air pollutant sources.

Atmospheric conditions such as wind speed, wind direction, and air temperature gradients interact with the physical features of the landscape to determine the movement and dispersal of air pollutants. The topography and climate of southern California combine to make the Basin an area of high air pollution potential. The Basin is a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean to the west and high mountains around the rest of the perimeter. The general region lies in the semi-permanent high-pressure zone of the eastern Pacific, resulting in a mild climate tempered by cool sea breezes with light average wind speeds.

The usually mild climatological pattern is disrupted occasionally by periods of extremely hot weather, winter storms, or Santa Ana winds. During the summer months, a warm air mass frequently descends over the cool, moist marine layer produced by the interaction between the ocean's surface and the lowest layer of the atmosphere. The warm upper layer forms a cap over the cool marine layer and inhibits the pollutants in the marine layer from dispersing upward. In addition, light winds during the summer further limit ventilation. Furthermore, sunlight triggers the photochemical reactions that produce ozone. The region experiences more days of sunlight than any other major urban area in the nation except Phoenix (SCAQMD, 2007).

The temperature and precipitation levels for the City of Corona are shown below in Table 1. Table 1 shows that August is typically the warmest month and January and December are typically the coolest months. Rainfall in the project area varies considerably in both time and space. Almost all the annual rainfall comes from the fringes of mid-latitude storms from late November to early April, with summers being almost completely dry.

Table 1
Local Monthly Climate Data

Descriptor	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Avg. Max. Temperature	68.4	70.9	72.4	77.5	81.7	86.1	92.0	93.3	89.6	82.0	70.5	67.4
Avg. Min. Temperature	40.6	42.7	44.0	47.1	51.5	55.4	59.5	61.5	59.2	52.5	44.1	40.6
Avg. Total Precipitation (in.)	1.79	2.06	2.19	0.95	0.22	0.01	0.03	0.12	0.53	0.88	1.82	1.96

Source: <https://wrcc.dri.edu/cgi-bin/cliMAIN.pl?ca2031>

Data from the Corona, CA station (042031).

Pollutants

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

Criteria Pollutants

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

Nitrogen Dioxides

Nitrogen Oxides (NO_x) is the generic term for a group of highly reactive gases which contain nitrogen and oxygen. While most NO_x are colorless and odorless, concentrations of nitrogen dioxide (NO₂) can often be seen as a reddish-brown layer over many urban areas. NO_x form when fuel is burned at high temperatures, as in a combustion process. The primary manmade sources of NO_x are motor vehicles, electric utilities, and other industrial, commercial, and residential sources that burn fuel. NO_x reacts with other pollutants to form, ground-level ozone, nitrate particles, acid aerosols, as well as NO₂, which cause respiratory problems. NO_x and the pollutants formed from NO_x can be transported over long distances, following the patterns of prevailing winds. Therefore, controlling NO_x is often most effective if done from a regional perspective, rather than focusing on the nearest sources.

Ozone

Ozone (O₃) is not usually emitted directly into the air but at ground-level is created by a chemical reaction between NO_x and volatile organic compounds (VOC) in the presence of sunlight. Motor vehicle exhaust, industrial emissions, gasoline vapors, chemical solvents as well as natural sources emit NO_x and VOC that help form ozone. Ground-level ozone is the primary constituent of smog. Sunlight and hot weather cause ground-level ozone to form with the greatest concentrations usually occurring downwind from urban areas. Ozone is subsequently considered a regional pollutant. Ground-level ozone is a respiratory irritant and an oxidant that increases susceptibility to respiratory infections and can cause substantial damage to vegetation and other materials. Because NO_x and VOC are ozone precursors, the health effects associated with ozone are also indirect health effects associated with significant levels of NO_x and VOC emissions.

Carbon Monoxide

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

traffic volumes and traffic congestion, active parking lots, and in automobile tunnels. Areas adjacent to heavily traveled and congested intersections are particularly susceptible to high CO concentrations.

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

Sulfur Dioxide

Sulfur Oxide (SOx) gases (including sulfur dioxide [SO₂]) are formed when fuel containing sulfur, such as coal and oil is burned, and from the refining of gasoline. SOx dissolve easily in water vapor to form acid and interacts with other gases and particles in the air to form sulfates and other products that can be harmful to people and the environment.

Lead

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

Particulate Matter

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

Reactive Organic Gases (ROG)

Although not a criteria pollutant, reactive organic gases (ROGs), or volatile organic compounds (VOCs), are defined as any compound of carbon—excluding carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate—that participates in atmospheric photochemical reactions. Although there are slight differences in the definition of ROGs and VOCs, the two terms are often used interchangeably. Indoor sources of VOCs include paints, solvents, aerosol sprays, cleansers, tobacco smoke, etc. Outdoor sources of VOCs are from combustion and fuel evaporation. A reduction in VOC emissions reduces certain chemical reactions that contribute to the formulation of ozone. VOCs are transformed into organic aerosols in the atmosphere, which contribute to higher PM₁₀ and lower visibility.

Other Pollutants of Concern

Toxic Air Contaminants

In addition to the above-listed criteria pollutants, toxic air contaminants (TACs) are another group of pollutants of concern. Sources of toxic air contaminants include industrial processes such as petroleum refining and chrome plating operations, commercial operations such as gasoline stations and dry cleaners, and motor vehicle exhaust. Cars and trucks release at least forty different toxic air contaminants. The most important of these toxic air contaminants, in terms of health risk, are diesel particulates, benzene, formaldehyde, 1,3-butadiene, and acetaldehyde. Public exposure to toxic air contaminants can result from emissions from normal operations as well as from accidental releases. Health effects of toxic air contaminants include cancer, birth defects, neurological damage, and death.

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

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

Asbestos

Asbestos is listed as a TAC by the ARB and as a Hazardous Air Pollutant by the EPA. Asbestos occurs naturally in mineral formations and crushing or breaking these rocks, through construction or other means, can release asbestiform fibers into the air. Asbestos emissions can result from the sale or use of asbestos-containing materials, road surfacing with such materials, grading activities, and surface mining. The risk of disease is dependent upon the intensity and duration of exposure. When inhaled, asbestos fibers may remain in the lungs and with time may be linked to such diseases as asbestosis, lung cancer, and mesothelioma. Naturally occurring asbestos is not present in Riverside County. The nearest likely locations of naturally occurring asbestos, as identified in the [General Location Guide for Ultramafic Rocks in California](#) prepared by the California Division of Mines and Geology, is located at Asbestos Mountain in the San Jacinto Mountains, approximately 67 miles southeast of the project site. Due to the distance to the nearest natural occurrences of asbestos, the project site is not likely to contain asbestos.

REGULATORY SETTING

The proposed project is addressed through the efforts of various international, federal, state, regional, and local government agencies. These agencies work jointly, as well as individually, to improve air quality through

legislation, regulations, planning, policy-making, education, and a variety of programs. The agencies responsible for improving the air quality are discussed below.

Federal – United States Environmental Protection Agency

The United States Environmental Protection Agency (EPA) is responsible for setting and enforcing the National Ambient Air Quality Standards (NAAQS) for atmospheric pollutants. It regulates emission sources that are under the exclusive authority of the federal government, such as aircraft, ships, and certain locomotives. The National Ambient Air Quality Standards (NAAQS) pollutants were identified using medical evidence and are shown below in Table 2.

The EPA and the California Air Resource Board (CARB) designate air basins where ambient air quality standards 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.” National nonattainment areas are further designated as marginal, moderate, serious, severe, or extreme as a function of deviation from standards. Each standard has a different definition, or ‘form’ of what constitutes attainment, based on specific air quality statistics. For example, the Federal 8-hour CO standard is not to be exceeded more than once per year; therefore, an area is in attainment of the CO standard if no more than one 8-hour ambient air monitoring values exceeds the threshold per year. In contrast, the Federal annual PM2.5 standard is met if the three-year average of the annual average PM2.5 concentration is less than or equal to the standard. Attainment status is shown in Table 3.

As part of its enforcement responsibilities, the EPA requires each state with federal nonattainment areas to prepare and submit a State Implementation Plan (SIP) that demonstrates the means to attain the national standards. The State Implementation Plan (SIP) must integrate federal, state, and local components and regulations to identify specific measures to reduce pollution, using a combination of performance standards and market-based programs within the timeframe identified in the State Implementation Plan (SIP).

As indicated below in Table 3, the Basin has been designated by the EPA as a non-attainment area for ozone (O₃) and suspended particulates (PM2.5). Currently, the Basin is in attainment with the ambient air quality standards for carbon monoxide (CO), lead, sulfur dioxide (SO₂), suspended particulate matter (PM-10), and nitrogen dioxide (NO₂).

State – California Air Resources Board

The California Air Resources Board (CARB), which is a part of the California Environmental Protection Agency, is responsible for the coordination and administration of both federal and state air pollution control programs within California. In this capacity, the CARB conducts research, sets the California Ambient Air Quality Standards (CAAQS), compiles emission inventories, develops suggested control measures, provides oversight of local programs, and prepares the State Implementation Plan (SIP). The California Ambient Air Quality Standards (CAAQS) for criteria pollutants are shown in Table 2. In addition, the CARB establishes emission standards for motor vehicles sold in California, consumer products (e.g., hairspray, aerosol paints, and barbeque lighter fluid), and various types of commercial equipment. Furthermore, the motor vehicle emission standards established by CARB include compliance with the Safer Affordable Fuel-Efficient Vehicles (SAFE) Rule, issued by NHTSA and EPA in March 2020 (published on April 30, 2020 and effective after June 29, 2020). The SAFE Rule sets fuel economy and carbon dioxide standards that increase 1.5 percent in stringency each year from model years 2021 through 2026, and apply to both passenger cars and light trucks. CARB. It also sets fuel specifications to further reduce vehicular emissions.

The South Coast Air Basin has been designated by the CARB as a nonattainment area for ozone, PM10 and PM2.5. Currently, the South Coast Air Basin is in attainment with the ambient air quality standards for CO, lead, SO₂, NO₂, and sulfates and is unclassified for visibility reducing particles and Hydrogen Sulfide.

On June 20, 2002, the CARB revised the PM10 annual average standard to 20 µg/m³ and established an annual average standard for PM2.5 of 12 µg/m³. These standards were approved by the Office of Administrative Law in June 2003 and are now effective. On September 27, 2007 CARB approved the South Coast Air Basin and the Coachella Valley 2007 Air Quality Management Plan for Attaining the Federal 8-hour Ozone and PM2.5 Standards. The plan projected attainment for the 8-hour Ozone standard by 2024 and the PM2.5 standard by 2015.

On December 12, 2008 the CARB adopted Resolution 08-43, which limits NOx, PM10 and PM2.5 emissions from on-road diesel truck fleets that operate in California. On October 12, 2009 Executive Order R-09-010 was adopted that codified Resolution 08-43 into Section 2025, Title 13 of the California Code of Regulations. This regulation requires that by the year 2023 all commercial diesel trucks that operate in California shall meet model year 2010 (Tier 4) or latter emission standards. In the interim period, this regulation provides annual interim targets for fleet owners to meet. This regulation also provides a few exemptions including a onetime per year 3-day pass for trucks registered outside of California.

The CARB is also responsible for regulations pertaining to toxic air contaminants. The Air Toxics “Hot Spots” Information and Assessment Act (AB 2588, 1987, Connelly) was enacted in 1987 as a means to establish a formal air toxics emission inventory risk quantification program. AB 2588, as amended, establishes a process that requires stationary sources to report the type and quantities of certain substances their facilities routinely release into the South Coast Air Basin. The data is ranked by high, intermediate, and low categories, which are determined by: the potency, toxicity, quantity, volume, and proximity of the facility to nearby receptors.

AB 617 Nonvehicular air pollution: criteria air pollutants and toxic air contaminants

This bill requires the state board to develop a uniform statewide system of annual reporting of emissions of criteria air pollutants and toxic air contaminants for use by certain categories of stationary sources. The bill requires those stationary sources to report their annual emissions of criteria air pollutants and toxic air contaminants, as specified. This bill required the state board, by October 1, 2018, to prepare a monitoring plan regarding technologies for monitoring criteria air pollutants and toxic air contaminants and the need for and benefits of additional community air monitoring systems, as defined. The bill requires the state board to select, based on the monitoring plan, the highest priority locations in the state for the deployment of community air monitoring systems. The bill requires an air district containing a selected location, by July 1, 2019, to deploy a system in the selected location. The bill would authorize the air district to require a stationary source that emits air pollutants in, or that materially affect, the selected location to deploy a fence-line monitoring system, as defined, or other specified real-time, on-site monitoring. The bill authorizes the state board, by January 1, 2020, and annually thereafter, to select additional locations for the deployment of the systems. The bill would require air districts that have deployed a system to provide to the state board air quality data produced by the system. By increasing the duties of air districts, this bill would impose a state-mandated local program. The bill requires the state board to publish the data on its Internet Web site.

Regional

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

South Coast Air Quality Management District

The SCAQMD develops rules and regulations, establishes permitting requirements for stationary sources, inspects emission sources, and enforces such measures through educational programs or fines, when necessary. The SCAQMD is directly responsible for reducing emissions from stationary, mobile, and indirect sources. It has responded to this requirement by preparing a sequence of AQMPs. On June 30, 2016, the SCAQMD released its Draft 2016 AQMP.

Air Quality Management Plan

The 2022 AQMP is a regional blueprint for achieving the federal air quality standards and healthful air. The 2022 AQMP includes both stationary and mobile source strategies to ensure that rapidly approaching attainment deadlines are met, that public health is protected to the maximum extent feasible, and that the region is not faced with burdensome sanctions if the Plan is not approved or if the NAAQS are not met on time. As with every AQMP, a comprehensive analysis of emissions, meteorology, atmospheric chemistry, regional growth projections, and the impact of existing control measures is updated with the latest data and methods. The most significant air quality challenge in the Basin is to reduce nitrogen oxide (NO_x) emissions sufficiently to meet the upcoming ozone standard deadlines.

In May 2022, the SCAQMD completed the 2022 AQMP. The 2022 AQMP is focused on attaining the 2015 8-hour ozone standard (70 ppb) for the South Coast Air Basin and Coachella Valley. The 2022 AQMP builds upon measures already in place from previous AQMPs. It also includes a variety of additional strategies such as regulation, accelerated deployment of available cleaner technologies (e.g., zero emission technologies, when cost-effective and feasible, and low NO_x technologies in other applications), best management practices, co-benefits from existing programs (e.g., climate and energy efficiency), incentives, and other CAA measures to achieve the 2015 8-hour ozone standard. The 2022 AQMP was adopted December 2, 2022, by SCAQMD Governing Board. The 2022 AQMP was approved and adopted by CARB on January 26, 2023. The 2022 AQMP strategy includes the following:²

- Wide adoption of zero emissions technologies anywhere available.
- Low NO_x technologies where zero emissions aren't feasible.
- Federal Action.
- Zero emissions technologies for residential and industrial sources such as water and space heaters in buildings and homes regionwide.
- Incentive funding in environmental justice areas.
- Prioritize benefits on the most disadvantaged communities.

SCAQMD Rules and Regulations

During construction and operation, the project must comply with applicable rules and regulations. The following are the rules that the project may be required to comply with, either directly, or indirectly:

SCAQMD Rule 402

Prohibits a person from discharging from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

SCAQMD Rule 403

Governs emissions of fugitive dust during construction and operation activities. Compliance with this rule is achieved through application of standard Best Management Practices, such as application of water or chemical stabilizers to disturbed soils, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 miles per hour, 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.

² SCAQMD 2022 AQMP Infographic. <http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan/2022-aqmp-infographic>

Rule 403 requires that fugitive dust be controlled with best available control measures so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. In addition, SCAQMD Rule 403 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off-site. Applicable dust suppression techniques from Rule 403 are summarized below. Implementation of these dust suppression techniques can reduce the fugitive dust generation (and thus the PM₁₀ component). Compliance with these rules would reduce impacts on nearby sensitive receptors. Rule 403 measures may include but are not limited to the following:

- Apply nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 10 days or more).
- Water active sites at least three times daily. (Locations where grading is to occur will be thoroughly watered prior to earthmoving.)
- Cover all trucks hauling dirt, sand, soil, or other loose materials, or maintain at least 0.6 meters (2 feet) of freeboard (vertical space between the top of the load and top of the trailer) in accordance with the requirements of California Vehicle Code section 23114.
- Reduce traffic speeds on all unpaved roads to 15 miles per hour (mph) or less.
- Suspension of all grading activities when wind speeds (including instantaneous wind gusts) exceed 25 mph.
- Bumper strips or similar best management practices shall be provided where vehicles enter and exit the construction site onto paved roads or wash off trucks and any equipment leaving the site each trip.
- Replanting disturbed areas as soon as practical.
- During all construction activities, construction contractors shall sweep on-site and off-site streets if silt is carried to adjacent public thoroughfares, to reduce the amount of particulate matter on public streets. All sweepers shall be compliant with SCAQMD Rule 1186.1, Less Polluting Sweepers.

SCAQMD Rule 445

Prohibits permanently installed wood burning devices into any new development. A wood burning device means any fireplace, wood burning heater, or pellet-fueled wood heater, or any similarly enclosed, permanently installed, indoor or outdoor device burning any solid fuel for aesthetic or space-heating purposes, which has a heat input of less than one million British thermal units per hour.

SCAQMD Rule 481

Applies to all spray painting and spray coating operations and equipment. The rule states that a person shall not use or operate any spray painting or spray coating equipment unless one of the following conditions is met:

- (1) The spray coating equipment is operated inside a control enclosure, which is approved by the Executive Officer. Any control enclosure for which an application for permit for new construction, alteration, or change of ownership or location is submitted after the date of adoption of this rule shall be exhausted only through filters at a design face velocity not less than 100 feet per minute nor greater than 300 feet per minute, or through a water wash system designed to be equally effective for the purpose of air pollution control.
- (2) Coatings are applied with high-volume low-pressure, electrostatic and/or airless spray equipment.
- (3) An alternative method of coating application or control is used which has effectiveness equal to or greater than the equipment specified in the rule.

SCAQMD Rule 1108

Governs the sale, use, and manufacturing of asphalt and limits the volatile organic compound (VOC) content in asphalt used in the South Coast Air Basin. This rule would regulate the VOC content of asphalt used during

construction. Therefore, all asphalt used during construction of the project must comply with SCAQMD Rule 1108.

SCAQMD Rule 1113

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

SCAQMD Rule 1143

Governs the manufacture, sale, and use of paint thinners and solvents used in thinning of coating materials, cleaning of coating application equipment, and other solvent cleaning operations by limiting their VOC content. This rule regulates the VOC content of solvents used during construction. Solvents used during the construction phase must comply with this rule.

SCAQMD Rule 1186

Limits the presence of fugitive dust on paved and unpaved roads and sets certification protocols and requirements for street sweepers that are under contract to provide sweeping services to any federal, state, county, agency or special district such as water, air, sanitation, transit, or school district.

SCAQMD Rule 1303

Governs the permitting of re-located or new major emission sources, requiring Best Available Control Measures and setting significance limits for PM₁₀ among other pollutants.

SCAQMD Rule 1401

New Source Review of Toxic Air Contaminants, specifies limits for maximum individual cancer risk, cancer burden, and non-cancer acute and chronic hazard index from new permit units, relocations, or modifications to existing permit units, which emit toxic air contaminants.

SCAQMD Rule 1403

Asbestos Emissions from Demolition/Renovation Activities, specifies work practice requirements to limit asbestos emissions from building demolition and renovation activities, including the removal and associated disturbance of asbestos-containing materials (ACM).

SCAQMD Rule 2202

On-Road Motor Vehicle Mitigation Options, is to provide employers with a menu of options to reduce mobile source emissions generated from employee commutes, to comply with federal and state Clean Air Act requirements, Health & Safety Code Section 40458, and Section 182(d)(1)(B) of the federal Clean Air Act. It applies to any employer who employs 250 or more employees on a full or part-time basis at a worksite for a consecutive six-month period calculated as a monthly average.

SCAQMD Rule 2305

The Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program aims to reduce nitrogen oxide and diesel emissions associated with warehouses, help meet federal standards and improve public health. The WAIRE Program is an indirect source rule that regulates warehouse facilities to reduce emissions from the goods movement industry. Owners and operators of warehouses that have 100,000 square feet or

more of indoor floor space in a single building must comply with the WAIRE Program. WAIRE is a menu-based point system in which warehouse operators are required to earn a specific number of points every year. The yearly number of points required is based on the number of trucks trips made to and from the warehouse each year, with larger trucks such as tractors or tractor-trailers multiplied by 2.5. Warehouse operators may be exempt from parts of the rule if they operate less than 50,000 square feet of warehousing activities, if the number of points required is less than 10, or if the WAIRE menu action chosen under performs due to circumstances beyond the operator's control, such as a manufacturer defect. SCAQMD Rule 316 establishes fees to fund Rule 2305 compliance activities.

Air Quality Guidance Documents

SCAQMD CEQA Handbook

Although the SCAQMD is responsible for regional air quality planning efforts, it does not have the authority to directly regulate air quality issues associated with plans and new development projects throughout the South Coast Air Basin. Instead, this is controlled through local jurisdictions in accordance with the California Environmental Quality Act (CEQA). In order to assist local jurisdictions with air quality compliance issues the CEQA Air Quality Handbook (SCAQMD CEQA Handbook) prepared by the SCAQMD (1993) with the most current updates found at <http://www.aqmd.gov/ceqa/hdbk.html>, was developed in accordance with the projections and programs of the AQMP. The purpose of the SCAQMD CEQA Handbook is to assist Lead Agencies, as well as consultants, project proponents, and other interested parties in evaluating a proposed project's potential air quality impacts. Specifically, the SCAQMD CEQA Handbook explains the procedures that the SCAQMD recommends be followed for the environmental review process required by CEQA. The SCAQMD CEQA Handbook provides direction on how to evaluate potential air quality impacts, how to determine whether these impacts are significant, and how to mitigate these impacts. SCAQMD is in the process of developing an "Air Quality Analysis Guidance Handbook" to replace the CEQA Air Quality Handbook approved by the AQMD Governing Board in 1993. The 1993 CEQA Air Quality Handbook is still available but not online. In addition, there are sections of the 1993 Handbook that are obsolete. In order to assist the CEQA practitioner in conducting an air quality analysis while the new Handbook is being prepared, supplemental information regarding: significance thresholds and analysis, emissions factors, cumulative impacts emissions analysis, and other useful subjects, are available at the SCAQMD website³. The SCAQMD CEQA Handbook and supplemental information is used in this analysis.

Southern California Association of Governments

The SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino and Imperial Counties and addresses regional issues relating to transportation, the economy, community development and the environment. SCAG is the Federally designated MPO for the majority of the southern California region and is the largest MPO in the nation. With respect to air quality planning, SCAG has prepared the Regional Transportation Plan and Regional Transportation Improvement Plan (RTIP), which addresses regional development and growth forecasts. These plans form the basis for the land use and transportation components of the AQMP, which are utilized in the preparation of air quality forecasts and in the consistency analysis included in the AQMP. The Regional Transportation Plan, Regional Transportation Improvement Plan, and AQMP are based on projections originating within the City and County General Plans.

On May 7, 2020, SCAG's Regional Council adopted Connect SoCal (2020 – 2045 Regional Transportation Plan/Sustainable Communities Strategy) for federal transportation conformity purposes only. In light of the COVID-19 pandemic, the Regional Council will consider approval of Connect SoCal in its entirety and for all other purposes within 120 days from May 7, 2020. Connect SoCal is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. Connect SoCal outlines more than \$638 billion in transportation system investments through 2045. It was prepared through a collaborative,

³ <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook>.

continuous, and comprehensive process with input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura.

Local – City of Corona

Local jurisdictions, such as the City of Corona, have the authority and responsibility to reduce air pollution through its police power and decision-making authority. Specifically, the County is responsible for the assessment and mitigation of air emissions resulting from its land use decisions. The City is also responsible for the implementation of transportation control measures as outlined in the 2022 AQMP. Examples of such measures include bus turnouts, energy-efficient streetlights, and synchronized traffic signals. In accordance with CEQA requirements and the CEQA review process, the City assesses the air quality impacts of new development projects, requires mitigation of potentially significant air quality impacts by conditioning discretionary permits, and monitors and enforces implementation of such mitigation.

The City relies on the expertise of the SCAQMD and utilizes the SCAQMD CEQA Air Quality Handbook as the guidance document for the environmental review of plans and development proposals within its jurisdiction.

The City of Corona General Plan 2022-2040 was adopted in June 2020. The air quality related goals and policies from the Environmental Resources and Healthy Community Elements of the General Plan that are applicable to the proposed project are presented below:

Goal ER-12 Improvement in air quality within the Corona Planning Area by controlling point sources, reducing vehicle trips, implementing efficient land use planning and construction practices, and energy conservation.

Policy ER-12.1 Promote and encourage alternate employment work schedules for public and private-sector businesses to achieve a reduction of employee-related motor vehicle emissions in accordance with SCAQMD Rule 2202.

Policy ER-12.2 Continue to cooperate with the SCAQMD and other local authorities in the air basin, in implementing air emission reduction programs and techniques.

Policy ER-12.3 Establish and strictly enforce controls on land use activities that contain operations or materials that individually or cumulatively add significantly to the degradation of air quality in Corona.

Policy ER-12.8 Require new commercial and industrial development and redevelopment projects of sufficient scale and number of employees to provide adequate facilities for bicycles, such as bicycle racks located close to the front entranceways of buildings and shower facilities with lockers.

Policy ER-12.13 Reduce particulate emissions from paved and unpaved roads, parking lots, and road and building construction through the implementation of best practices as deemed feasible by the City of Corona.

Policy ER-12.14 Reduce energy consumed by commercial and residential uses by requiring the use and installation of energy conservation features in all new construction projects and wherever feasible, retrofitting existing and redevelopment projects.

Goal HC-2 Protection of residents, business, and visitors from exposure to pollution and improvement of air quality for the community.

- Policy HC-2.1* Require that proposals for new sensitive land uses and/or industrial and commercial uses incorporate the adequate use of setbacks, barriers, landscaping, or other design measures as necessary to minimize air quality impacts and achieve appropriate health standards.
- Policy HC-2.2* Designate and maintain truck routes that are sufficient to serve the needs of industry and commerce while avoiding residential areas, schools, or other sensitive land uses so as to minimize exposure to the noise, air pollution, and vibration associated with trucks.
- Policy HC-2.4* Ensure that individuals, neighborhoods, and businesses clearly understand the potential for adverse pollution, noise, odor, vibration, and lighting and glare, and the effects of toxic materials or emissions when generating uses are proposed near them.
- Policy HC-2.5* Require the preparation of air quality, noise, and vibration technical studies to determine the impact of proposed new development on adjacent and surrounding land uses and to identify the appropriate measures required to mitigate such impacts.

**Table 2
State and Federal Criteria Pollutant Standards**

Air Pollutant	Concentration / Averaging Time		Most Relevant Effects
	California Standards	Federal Primary Standards	
Ozone (O ₃)	0.09 ppm/1-hour 0.07 ppm/8-hour	0.070 ppm/8-hour	(a) Decline in pulmonary function and localized lung edema in humans and animals; (b) Risk to public health implied by alterations in pulmonary morphology and host defense in animals; (c) Increased mortality risk; (d) Risk to public health implied by altered connective tissue metabolism and altered pulmonary morphology in animals after long-term exposures and pulmonary function decrements in chronically exposed humans; (e) Vegetation damage; and (f) Property damage.
Carbon Monoxide (CO)	20.0 ppm/1-hour 9.0 ppm/8-hour	35.0 ppm/1-hour 9.0 ppm/8-hour	(a) Aggravation of angina pectoris and other aspects of coronary heart disease; (b) Decreased exercise tolerance in persons with peripheral vascular disease and lung disease; (c) Impairment of central nervous system functions; and (d) Possible increased risk to fetuses.
Nitrogen Dioxide (NO ₂)	0.18 ppm/1-hour 0.03 ppm/annual	100 ppb/1-hour 0.053 ppm/annual	(a) Potential to aggravate chronic respiratory disease and respiratory symptoms in sensitive groups; (b) Risk to public health implied by pulmonary and extra-pulmonary biochemical and cellular changes and pulmonary structural changes; and (c) Contribution to atmospheric discoloration.
Sulfur Dioxide (SO ₂)	0.25 ppm/1-hour 0.04 ppm/24-hour	75 ppb/1-hour 0.14 ppm/annual	(a) Bronchoconstriction accompanied by symptoms which may include wheezing, shortness of breath and chest tightness, during exercise or physical activity in persons with asthma.
Suspended Particulate Matter (PM ₁₀)	50 µg/m ³ /24-hour 20 µg/m ³ /annual	150 µg/m ³ /24-hour	(a) Exacerbation of symptoms in sensitive patients with respiratory or cardiovascular disease; (b) Declines in pulmonary function growth in children; (c) Increased risk of premature death from heart or lung diseases in elderly.
Suspended Particulate Matter (PM _{2.5})	12 µg/m ³ / annual	35 µg/m ³ /24-hour 12 µg/m ³ /annual	
Sulfates	25 µg/m ³ /24-hour	No Federal Standards	(a) Decrease in ventilatory function; (b) Aggravation of asthmatic symptoms; (c) Aggravation of cardio-pulmonary disease; (d) Vegetation damage; (e) Degradation of visibility; (f) property damage.
Lead	1.5 µg/m ³ /30-day	0.15 µg/m ³ /3-month rolling	(a) Learning disabilities; (b) Impairment of blood formation and nerve conduction.
Visibility Reducing Particles	Extinction coefficient of 0.23 per kilometer-visibility of 10 miles or more due to particles when humidity is less than 70 percent.	No Federal Standards	Visibility impairment on days when relative humidity is less than 70 percent.

Source: <https://ww2.arb.ca.gov/sites/default/files/2020-07/aaqs2.pdf>

**Table 3
South Coast Air Basin Attainment Status**

Pollutant	State Status	National Status
Ozone	Nonattainment	Nonattainment (Extreme)
Carbon monoxide	Attainment	Attainment (Maintenance)
Nitrogen dioxide	Attainment	Unclassifiable/Attainment
Sulfur dioxide	Attainment	Unclassifiable/Attainment
PM10	Nonattainment	Attainment (Maintenance)
PM2.5	Nonattainment	Nonattainment (Serious)

Source (Federal and State Status): California Air Resources Board (2022) <https://ww2.arb.ca.gov/resources/documents/maps-state-and-federal-area-designations> & SCAQMD 2022 Air Quality Management Plan (December 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=16>.

MONITORED AIR QUALITY

The air quality at any site is dependent on the regional air quality and local pollutant sources. Regional air quality is determined by the release of pollutants throughout the air basin. Estimates of the existing emissions in the Basin provided in the Final 2022 Air Quality Management Plan prepared by SCAQMD (December 2022) indicate that collectively, mobile sources account for 46 percent of the VOC, 85 percent of the Nox emissions, 89 percent of the CO emissions and 29 percent of directly emitted PM_{2.5}, with another 18 percent of PM_{2.5} from road dust.

The SCAQMD has divided the South Coast Air Basin into 38 air-monitoring areas with a designated ambient air monitoring station representative of each area. The project site is located in the Corona-Norco Air Monitoring Area (Area 22). The nearest air monitoring station to the project site is the Norco-Norconian Monitoring Station (Norco Station). The Norco Station is located approximately 2.82 miles northeast of the project site at Norconian-US NFAC, Norco. As not all stations monitor all pollutants, data was also taken from the Mira Loma Van Buren Monitoring Station (Mira Loma Station) located approximately 9.3 miles northeast of the project site at 5130 Poinsettia Place, Riverside. However, it should be noted that due to the air monitoring stations' distances from the project site, recorded air pollution levels at the air monitoring stations reflect with varying degrees of accuracy local air quality conditions at the project site. Table 4 presents the monitored pollutant levels from the Norco and Mira Loma Stations.

Table 4 summarizes 2019 through 2021 published monitoring data, which is the most recent 3-year period available. The data shows that during the past few years, the project area has exceeded the ozone and particulate matter (PM₁₀ and PM_{2.5}) standards.

Ozone

During the 2019 to 2021 monitoring period, the State 1-hour concentration standard for ozone was exceeded between 41 and 56 days each year at the Mira Loma Station. The State 8-hour ozone standard has been exceeded between 59 and 96 days each year over the past three years at the Mira Loma Station. The Federal 8-hour ozone standard was exceeded between 53 and 89 days each year over the past three years at the Mira Loma Station.

Ozone is a secondary pollutant as it is not directly emitted. Ozone is the result of chemical reactions between other pollutants, most importantly hydrocarbons and NO₂, which occur only in the presence of bright sunlight. Pollutants emitted from upwind cities react during transport downwind to produce the oxidant concentrations experienced in the area. Many areas of the SCAQMD contribute to the ozone levels experienced at the monitoring station, with the more significant areas being those directly upwind.

Carbon Monoxide

CO is another important pollutant that is due mainly to motor vehicles. The Mira Loma Station did not record an exceedance of the state or federal 8-hour CO standard for the last three years.

Nitrogen Dioxide

The Mira Loma Station did not record an exceedance of the State or Federal NO₂ standards for the last three years.

Particulate Matter

The State 24-hour concentration standards for PM₁₀ were exceeded between three and 10 days each year over the last three years at the Norco Station. Over the past three years, the Norco Station did not record an exceedance of the Federal 24-hour standards for PM₁₀.

Over the last three years, the Federal 24-hour standard for PM_{2.5} was exceeded between 10 and 13 days each year at the Mira Loma Station.

According to the EPA, some people are much more sensitive than others to breathing fine particles (PM₁₀ and PM_{2.5}). People with influenza, chronic respiratory and cardiovascular diseases, and the elderly may suffer worsening illness and premature death due to breathing these fine particles. People with bronchitis can expect aggravated symptoms from breathing in fine particles. Children may experience decline in lung function due to breathing in PM₁₀ and PM_{2.5}. Other groups considered sensitive are smokers and people who cannot breathe well through their noses. Exercising athletes are also considered sensitive, because many breathe through their mouths during exercise.

**Table 4
Air Quality Monitoring Summary**

Pollutant (Standard) ¹		Year		
		2019	2020	2021
Ozone:	Maximum 1-Hour Concentration (ppm)	0.124	0.151	0.125
	Days > CAAQS (0.09 ppm)	41	56	44
	Maximum 8-Hour Concentration (ppm)	0.100	0.117	0.095
	Days > NAAQS (0.070 ppm)	64	89	53
	Days > CAAQS (0.070 ppm)	65	96	59
Carbon Monoxide:	Maximum 8-Hour Concentration (ppm)	*	*	*
	Days > CAAQS (9 ppm)	0	0	0
	Days > NAAQS (9 ppm)	0	0	0
Nitrogen Dioxide:	Maximum 1-Hour Concentration (ppm)	0.056	0.058	0.053
	Days > CAAQS (0.18 ppm)	0	0	0
Inhalable Particulates (PM10): ²	Maximum 24-Hour Concentration (µg/m ³)	96.6	100.1	108.8
	Days > NAAQS (150 µg/m ³)	0	0	0
	Days > CAAQS (50 µg/m ³)	3	10	5
	Annual Average (µg/m ³)	24.9	39.6	29.6
Ultra-Fine Particulates (PM2.5):	Maximum 24-Hour Concentration (µg/m ³)	58.2	66.4	86.4
	Days > NAAQS (35 µg/m ³)	10	12	13
	Annual Average (µg/m ³)	12.7	16.5	16.5

Notes:

Source: <http://www.arb.ca.gov/adam/topfour/topfour1.php>. Data from the Mira Loma Van Buren Monitoring Station, unless otherwise noted.

(1) CAAQS = California Ambient Air Quality Standard; NAAQS = National Ambient Air Quality Standard; ppm = parts per million

* Means there was insufficient data available to determine value.

(2) Data taken from the Norco-Norconian Monitoring Station.

AIR QUALITY STANDARDS

Significance Thresholds

Appendix G of the State CEQA Guidelines

Appendix G of the State CEQA Guidelines states that, where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make a significance determination. Pursuant to Appendix G, the project would result in a significant impact related to air quality if it would:

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

The CEQA Guidelines Section 15064.7 provides the significance criteria established by the applicable air quality management district or air pollution control district, when available, may be relied upon to make determinations of significance. The potential air quality impacts of the project are, therefore, evaluated according to thresholds developed by SCAQMD in their CEQA Air Quality Handbook, Air Quality Analysis Guidance Handbook, and subsequent guidance, which are listed below.⁴ Therefore, the project would result in a potentially significant impact to air quality if it would:

AIR-1: Conflict with or obstruct the implementation of the applicable air quality plan;

AIR-2: Violate any air quality standard or contribute substantially to an existing or projected air quality violation as a result of:

- Criteria pollutant emissions during construction (direct and indirect) in excess of the SCAQMD's regional significance thresholds,
- Criteria pollutant emissions during operation (direct and indirect) in excess of the SCAQMD's regional significance thresholds.

AIR-3: Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors);

AIR-4: Expose sensitive receptors to substantial pollutant concentrations that would:

- Exceed SCAQMD's localized significance thresholds,
- Cause or contribute to the formation of CO hotspots.

AIR-5: Create objectionable odors affecting a substantial number of people.

⁴ While the SCAQMD CEQA Air Quality Handbook contains significance thresholds for lead, Project construction and operation would not include sources of lead emissions and would not exceed the established thresholds for lead. Unleaded fuel and unleaded paints have virtually eliminated lead emissions from commercial land use projects such as the Project. As a result, lead emissions are not further evaluated herein.

The SCAQMD is in the process of developing an Air Quality Analysis Guidance Handbook to replace the CEQA Air Quality Handbook. In the interim, supplemental guidance has been adopted by the SCAQMD. The potential air quality impacts of the project are, therefore, evaluated according to numeric indicators developed by the SCAQMD in the CEQA Air Quality Handbook and supplemental guidance from the SCAQMD.⁵

Regional Air Quality

Many air quality impacts that derive from dispersed mobile sources, which are the dominate pollution generators in the basin, often occurs hours later and miles away after photochemical processes have converted primary exhaust pollutants into secondary contaminants such as ozone. The incremental regional air quality impact of an individual project is generally very small and difficult to measure. Therefore, the SCAQMD has developed significance thresholds based on the volume of pollution emitted rather than on actual ambient air quality because the direct air quality impact of a project is not quantifiable on a regional scale. The SCAQMD CEQA Handbook states that any project in the South Coast Air Basin with daily emissions that exceed any of the identified significance thresholds should be considered as having an individually and cumulatively significant air quality impact. For the purposes to this air quality impact analysis, a regional air quality impact would be considered significant if emissions exceed the SCAQMD significance thresholds identified in Table 5.

Local Air Quality

Project-related construction air emissions may have the potential to exceed the State and Federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the South Coast Air Basin. In order to assess local air quality impacts the SCAQMD has developed Localized Significance Thresholds (LSTs) to assess the project-related air emissions in the project vicinity. The SCAQMD has also provided Final Localized Significance Threshold Methodology (LST Methodology), June 2003, which details the methodology to analyze local air emission impacts. The Localized Significance Threshold Methodology found that the primary emissions of concern are NO₂, CO, PM10, and PM2.5.

The significance thresholds for the local emissions of NO₂ and CO are determined by subtracting the highest background concentration from the last three years of these pollutants from Table 4 above, from the most restrictive ambient air quality standards for these pollutants that are outlined in the Localized Significance Thresholds. Table 5 shows the ambient air quality standards for NO₂, CO, and PM10 and PM2.5.

Toxic Air Contaminants

Construction

Temporary TAC emissions associated with DPM emissions from heavy construction equipment would occur during the construction phase of the Project. According to the Office of Environmental Health Hazard Assessment (OEHHA)⁶ and the SCAQMD *Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis* (August 2003),⁷ health effects from TACs are described in terms of individual cancer risk. “Individual Cancer Risk” is the likelihood that a person exposed to

⁵ While the SCAQMD CEQA Air Quality Handbook contains significance thresholds for lead, Project construction and operation would not include sources of lead emissions and would not exceed the established thresholds for lead. Unleaded fuel and unleaded paints have virtually eliminated lead emissions from residential land use projects such as the Project. As a result, lead emissions are not further evaluated herein.

⁶ Office of Environmental Health Hazard Assessment, Air Toxic Hot Spots Program Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessment, February 2015, <https://oehha.ca.gov/media/downloads/crn/2015guidancemanual.pdf>.

⁷ South Coast Air Quality Management District, Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis, August 2003, <http://www.aqmd.gov/docs/default-source/ceqa/handbook/mobile-source-toxics-analysis.doc?sfvrsn=2>.

concentrations of TACs over a 30-year lifetime will contract cancer based on the use of standard risk-assessment methodology. Additionally, the SCAQMD CEQA guidance does not require an HRA for short-term construction emissions. Construction activities associated with the project would be sporadic, transitory, and short-term in nature (approximately 8 months). Thus, construction of the project would not result in a substantial, long-term (i.e., 30-year) source of TAC emissions. Nonetheless, a qualitative assessment of TAC emissions associated with short-term construction TAC emissions is provided in the analysis section below.

Operation

The project proposes to develop the site with commercial land uses. The site is proposed to be developed with a 3,750 square foot convenience store gas station with seven fuel pumps (14 vehicle fueling positions) and a 1,900 square foot quick service restaurant with drive through window. The gas-station portion of the project will be permitted by SCAQMD and fuel-related emissions will be regulated by the SCAQMD Rule 461 and be required to obtain a Permit To Operate. Gasoline dispensing facilities are required to use Phase I/II EVR (enhanced vapor recovery) systems. Phase II EVR have an average efficiency of 95.1 percent and Phase I EVR have an average efficiency of 98 percent⁸. Therefore, potential for fugitive VOC or TAC emissions from the gasoline pumps is negligible. As such, the project will not be a source of toxic air contaminants and sensitive receptors (as close as approximately 418 feet from the proposed gasoline fueling pump canopy) would not be exposed to toxic sources of air pollution.

Odor Impacts

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

A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

The provisions of this rule shall not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

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

⁸ Source: ARB's: Revised Emission Factors for Gasoline Marketing Operations at California Gasoline Dispensing Facilities (12/23/2013), ARB's Attachment 1: Revised Emission Factors for Phase II Vehicle Fueling at California Gasoline Dispensing Facilities (12/23/2013)

**Table 5
SCAQMD Air Quality Significance Thresholds**

Mass Daily Thresholds ¹		
Pollutant	Construction (lbs/day)	Operation (lbs/day)
NOx	100	55
VOC	75	55
PM10	150	150
PM2.5	55	55
SOx	150	150
CO	550	550
Lead	3	3
Toxic Air Contaminants (TACs), Odor and GHG Thresholds		
TACs (including carcinogens and non-carcinogens)	Maximum Incremental Cancer Risk ≥ 10 in 1 million Cancer Burden > 0.5 excess cancer cases (in areas ≥ 1 in 1 million) Chronic & Acute Hazard Index > 1.0 (project increment)	
Odor	Project creates an odor nuisance pursuant to South Coast AQMD Rule 402	
GHG	10,000 MT/yr CO ₂ e for industrial facilities	
Ambient Air Quality Standards for Criteria Pollutants ²		
NO ₂	South Coast AQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards:	
1-hour average	0.18 ppm (state)	
annual arithmetic mean	0.03 ppm (state) & 0.0534 ppm (federal)	
PM ₁₀	10.4 $\mu\text{g}/\text{m}^3$ (construction) ³ & 2.5 $\mu\text{g}/\text{m}^3$ (operation)	
24-hour average	1.0 $\mu\text{g}/\text{m}^3$	
annual average		
PM _{2.5}	10.4 $\mu\text{g}/\text{m}^3$ (construction) ³ & 2.5 $\mu\text{g}/\text{m}^3$ (operation)	
24-hour average		
SO ₂	0.25 ppm (state) & 0.075 ppm (federal - 99th percentile)	
1-hour average		
24-hour average	0.04 ppm (state)	
Sulfate	25 $\mu\text{g}/\text{m}^3$ (state)	
24-hour average		
CO	South Coast AQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards:	
1-hour average	20 ppm (state) & 35 ppm (federal)	
8-hour average	9 ppm (state/federal)	
Lead	1.5 $\mu\text{g}/\text{m}^3$ (state)	
30-day average		
Rolling 3-month average	0.15 $\mu\text{g}/\text{m}^3$ (federal)	

Notes:

Source: <http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook>

(1) Source: South Coast AQMD CEQA Handbook (South Coast AQMD, 1993)

(2) Ambient air quality thresholds for criteria pollutants based on South Coast AQMD Rule 1303, Table A-2 unless otherwise stated.

(3) Ambient air quality threshold based on South Coast AQMD Rule 403.

SHORT-TERM CONSTRUCTION EMISSIONS

Construction activities associated with the proposed project would have the potential to generate air emissions, toxic air contaminant emissions, and odor impacts. Assumptions for the phasing, duration, and required equipment for the construction of the proposed project were obtained from the project applicant. The construction activities for the proposed project are anticipated to include: grading of approximately 1.4 acres; construction of a 3,750 square foot convenience store gas station with seven fuel pumps (14 vehicle fueling positions) and a 1,900 square foot quick service restaurant with drive through window; paving of a parking lot with 34 parking spaces; and application of architectural coatings. The grading phase of the proposed project is anticipated to include approximately 3,500 cubic yards of export. See Appendix B for more details.

The proposed project is anticipated to start construction no sooner than early July 2024, taking approximately eight months to complete with completion estimated by the beginning of March 2025. The project is anticipated to be operational in 2025.

Methodology

The following provides a discussion of the methodology used to calculate regional construction air emissions and an analysis of the proposed project's short-term construction emissions for the criteria pollutants. The construction-related regional air quality impacts have been analyzed for both criteria pollutants and GHGs.

Emissions are estimated using the CalEEMod (Version 2022.1.1.16) 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. CalEEMod was developed in collaboration with the air districts of California. Regional data (e.g., emission factors, trip lengths, meteorology, source inventory, etc.) have been provided by the various California air districts to account for local requirements and conditions. The model is considered to be an accurate and comprehensive tool for quantifying air quality and GHG impacts from land use projects throughout California and is recommended by the SCAQMD.⁹

Daily regional emissions during construction are forecasted by assuming a conservative estimate of construction activities (i.e., assuming 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 construction schedule and the equipment used was based on CalEEMod defaults. The CalEEMod program uses the EMFAC2021 computer program to calculate the emission rates specific for the western portion of Riverside County for construction-related employee vehicle trips and the OFFROAD2017 computer program to calculate emission rates for heavy truck operations. EMFAC2021 and OFFROAD2017 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. 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 daily regional numeric indicators. Detailed construction equipment lists, construction scheduling, and emission calculations are provided in Appendix B.

The project will be required to comply with existing SCAQMD rules for the reduction of fugitive dust emissions. SCAQMD Rule 403 establishes these procedures. Compliance with this rule is achieved through application of standard best management practices in construction and operation activities, such as application of water or chemical stabilizers to disturbed soils, managing haul road dust by application of water, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 mph, sweeping loose dirt from paved site

⁹ South Coast Air Quality Management District, California Emissions Estimator Model, <http://www.aqmd.gov/caleemod/>.

access roadways, cessation of construction activity when winds exceed 25 mph and establishing a permanent, stabilizing ground cover on finished sites. In addition, projects that disturb 50 acres or more of soil or move 5,000 cubic yards of materials per day are required to submit a Fugitive Dust Control Plan or a Large Operation Notification Form to SCAQMD. Based on the size of the Project area (approximately 1.4 acres) a Fugitive Dust Control Plan or Large Operation Notification would not be required.

SCAQMD's Rule 403 minimum requirements require that the application of the best available dust control measures is used for all grading operations and include the application of water or other soil stabilizers in sufficient quantity to prevent the generation of visible dust plumes. Compliance with Rule 403 would require the use of water trucks during all phases where earth moving operations would occur. Compliance with Rule 403 has been included in the CalEEMod modeling for the proposed project.

Per SCAQMD Rule 1113 as amended on June 3, 2011, the architectural coatings that would be applied after January 1, 2014 will be limited to an average of 50 grams per liter or less of VOCs for building coatings and 100 grams per liter or less of VOCs for traffic coatings.

The phases of the construction activities which have been analyzed below for each phase are: (1) grading, (2) building construction, (3) paving, and (4) application of architectural coatings. Details pertaining to the project's construction timing and the type of equipment modeled for each construction phase are available in the CalEEMod output in Appendix B.

Construction-Related Regional Impacts

The maximum construction-related criteria pollutant emissions for are shown below in Table 6. Table 6 shows that none of the project's emissions will exceed regional thresholds. Therefore, a less than significant regional air quality impact would occur from construction of the proposed project.

Construction-Related Local Impacts

Construction-related air emissions may have the potential to exceed the State and Federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the South Coast Air Basin. The proposed project has been analyzed for the potential local air quality impacts created from: construction-related fugitive dust and diesel emissions; from toxic air contaminants; and from construction-related odor impacts.

Local Air Quality Impacts from Construction

The SCAQMD has published a "Fact Sheet for Applying CalEEMod to Localized Significance Thresholds" (South Coast Air Quality Management District 2011b). CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily disturbance activity possible for each piece of equipment. In order to compare CalEEMod reported emissions against the localized significance threshold lookup tables, the CEQA document should contain the following parameters:

- (1) The off-road equipment list (including type of equipment, horsepower, and hours of operation) assumed for the day of construction activity with maximum emissions.
- (2) The maximum number of acres disturbed on the peak day.
- (3) Any emission control devices added onto off-road equipment.
- (4) Specific dust suppression techniques used on the day of construction activity with maximum emissions.

The CalEEMod output in Appendix B show the equipment used for this analysis.

As shown in Table 7, the maximum number of acres disturbed in a day would be 2 acres during grading. The local air quality emissions from construction were analyzed using the SCAQMD's Mass Rate Localized

Significant Threshold Look-up Tables and the methodology described in Localized Significance Threshold Methodology prepared by SCAQMD (revised July 2008). The Look-up Tables were developed by the SCAQMD in order to readily determine if the daily emissions of CO, NOx, PM10, and PM2.5 from the proposed project could result in a significant impact to the local air quality. The emission thresholds were calculated based on the Norco-Corona source receptor area (SRA) 22 and a disturbance value of one acre per day.¹⁰ According to LST Methodology, any receptor located closer than 25 meters (82 feet) shall be based on the 25-meter thresholds. The nearest sensitive receptors to the project site are the existing multi-family residential uses located approximately 460 feet (~140 meters) southeast, 570 feet (~174 meters) south, and 781 feet (~238 meters) west; the mobile home parks located approximately 796 feet (~243 meters) southwest and 315 feet (~96 meters) north; the school use located approximately 327 feet (~100 meters) southeast; and the transient lodging use located approximately 645 feet (~197 meters) west of the project site; therefore, to be conservative, the SCAQMD Look-up Tables for 50 meters was used. Table 8 shows the on-site emissions from the CalEEMod model for the different construction phases and the LST emissions thresholds.

The data provided in Table 8 shows that none of the analyzed criteria pollutants would exceed the local emissions thresholds at the nearest sensitive receptors. Therefore, a less than significant local air quality impact would occur from construction of the proposed project.

Construction-Related Health Impacts

Regarding health effects related to criteria pollutant emissions, the applicable significance thresholds are established for regional compliance with the state and federal ambient air quality standards, which are intended to protect public health from both acute and long-term health impacts, depending on the potential effects of the pollutant. Because regional and local emissions of criteria pollutants during construction of the project would be below the applicable thresholds, it would not contribute to long-term health impacts related to nonattainment of the ambient air quality standards. Therefore, significant adverse acute health impacts as a result of project construction are not anticipated.

Construction-Related Toxic Air Contaminant Impacts

The greatest potential for toxic air contaminant 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)¹¹ and the SCAQMD *Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis* (August 2003),¹² 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 8 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 particulate matter (PM) emissions (including diesel exhaust emissions) do not exceed any local or regional thresholds.

The project would comply with the CARB Air Toxics Control Measure that limits diesel powered equipment and vehicle idling to no more than 5 minutes at a location, and the CARB 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.

¹⁰ As shown in Table 7, the project will disturb up to a maximum of 2 acres a day during grading. However, the project site is only approximately 1.4 acres. Therefore, per SCAQMD methodology (as presented in South Coast AQMD, Fact Sheet for Applying CalEEMod to Localized Significance Thresholds, 2011b), the project is to be compared against the 1-acre thresholds.

¹¹ Office of Environmental Health Hazard Assessment, Air Toxic Hot Spots Program Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessment, February 2015, <https://oehha.ca.gov/media/downloads/cnr/2015guidancemanual.pdf>.

¹² South Coast Air Quality Management District, Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis, August 2003, <http://www.aqmd.gov/docs/default-source/ceqa/handbook/mobile-source-toxics-analysis.doc?sfvrsn=2>.

Construction-Related Odor Impacts

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 of 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 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 should not reach an objectionable level at the nearest sensitive receptors.

**Table 6
Construction-Related Regional Pollutant Emissions**

Activity	Pollutant Emissions (pounds/day)					
	ROG	NOx	CO	SO ₂	PM10	PM2.5
Maximum Daily Emissions ¹	8.30	24.60	18.60	0.07	5.78	2.75
SCAQMD Thresholds	75	100	550	150	150	55
Exceeds Thresholds?	No	No	No	No	No	No

Notes:

Source: CalEEMod Version 2022.1.1.16.

(1) Includes both onsite and offsite emissions. Grading PM-10 and PM-2.5 emissions for fugitive dust show compliance with SCAQMD Rule 403.

**Table 7
Maximum Number of Acres Disturbed Per Day**

Activity	Equipment	Number	Acres/8hr-day	Total Acres
Demolition	Rubber Tired Dozers	1	0.5	0.5
	Graders	1	0.5	0.5
	Crawler Tractors ¹	2	0.5	1.0
Total for phase		-	-	2.0

Notes:

Source: South Coast AQMD, Fact Sheet for Applying CalEEMod to Localized Significance Thresholds, 2011b.

(1) Tractor/loader/backhoe is a suitable surrogate for a crawler tractor per SCAQMD staff.

**Table 8
Local Construction Emissions at the Nearest Receptors**

Activity	On-Site Pollutant Emissions (pounds/day)			
	NOx	CO	PM10	PM2.5
Demolition	15.90	15.40	3.52	2.02
Building Construction	9.44	10.10	0.37	0.34
Paving	4.63	6.50	0.20	0.19
Architectural Coating	0.88	1.14	0.03	0.03
SCAQMD Thresholds ¹	148	999	11	5
Exceeds Threshold?	No	No	No	No

Notes:

Source: Calculated from CalEEMod and SCAQMD's Mass Rate Look-up Tables for 1 acre at a distance of 50 m in SRA 22 Norco-Corona.

- (1) The nearest sensitive receptors are the existing multi-family residential uses located approximately 460 feet (~140 meters) southeast, 570 feet (~174 meters) south, and 781 feet (~238 meters) west; the mobile home parks located approximately 796 feet (~243 meters) southwest and 315 feet (~96 meters) north; the school use located approximately 327 feet (~100 meters) southeast; and the transient lodging use located approximately 645 feet (~197 meters) west of the project site; therefore, to be conservative, the 50 meter threshold was used.

Note: The project will disturb up to a maximum of 2 acres a day during grading (see Table 7). However the project site is only 1.4 acres. Therefore, per SCAQMD methodology, the project site should be compared against the 1-acre thresholds.

LONG-TERM OPERATIONAL EMISSIONS

The on-going operation of the proposed project would result in a long-term increase in air quality emissions. This increase would be due to emissions from the project-generated vehicle trips and through operational emissions from the on-going use of the proposed project. The following section provides an analysis of potential long-term air quality impacts due to: regional air quality and local air quality impacts with the on-going operations of the proposed project.

Operations-Related Regional Air Quality Impacts

The potential operations-related air emissions have been analyzed below for the criteria pollutants and cumulative impacts.

Operations-Related Criteria Pollutants Analysis

The operations-related criteria air quality impacts created by the proposed project have been analyzed through the use of the CalEEMod model. The operating emissions were based on the year 2025, which is the anticipated opening year for the proposed project. The operations daily emissions printouts from the CalEEMod model are provided in Appendix B. The CalEEMod analyzes operational emissions from area sources, energy usage, and mobile sources, which are discussed below.

Mobile Sources

Mobile sources include emissions from the additional vehicle miles generated from the proposed project. The vehicle trips associated with the proposed project have been analyzed by inputting the project-generated vehicular trips (trip generation rate) from the Corona C-Store Traffic Impact Study (TIA) prepared by Trames Solutions, Inc. (July 28, 2023) into the CalEEMod Model. The TIA found that the proposed project would create approximately 2,077 vehicle trips per day (with incorporation of pass-by reductions). The project trip generation rates include 230 trips per thousand square foot per day for the fast-food restaurant with drive through (includes incorporation of 49 percent AM and 50 percent PM pass-by reductions) and 117.14 trips per fuel pump per day for the convenience store/gas station (includes incorporation of 62 percent AM and 56 percent PM pass-by reductions). The program then applies the emission factors for each trip which is provided by the EMFAC2021 model to determine the vehicular traffic pollutant emissions. Trip lengths were based on the CalEEMod default values.

Area Sources

Per the CAPCOA Appendix A Calculation Details for CalEEMod, area sources include emissions from consumer products, landscape equipment and architectural coatings. Landscape maintenance includes fuel combustion emissions from equipment such as lawn mowers, rototillers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers, as well as air compressors, generators, and pumps. As specifics were not known about the landscaping equipment fleet, CalEEMod defaults were used to estimate emissions from landscaping equipment. No changes were made to the default area source parameters.

Energy Usage

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.

Project Impacts

The maximum daily pollutant emissions created from the proposed project's long-term operations have been calculated and are shown below in Table 9. The results show that none of the SCAQMD regional thresholds

would be exceeded. Therefore, a less than significant regional air quality impact would occur from operation of the proposed project.

Operations-Related Local Air Quality Impacts

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

Local CO Emission Impacts from Project-Generated Vehicular Trips

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

To determine if the proposed project could cause emission levels in excess of the CO standards discussed above, a sensitivity analysis is typically conducted to determine the potential for CO “hot spots” at a number of intersections in the general project vicinity. Because of reduced speeds and vehicle queuing, “hot spots” potentially can occur at high traffic volume intersections with a Level of Service E or worse.

The analysis prepared for CO attainment in the South Coast Air Basin by the SCAQMD can be used to assist in evaluating the potential for CO exceedances in the South Coast Air Basin. CO attainment was thoroughly analyzed as part of the SCAQMD's 2003 Air Quality Management Plan (2003 AQMP) and the 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan). As discussed in the 1992 CO Plan, peak carbon monoxide concentrations in the South Coast Air Basin are due to unusual meteorological and topographical conditions, and not due to the impact of particular intersections. Considering the region's unique meteorological conditions and the increasingly stringent CO emissions standards, CO modeling was performed as part of 1992 CO Plan and subsequent plan updates and air quality management plans. In the 1992 CO Plan, a CO hot spot analysis was conducted for four busy intersections in Los Angeles at the peak morning and afternoon time periods. The intersections evaluated included: South Long Beach Boulevard and Imperial Highway (Lynwood); Wilshire Boulevard and Veteran Avenue (Westwood); Sunset Boulevard and Highland Avenue (Hollywood); and La Cienega Boulevard and Century Boulevard (Inglewood). These analyses did not predict a violation of CO standards. The busiest intersection evaluated was that at Wilshire Boulevard and Veteran Avenue, which has a daily traffic volume of approximately 100,000 vehicles per day. The Los Angeles Department of Transportation evaluated the Level of Service in the vicinity of the Wilshire Boulevard/Veteran Avenue intersection and found it to be Level of Service E during the morning peak hour and Level of Service F during the afternoon peak hour.

The TIA showed that the proposed project would generate a maximum of approximately 2,077 daily vehicle trips (with incorporation of pass-by reductions). The intersection with the highest traffic volume is located at Lincoln Avenue and Pomona Road and has a 2040 with Project PM peak hour volume of 1,023 vehicles. The 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan) showed that an intersection which has a daily traffic volume of approximately 100,000 vehicles per day would not violate the CO standard. Therefore, as the intersection volume falls far short of 100,000 vehicles per day, no CO “hot spot” modeling was performed, and no significant long-term air quality impact is anticipated to local air quality with the on-going use of the proposed project.

Local Air Quality Impacts from On-Site Operations

Project-related air emissions from on-site sources such as architectural coatings, landscaping equipment, on-site usage of natural gas appliances as well as the operation of vehicles on-site may have the potential to exceed the State and Federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the South Coast Air Basin. The nearest sensitive receptors that may be impacted by the proposed project are the existing school use located adjacent to the east and the existing single-family residential uses located adjacent to the north and south and approximately 329 feet (~100 meters) to the northeast of the project site.

The local air quality emissions from on-site operations were analyzed according to the methodology described in Localized Significance Threshold Methodology, prepared by SCAQMD, revised July 2008. The Look-up Tables were developed by the SCAQMD in order to readily determine if the daily emissions of CO, NOx, PM10, and PM2.5 from the proposed project could result in a significant impact to the local air quality. Per SCAQMD staff, the 5-acre Look-up Table, which is the largest site available, can be used as a conservative screening analysis for on-site operational emissions to determine whether more-detailed dispersion modeling would be necessary. The proposed project was analyzed based on the Central San Bernardino Valley source receptor area (SRA) 34 and, as the site is 5 acres, used the thresholds for a five-acre project site.

Table 10 shows the on-site emissions from the CalEEMod model that includes natural gas usage, landscape maintenance equipment, and vehicles operating on-site and the calculated emissions thresholds. Per LST methodology, mobile emissions include only on-site sources which equate to approximately 10 percent of the project-related new mobile sources.¹³ The data provided in Table 10 shows that the on-going operations of the proposed project would not exceed SCAQMD local operational thresholds of significance discussed above. Therefore, the on-going operations of the proposed project would create a less than significant operations-related impact to local air quality due to on-site emissions and no mitigation would be required.

Operations-Related Health Impacts

Regarding health effects related to criteria pollutant emissions, the applicable significance thresholds are established for regional compliance with the state and federal ambient air quality standards, which are intended to protect public health from both acute and long-term health impacts, depending on the potential effects of the pollutant. Because regional and local emissions of criteria pollutants during operation of the project would be below the applicable thresholds, it would not contribute to long-term health impacts related to nonattainment of the ambient air quality standards. Therefore, significant adverse acute health impacts as a result of project operation are not anticipated.

Operations-Related Toxic Air Contaminant Impacts

The CARB Air Quality and Land Use Handbook (CARB Handbook) provides an advisory recommendation that a 50-foot separation be provided between sensitive receptors and typical gasoline dispensing facilities and a 300-foot separation be provided between sensitive receptors and a large gas station.¹⁴ The project includes the construction and operation of a gas station with seven fuel pumps (14 vehicle fueling positions). The closest sensitive receptors to the proposed service station are located at a distance of approximately 418 feet (~127 meters) from the service station canopy.

¹³ The project site is approximately 0.12 miles in length at its longest point; therefore the on-site mobile source emissions represent approximately 1/46th of the shortest CalEEMod default distance of 5.58 miles. Therefore, to be conservative, 1/10th the distance (dividing the mobile source emissions by 10) was used to represent the portion of the overall mobile source emissions that would occur on-site.

¹⁴ The CARB Air Quality and Land Use Handbook (CARB Handbook) defines a large gas station as a facility with a throughput of 3.6 million gallons per year or greater.

The gasoline-station portion of the project will be permitted by SCAQMD. Fuel-related emissions will be regulated by the SCAQMD Rule 461 and the facility will be required to obtain a Permit To Operate. Gasoline dispensing facilities are required to use Phase I/II EVR (enhanced vapor recovery) systems. Phase II EVR have an average efficiency of 95.1 percent and Phase I EVR have an average efficiency of 98 percent¹⁵. Therefore, potential for fugitive VOC or TAC emissions from the gasoline pumps is negligible.

As the nearest sensitive receptors are located further than recommended 300-foot buffer distance for large gas stations, the project is not considered to be a significant source of TACs or fugitive VOC emissions and sensitive receptors in the project vicinity would not be exposed to toxic sources of air pollution. Therefore, the project will not result in significant operational emissions-related TAC impacts.

Operations-Related Odor Impacts

Potential sources that may emit odors during the on-going operations of the proposed project would include odor emissions from the intermittent diesel delivery truck emissions and trash storage areas. Due to the distance of the nearest receptors from the project site and through compliance with SCAQMD's Rule 402 no significant impact related to odors would occur during the on-going operations of the proposed project.

¹⁵ Source: ARB's: Revised Emission Factors for Gasoline Marketing Operations at California Gasoline Dispensing Facilities (12/23/2013), ARB's Attachment 1: Revised Emission Factors for Phase II Vehicle Fueling at California Gasoline Dispensing Facilities (12/23/2013)

**Table 9
Regional Operational Pollutant Emissions**

Activity	Pollutant Emissions (pounds/day)					
	ROG	NOx	CO	SO2	PM10	PM2.5
Maximum Daily Emissions	9.58	10.70	92.00	0.23	19.60	5.09
SCAQMD Thresholds	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

Notes:

Source: CalEEMod Version 2022.1.1.16; the higher of either summer or winter emissions.

Table 10
Local Operational Emissions at the Nearest Receptors

On-Site Emission Source	On-Site Pollutant Emissions (pounds/day) ¹			
	NOx	CO	PM10	PM2.5
Area Sources ²	0.01	0.25	0.01	0.01
Energy Usage ³	0.08	0.06	0.01	0.01
Vehicle Emissions ⁴	1.07	9.17	1.96	0.51
Total Emissions	1.16	9.48	1.98	0.52
SCAQMD Thresholds ⁵	148	999	3	2
Exceeds Threshold?	No	No	No	No

Notes:

- (1) Source: Calculated from CalEEMod and SCAQMD's Mass Rate Look-up Tables for 1 acre in SRA 22.
- (2) Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.
- (3) Energy usage consists of emissions from on-site natural gas usage.
- (4) On-site vehicular emissions based on 1/10 of the gross vehicular emissions and road dust.
- (5) The nearest sensitive receptors are the existing multi-family residential uses located approximately 460 feet (~140 meters) southeast, 570 feet (~174 meters) south, and 781 feet (~238 meters) west; the mobile home parks located approximately 796 feet (~243 meters) southwest and 315 feet (~96 meters) north; the school use located approximately 327 feet (~100 meters) southeast; and the transient lodging use located approximately 645 feet (~197 meters) west of the project site; therefore, to be conservative, the 50 meter threshold was used.

CUMULATIVE AIR QUALITY IMPACTS

There are a number of cumulative projects in the project area that have not yet been built or are currently under construction. Since the timing or sequencing of the cumulative projects is unknown, any quantitative analysis to ascertain daily construction emissions that assumes multiple, concurrent construction projects would be speculative. Further, cumulative projects include local development as well as general growth within the project area. However, as with most development, the greatest source of emissions is from mobile sources, which travel well out of the local area. Therefore, from an air quality standpoint, the cumulative analysis would extend beyond any local projects and when wind patterns are considered would cover an even larger area. The SCAQMD recommends using two different methodologies: (1) that project-specific air quality impacts be used to determine the potential cumulative impacts to regional air quality;¹⁶ and (2) that a project's consistency with the current AQMP be used to determine its potential cumulative impacts.

Project Specific Impacts

The project area is out of attainment for ozone, PM10, and PM2.5. Construction and operation of cumulative projects will further degrade the local air quality, as well as the air quality of the South Coast Air Basin. The greatest cumulative impact on the quality of regional air cell will be the incremental addition of pollutants mainly from increased traffic volumes from residential, commercial, and industrial development and the use of heavy equipment and trucks associated with the construction of these projects. Air quality will be temporarily degraded during construction activities that occur separately or simultaneously. However, in accordance with the SCAQMD methodology, projects that do not exceed the SCAQMD criteria or can be mitigated to less than criteria levels are not significant and do not add to the overall cumulative impact. This applies to TACs as well, as the SCAQMD does not have any cumulative TAC thresholds; therefore, projects that do not exceed the SCAQMD TAC threshold criteria or can be mitigated to less than criteria levels are not significant and do not add to the overall cumulative impact. A significant impact may occur if a project would add a cumulatively considerable contribution of a federal or state non-attainment pollutant.

Project operations would generate emissions of NO_x, ROG, CO, PM10, and PM2.5, which, would not exceed the SCAQMD regional or local thresholds and would not be expected to result in ground level concentrations that exceed the NAAQS or CAAQS. The project will not be a source of significant TACs and will not cause and significant cancer or non-cancer-related health risks. Since the project would not introduce any substantial stationary sources of emissions, CO is the benchmark pollutant for assessing local area air quality impacts from post-construction motor vehicle operations. As indicated earlier, no violations of the state and federal CO standards are projected to occur for the project, based on the magnitude of traffic the project is anticipated to create.

Therefore, operation of the project would not result in a cumulatively considerable net increase for non-attainment of criteria pollutants or ozone precursors, or TACs. As a result, the project would result in a less than significant cumulative impact for operational emissions.

Air Quality Compliance

The California Environmental Quality Act (CEQA) requires a discussion of any inconsistencies between a proposed project and applicable General Plans and Regional Plans (CEQA Guidelines Section 15125). The regional plan that applies to the proposed project includes the SCAQMD Air Quality Management Plan (AQMP). Therefore, this section discusses any potential inconsistencies of the proposed project with the AQMP.

The purpose of this discussion is to set forth the issues regarding consistency with the assumptions and objectives of the AQMP and discuss whether the proposed project would interfere with the region's ability to

¹⁶ South Coast Air Quality Management District, Potential Control Strategies to Address Cumulative Impacts from Air Pollution White Paper, 1993, <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook>.

comply with Federal and State air quality standards. If the decision-makers determine that the proposed project is inconsistent, the lead agency may consider project modifications or inclusion of mitigation to eliminate the inconsistency.

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

- (1) Whether the project will result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.
- (2) Whether the project will exceed the assumptions in the AQMP in 2022 or increments based on the year of project buildout and phase.

Both of these criteria are evaluated in the following sections.

Criteria 1 – Increase in the Frequency or Severity of Violations

Based on the air quality modeling analysis contained in this Air Analysis, short-term construction impacts will not result in significant impacts based on the SCAQMD regional and local thresholds of significance. This Air Analysis also found that, long-term operations impacts will not result in significant impacts based on the SCAQMD local and regional thresholds of significance.

Therefore, the proposed project is not projected to contribute to the exceedance of any air pollutant concentration standards and is found to be consistent with the AQMP for the first criterion.

Criteria 2 – Exceed Assumptions in the AQMP?

Consistency with the AQMP assumptions is determined by performing an analysis of the proposed project with the assumptions in the AQMP. The emphasis of this criterion is to ensure that the analyses conducted for the proposed project are based on the same forecasts as the AQMP. The 2020-2045 Regional Transportation/Sustainable Communities Strategy prepared by SCAG (2020) includes chapters on: the challenges in a changing region, creating a plan for our future, and the road to greater mobility and sustainable growth. These chapters currently respond directly to federal and state requirements placed on SCAG. Local governments are required to use these as the basis of their plans for purposes of consistency with applicable regional plans under CEQA. For this project, the City of Corona Land Use Plan defines the assumptions that are represented in the AQMP.

The project site has existing land use designations of General Commercial (GC) and High Density Residential (HDR) on the City of Corona General Plan Land Use Plan and zoning designations of General Commercial (C-3) and Mobile Park (MP). The proposed project includes General Plan Amendment (GPA) from GC and HDR to GC and a change of zone from C-3 and MP to C-3. As the proposed project is that of commercial uses, it is not currently consistent with the existing land use and zoning. However, once the GPA and zone change are approved, the project would be consistent with land use and zoning designations. Although the project and GPA may initially result in an inconsistency with the AQMP on paper, the inconsistency would not necessarily constitute a conflict with the AQMP. Because the parcels in question would be changed from non-residential and residential to only non-residential, the project would not be expected to result in population growth beyond that assumed in the AQMP assumptions. The SCAQMD acknowledges that strict consistency with all aspects of the AQMP is not required in order to make a finding of no conflict. Rather, a project is considered to be consistent with the AQMP if it furthers one or more policies and does not obstruct other policies. The project would implement contemporary energy-efficient technologies and regulatory/operational programs required per Title 24, CALGreen and City standards. Generally, compliance with SCAQMD emissions

reductions and control requirements also act to reduce project air pollutant emissions. In combination, project emissions-reducing design features and regulatory/operational programs are consistent with and support overarching AQMP air pollution reduction strategies. Project support of these strategies promotes timely attainment of AQMP air quality standards and would bring the project into conformance with the AQMP. Therefore, the proposed project is not anticipated to exceed the AQMP assumptions for the project site and is found to be consistent with the AQMP for the second criterion.

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

3. GLOBAL CLIMATE CHANGE ANALYSIS

EXISTING GREENHOUSE GAS ENVIRONMENT

Constituent gases of the Earth's atmosphere, called atmospheric greenhouse gases (GHG), play a critical role in the Earth's radiation amount by trapping infrared radiation emitted from the Earth's surface, which otherwise would have escaped to space. Prominent greenhouse gases contributing to this process include carbon dioxide (CO₂), methane (CH₄), ozone, water vapor, nitrous oxide (N₂O), and chlorofluorocarbons (CFCs). This phenomenon, known as the Greenhouse Effect, is responsible for maintaining a habitable climate. Anthropogenic (caused or produced by humans) emissions of these greenhouse gases in excess of natural ambient concentrations are responsible for the enhancement of the Greenhouse Effect and have led to a trend of unnatural warming of the Earth's natural climate, known as global warming or climate change. Emissions of gases that induce global warming are attributable to human activities associated with industrial/manufacturing, agriculture, utilities, transportation, and residential land uses. Transportation is responsible for 41 percent of the State's greenhouse gas emissions, followed by electricity generation. Emissions of CO₂ and nitrous oxide (NO_x) are byproducts of fossil fuel combustion. Methane, a potent greenhouse gas, results from off-gassing associated with agricultural practices and landfills. Sinks of CO₂, where CO₂ is stored outside of the atmosphere, include uptake by vegetation and dissolution into the ocean. The following provides a description of each of the greenhouse gases and their global warming potential.

Water Vapor

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

Carbon Dioxide (CO₂)

The natural production and absorption of CO₂ is achieved through the terrestrial biosphere and the ocean. However, humankind has altered the natural carbon cycle by burning coal, oil, natural gas, and wood. Since the industrial revolution began in the mid-1700s. Each of these activities has increased in scale and distribution. CO₂ was the first GHG demonstrated to be increasing in atmospheric concentration with the first conclusive measurements being made in the last half of the 20th century. Prior to the industrial revolution, concentrations were fairly stable at 280 parts per million (ppm). The International Panel on Climate Change (IPCC Fifth Assessment Report, 2014) Emissions of CO₂ from fossil fuel combustion and industrial processes contributed about 78% of the total GHG emissions increase from 1970 to 2010, with a similar percentage contribution for the increase during the period 2000 to 2010. Globally, economic and population growth continued to be the most important drivers of increases in CO₂ emissions from fossil fuel combustion. The contribution of population growth between 2000 and 2010 remained roughly identical to the previous three decades, while the contribution of economic growth has risen sharply.

Methane (CH₄)

CH₄ is an extremely effective absorber of radiation, although its atmospheric concentration is less than that of CO₂. Its lifetime in the atmosphere is brief (10 to 12 years), compared to some other GHGs (such as CO₂, N₂O, and Chlorofluorocarbons (CFCs)). CH₄ has both natural and anthropogenic sources. It is released as part of the biological processes in low oxygen environments, such as in swamplands or in rice production (at the roots of the plants). Over the last 50 years, human activities such as growing rice, raising cattle, using natural gas, and mining coal have added to the atmospheric concentration of methane. Other anthropocentric sources include fossil-fuel combustion and biomass burning.

Nitrous Oxide (N₂O)

Concentrations of N₂O also began to rise at the beginning of the industrial revolution. In 1998, the global concentration of this GHG was documented at 314 parts per billion (ppb). N₂O is produced by microbial processes in soil and water, including those reactions which occur in fertilizer containing nitrogen. In addition to agricultural sources, some industrial processes (fossil fuel-fired power plants, nylon production, nitric acid production, and vehicle emissions) also contribute to its atmospheric load. It is also commonly used as an aerosol spray propellant, (i.e., in whipped cream bottles, in potato chip bags to keep chips fresh, and in rocket engines and in race cars).

Chlorofluorocarbons (CFC)

CFCs are gases formed synthetically by replacing all hydrogen atoms in methane or ethane (C₂H₆) with chlorine and/or fluorine atoms. CFCs are nontoxic, nonflammable, insoluble, and chemically unreactive in the troposphere (the level of air at the Earth's surface). CFCs have no natural source, but were first synthesized in 1928. It was used for refrigerants, aerosol propellants, and cleaning solvents. Due to the discovery that they are able to destroy stratospheric ozone, a global effort to halt their production was undertaken and in 1989 the European Community agreed to ban CFCs by 2000 and subsequent treaties banned CFCs worldwide by 2010. This effort was extremely successful, and the levels of the major CFCs are now remaining level or declining. However, their long atmospheric lifetimes mean that some of the CFCs will remain in the atmosphere for over 100 years.

Hydrofluorocarbons (HFC)

HFCs are synthetic man-made chemicals that are used as a substitute for CFCs. Out of all the GHGs, they are one of three groups with the highest global warming potential. The HFCs with the largest measured atmospheric abundances are (in order), HFC-23 (CHF₃), HFC-134a (CF₃CH₂F), and HFC-152a (CH₃CHF₂). Prior to 1990, the only significant emissions were HFC-23. HFC-134a use is increasing due to its use as a refrigerant. Concentrations of HFC-23 and HFC-134a in the atmosphere are now about 10 parts per trillion (ppt) each. Concentrations of HFC-152a are about 1 ppt. HFCs are manmade for applications such as automobile air conditioners and refrigerants.

Perfluorocarbons (PFC)

PFCs have stable molecular structures and do not break down through the chemical processes in the lower atmosphere. High-energy ultraviolet rays about 60 kilometers above Earth's surface are able to destroy the compounds. Because of this, PFCs have very long lifetimes, between 10,000 and 50,000 years. Two common PFCs are tetrafluoromethane (CF₄) and hexafluoroethane (C₂F₆). Concentrations of CF₄ in the atmosphere are over 70 ppt. The two main sources of PFCs are primary aluminum production and semiconductor manufacturing.

Sulfur Hexafluoride (SF₆)

SF₆ is an inorganic, odorless, colorless, nontoxic, nonflammable gas. SF₆ has the highest global warming potential of any gas evaluated; 23,900 times that of CO₂. Concentrations in the 1990s were about 4 ppt. Sulfur hexafluoride is used for insulation in electric power transmission and distribution equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas for leak detection.

Aerosols

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

Global Warming Potential

The Global Warming Potential (GWP) was developed to allow comparisons of the global warming impacts of different gases. Specifically, it is a measure of how much energy the emissions of 1 ton of a gas will absorb over a given period of time, relative to the emissions of 1 ton of carbon dioxide (CO₂). The larger the GWP, the more that a given gas warms the Earth compared to CO₂ over that time period. The time period usually used for GWPs is 100 years. GWPs provide a common unit of measure, which allows analysts to add up emissions estimates of different gases (e.g., to compile a national GHG inventory), and allows policymakers to compare emissions reduction opportunities across sectors and gases. A summary of the atmospheric lifetime and the global warming potential of selected gases are summarized in Table 11. As shown in Table 11, the global warming potential of GHGs ranges from 1 to 22,800.

Table 11
Global Warming Potentials and Atmospheric Lifetimes

Gas	Atmospheric Lifetime	Global Warming Potential ¹ (100 Year Horizon)
Carbon Dioxide (CO ₂)	∞ ²	1
Methane (CH ₄)	12	28-36
Nitrous Oxide (NO)	114	298
Hydrofluorocarbons (HFCs)	1-270	12-14,800
Perfluorocarbons (PFCs)	2,600-50,000	7,390-12,200
Nitrogen trifluoride (NF ₃)	740	17,200
Sulfur Hexafluoride (SF ₆)	3,200	22,800

Notes:

Source: <http://www3.epa.gov/climatechange/ghgemissions/gases.html>

(1) Compared to the same quantity of CO₂ emissions.

(2) Carbon dioxide's lifetime is poorly defined because the gas is not destroyed over time, but instead moves among different parts of the ocean-atmosphere-land system. Some of the excess carbon dioxide will be absorbed quickly (for example, by the ocean surface), but some will remain in the atmosphere for thousands of years, due in part to the very slow process by which carbon is transferred to ocean sediments.

GREENHOUSE GAS STANDARDS AND REGULATION

International

Montreal Protocol

In 1988, the United Nations established the Intergovernmental Panel on Climate Change (IPCC) to evaluate the impacts of global climate change and to develop strategies that nations could implement to curtail global climate change. In 1992, the United States joined other countries around the world in signing the United Nations' Framework Convention on Climate Change (UNFCCC) agreement with the goal of controlling GHG emissions. As a result, the Climate Change Action Plan was developed to address the reduction of GHGs in the United States. The plan consists of more than 50 voluntary programs.

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

The Paris Agreement

The Paris Agreement became effective on November 4, 2016. Thirty days after this date at least 55 Parties to the United Nations Framework Convention on Climate Change (Convention), accounting in total for at least an estimated 55 % of the total global greenhouse gas emissions, had deposited their instruments of ratification, acceptance, approval or accession with the Depositary.

The Paris Agreement built upon the Convention and – for the first time – attempted to bring all nations into a common cause to undertake ambitious efforts to combat climate change and adapt to its effects, with enhanced support to assist developing countries to do so. As such, it charts a new course in the global climate effort.

The Paris Agreement's central aim is to strengthen the global response to the threat of climate change by keeping a global temperature rise this century well below 2 degrees Celsius above pre-industrial levels and to pursue efforts to limit the temperature increase even further to 1.5 degrees Celsius. Additionally, the agreement aims to strengthen the ability of countries to deal with the impacts of climate change. To reach these ambitious goals, appropriate financial flows, a new technology framework and an enhanced capacity building framework will be put in place, thus supporting action by developing countries and the most vulnerable countries, in line with their own national objectives. The Agreement also provides for enhanced transparency of action and support through a more robust transparency framework.

Federal

The United States Environmental Protection Agency (USEPA) is responsible for implementing federal policy to address GHGs. The federal government administers a wide array of public-private partnerships to reduce the GHG intensity generated in the United States. These programs focus on energy efficiency, renewable energy, methane and other non-CO₂ gases, agricultural practices, and implementation of technologies to achieve GHG reductions. The USEPA implements numerous voluntary programs that contribute to the reduction of GHG emissions. These programs (e.g., the ENERGY STAR labeling system for energy-efficient products) play a significant role in encouraging voluntary reductions from large corporations, consumers, industrial and commercial buildings, and many major industrial sectors.

In *Massachusetts v. Environmental Protection Agency* (Docket No. 05–1120), argued November 29, 2006 and decided April 2, 2007, the U.S. Supreme Court held that not only did the EPA have authority to regulate greenhouse gases, but the EPA's reasons for not regulating this area did not fit the statutory requirements. As

such, the U.S. Supreme Court ruled that the EPA should be required to regulate CO₂ and other greenhouse gases as pollutants under the federal Clean Air Act (CAA).

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

On December 7, 2009, the EPA Administrator signed two distinct findings under section 202(a) of the Clean Air Act. One is an endangerment finding that finds concentrations of the six GHGs in the atmosphere threaten the public health and welfare of current and future generations. The other is a cause or contribute finding, that finds emissions from new motor vehicles and new motor vehicle engines contribute to the GHG pollution which threatens public health and welfare. These actions will not themselves impose any requirements on industry or other entities. However, it is a prerequisite to finalizing the EPA's proposed GHG emission standards for light-duty vehicles, which were jointly proposed by the EPA and Department of Transportation on September 15, 2009.

Clean Air Act

In *Massachusetts v. Environmental Protection Agency* (Docket No. 05-1120), the U.S. Supreme Court held in April of 2007 that the USEPA has statutory authority under Section 202 of the federal Clean Air Act (CAA) to regulate GHGs. The court did not hold that the USEPA was required to regulate GHG emissions; however, it indicated that the agency must decide whether GHGs cause or contribute to air pollution that is reasonably anticipated to endanger public health or welfare. On December 7, 2009, the USEPA Administrator signed two distinct findings regarding GHGs under Section 202(a) of the CAA. The USEPA adopted a Final Endangerment Finding for the six defined GHGs (CO₂, CH₄, N₂O, HFCs, PFCs, and SF₆) on December 7, 2009. The Endangerment Finding is required before USEPA can regulate GHG emissions under Section 202(a)(1) of the CAA consistently with the United States Supreme Court decision. The USEPA also adopted a Cause or Contribute Finding in which the USEPA Administrator found that GHG emissions from new motor vehicle and motor vehicle engines are contributing to air pollution, which is endangering public health and welfare. These findings do not, by themselves, impose any requirements on industry or other entities. However, these actions were a prerequisite for implementing GHG emissions standards for vehicles.

Energy Independence Security Act

The Energy Independence and Security Act of 2007 (EISA) facilitates the reduction of national GHG emissions by requiring the following:

- Increasing the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard (RFS) that requires fuel producers to use at least 36 billion gallons of biofuel in 2022;
- Prescribing or revising standards affecting regional efficiency for heating and cooling products, procedures for new or amended standards, energy conservation, energy efficiency labeling for consumer electronic products, residential boiler efficiency, electric motor efficiency, and home appliances;
- Requiring approximately 25 percent greater efficiency for light bulbs by phasing out incandescent light bulbs between 2012 and 2014; requiring approximately 200 percent greater efficiency for light bulbs, or similar energy savings, by 2020; and
- While superseded by the USEPA and NHTSA actions described above, (i) establishing miles per gallon targets for cars and light trucks and (ii) directing the NHTSA to establish a fuel economy program for medium- and heavy-duty trucks and create a separate fuel economy standard for trucks.

Additional provisions of EISA address energy savings in government and public institutions, promote research for alternative energy, additional research in carbon capture, international energy programs, and the creation of green jobs.¹⁷

Executive Order 13432

In response to the *Massachusetts v. Environmental Protection Agency* ruling, the President signed Executive Order 13432 on May 14, 2007, directing the USEPA, along with the Departments of Transportation, Energy, and Agriculture, to initiate a regulatory process that responds to the Supreme Court's decision. Executive Order 13432 was codified into law by the 2009 Omnibus Appropriations Law signed on February 17, 2009. The order sets goals in the areas of energy efficiency, acquisition, renewable energy, toxics reductions, recycling, sustainable buildings, electronics stewardship, fleets, and water conservation. Light-Duty Vehicle Greenhouse Gas and Corporate Average Fuel Economy Standards.

On May 19, 2009, President Obama announced a national policy for fuel efficiency and emissions standards in the United States auto industry. The adopted federal standard applies to passenger cars and light-duty trucks for model years 2012 through 2016. The rule surpasses the prior Corporate Average Fuel Economy standards (CAFE)¹⁸ and requires an average fuel economy standard of 35.5 miles per gallon (mpg) and 250 grams of CO₂ per mile by model year 2016, based on USEPA calculation methods. These standards were formally adopted on April 1, 2010. In August 2012, standards were adopted for model year 2017 through 2025 for passenger cars and light-duty trucks. By 2025, vehicles are required to achieve 54.5 mpg (if GHG reductions are achieved exclusively through fuel economy improvements) and 163 grams of CO₂ per mile. According to the USEPA, a model year 2025 vehicle would emit one-half of the GHG emissions from a model year 2010 vehicle.¹⁹ In 2017, the USEPA recommended no change to the GHG standards for light-duty vehicles for model years 2022-2025.

Issued by NHTSA and EPA in March 2020 (published on April 30, 2020 and effective after June 29, 2020), the Safer Affordable Fuel-Efficient Vehicles Rule would maintain the CAFE and CO₂ standards applicable in model year 2020 for model years 2021 through 2026. The estimated CAFE and CO₂ standards for model year 2020 are 43.7 mpg and 204 grams of CO₂ per mile for passenger cars and 31.3 mpg and 284 grams of CO₂ per mile for light trucks, projecting an overall industry average of 37 mpg, as compared to 46.7 mpg under the standards issued in 2012. This Rule also excludes CO₂-equivalent emission improvements associated with air conditioning refrigerants and leakage (and, optionally, offsets for nitrous oxide and methane emissions) after model year 2020.²⁰

On May 12, 2021, the National Highway Traffic Safety Administration (NHTSA) published a notice of proposed rulemaking in the Federal Register, proposing to repeal "The Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program," published Sept. 27, 2019 (SAFE I Rule), in which NHTSA codified regulatory text and made additional pronouncements regarding the preemption of state and local laws related to fuel economy standards. Specifically, this document proposes to fully repeal the regulatory text and appendices promulgated in the SAFE I Rule. In addition, this document proposes to repeal and withdraw the interpretative statements made by the Agency in the SAFE I Rule preamble, including those

¹⁷ A green job, as defined by the United States Department of Labor, is a job in business that produces goods or provides services that benefit the environment or conserve natural resources.

¹⁸ The Corporate Average Fuel Economy standards are regulations in the United States, first enacted by Congress in 1975, to improve the average fuel economy of cars and light trucks. The U.S. Department of Transportation has delegated the National Highway Traffic Safety Administration as the regulatory agency for the Corporate Average Fuel Economy standards.

¹⁹ United States Environmental Protection Agency, EPA and NHTSA Set Standards to Reduce Greenhouse Gases and Improve Fuel Economy for Model Years 2017-2025 Cars and Light Trucks, August 2012, <https://nepis.epa.gov/Exe/ZyPDF.cgi/P100EZ7C.PDF?Dockey=P100EZ7C.PDF>.

²⁰ National Highway Traffic Safety Administration (NHTSA) and U.S. Environmental Protection Agency (USEPA), 2018. Federal Register / Vol. 83, No. 165 / Friday, August 24, 2018 / Proposed Rules, The Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks 2018. Available at: <https://www.gpo.gov/fdsys/pkg/FR-2018-08-24/pdf/2018-16820.pdf>.

regarding the preemption of particular state Greenhouse Gas (GHG) Emissions standards or Zero Emissions Vehicle (ZEV) mandates. As such, this document proposes to establish a clean slate with respect to NHTSA's regulations and interpretations concerning preemption under the Energy Policy and Conservation Act (EPCA).²¹

State of California

California Air Resources Board

CARB, a part of the California Environmental Protection Agency (CalEPA), is responsible for the coordination and administration of both federal and state air pollution control programs within California. In this capacity, CARB conducts research, sets state ambient air quality standards (California Ambient Air Quality Standards [CAAQS]), compiles emission inventories, develops suggested control measures, and provides oversight of local programs. CARB establishes emissions standards for motor vehicles sold in California, consumer products (such as hairspray, aerosol paints, and barbecue lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions.

In 2004, the California Air Resources Board (CARB) adopted an Airborne Toxic Control Measure to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel particulate matter and other toxic air contaminants (Title 13 California Code of Regulations [CCR], Section 2485). The measure applies to diesel-fueled commercial vehicles with gross vehicle weight ratings greater than 10,000 pounds that are licensed to operate on highways, regardless of where they are registered. This measure generally does not allow diesel-fueled commercial vehicles to idle for more than 5 minutes at any given location with certain exemptions for equipment in which idling is a necessary function such as concrete trucks. While this measure primarily targets diesel particulate matter emissions, it has co-benefits of minimizing GHG emissions from unnecessary truck idling.

In 2008, CARB approved the Truck and Bus regulation to reduce particulate matter and nitrogen oxide emissions from existing diesel vehicles operating in California (13 CCR, Section 2025, subsection (h)). CARB has also promulgated emission standards for off-road diesel construction equipment of greater than 25 horsepower such as bulldozers, loaders, backhoes and forklifts, as well as many other self-propelled off-road diesel vehicles. The regulation, adopted by the CARB on July 26, 2007, aims to reduce emissions by installation of diesel soot filters and encouraging the retirement, replacement, or repower of older, dirtier engines with newer emission-controlled models. Refer to Section IV.B, *Air Quality*, of this Draft EIR for additional details regarding these regulations. While these regulations primarily target reductions in criteria air pollutant emission, they have co-benefits of minimizing GHG emissions due to improved engine efficiencies.

The State currently has no regulations that establish ambient air quality standards for GHGs. However, the State has passed laws directing CARB to develop actions to reduce GHG emissions, which are listed below.

Assembly Bill 1493

California Assembly Bill 1493 enacted on July 22, 2002, required the CARB to develop and adopt regulations that reduce GHGs emitted by passenger vehicles and light duty trucks. In 2005, the CARB submitted a "waiver" request to the EPA from a portion of the federal Clean Air Act in order to allow the State to set more stringent tailpipe emission standards for CO₂ and other GHG emissions from passenger vehicles and light duty trucks. On December 19, 2007 the EPA announced that it denied the "waiver" request. On January 21, 2009, CARB submitted a letter to the EPA administrator regarding the State's request to reconsider the waiver denial. The EPA approved the waiver on June 30, 2009. After adopting these initial greenhouse gas standards for passenger vehicles, CARB adopted continuing standards for future model years.

²¹ <https://www.federalregister.gov/documents/2021/05/12/2021-08758/corporate-average-fuel-economy-cape-preemption>

Executive Order S-3-05

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

- By 2010, California shall reduce GHG emissions to 2000 levels;
- By 2020, California shall reduce GHG emissions to 1990 levels; and
- By 2050, California shall reduce GHG emissions to 80 percent below 1990 levels.

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

Assembly Bill 32 (California Health and Safety Code, Division 25.5 – California Global Warming Solutions Act of 2006)

In 2006, the California State Legislature adopted Assembly Bill (AB) 32 (codified in the California Health and Safety Code [HSC], Division 25.5 – California Global Warming Solutions Act of 2006), which focuses on reducing GHG emissions in California to 1990 levels by 2020. HSC Division 25.5 defines GHGs as CO₂, CH₄, N₂O, HFCs, PFCs, and SF₆ and represents the first enforceable statewide program to limit emissions of these GHGs from all major industries with penalties for noncompliance. The law further requires that reduction measures be technologically feasible and cost effective. Under HSC Division 25.5, CARB has the primary responsibility for reducing GHG emissions. CARB is required to adopt rules and regulations directing state actions that would achieve GHG emissions reductions equivalent to 1990 statewide levels by 2020.

Senate Bill 32 and Assembly Bill 197

In 2016, the California State Legislature adopted Senate Bill (SB) 32 and its companion bill AB 197, and both were signed by Governor Brown. SB 32 and AB 197 amends HSC Division 25.5 and establishes a new climate pollution reduction target of 40 percent below 1990 levels by 2030 and includes provisions to ensure the benefits of state climate policies reach into disadvantaged communities.

Climate Change Scoping Plan (2008)

A specific requirement of AB 32 was to prepare a Climate Change Scoping Plan for achieving the maximum technologically feasible and cost-effective GHG emission reduction by 2020 (Health and Safety Code section 38561 (h)). CARB developed an AB 32 Scoping Plan that contains strategies to achieve the 2020 emissions cap. The initial Scoping Plan was approved in 2008 and contains a mix of recommended strategies that combined direct regulations, market-based approaches, voluntary measures, policies, and other emission reduction programs calculated to meet the 2020 statewide GHG emission limit and initiate the transformations needed to achieve the State's long-range climate objectives.

As required by HSC Division 25.5, CARB approved the 1990 GHG emissions inventory, thereby establishing the emissions limit for 2020. The 2020 emissions limit was originally set at 427 MMTCO_{2e} using the GWP values from the IPCC SAR. CARB also projected the state's 2020 GHG emissions under no-action-taken (NAT) conditions – that is, emissions that would occur without any plans, policies, or regulations to reduce GHG emissions. CARB originally used an average of the state's GHG emissions from 2002 through 2004 and projected the 2020 levels at approximately 596 MMTCO_{2e} (using GWP values from the IPCC SAR). Therefore,

under the original projections, the state must reduce its 2020 NAT emissions by 28.4 percent in order to meet the 1990 target of 427 MMTCO_{2e}.

First Update to the Climate Change Scoping Plan (2014)

The First Update to the Scoping Plan was approved by CARB in May 2014 and builds upon the initial Scoping Plan with new strategies and recommendations. In 2014, CARB revised the target using the GWP values from the IPCC AR4 and determined that the 1990 GHG emissions inventory and 2020 GHG emissions limit is 431 MMTCO_{2e}. CARB also updated the State's 2020 NAT emissions estimate to account for the effect of the 2007–2009 economic recession, new estimates for future fuel and energy demand, and the reductions required by regulation that were recently adopted for motor vehicles and renewable energy. CARB's projected statewide 2020 emissions estimate using the GWP values from the IPCC AR4 is 509.4 MMTCO_{2e}.

2017 Climate Change Scoping Plan

In response to the 2030 GHG reduction target, CARB adopted the 2017 Climate Change Scoping Plan at a public meeting held in December 2017. The 2017 Scoping Plan outlines the strategies the State will implement to achieve the 2030 GHG reduction target of 40 percent below 1990 levels. The 2017 Scoping Plan also addresses GHG emissions from natural and working lands of California, including the agriculture and forestry sectors. The 2017 Scoping Plan considered the Scoping Plan Scenario and four alternatives for achieving the required GHG reductions but ultimately selected the Scoping Plan Scenario.

CARB states that the Scoping Plan Scenario “is the best choice to achieve the State’s climate and clean air goals.”²² Under the Scoping Plan Scenario, the majority of the reductions would result from the continuation of the Cap-and-Trade regulation. Additional reductions are achieved from electricity sector standards (i.e., utility providers to supply at least 50 percent renewable electricity by 2030), doubling the energy efficiency savings at end uses, additional reductions from the LCFS, implementing the short-lived GHG strategy (e.g., hydrofluorocarbons), and implementing the mobile source strategy and sustainable freight action plan. The alternatives were designed to consider various combinations of these programs, as well as consideration of a carbon tax in the event the Cap-and-Trade regulation is not continued. However, in July 2017, the California Legislature voted to extend the Cap-and-Trade regulation to 2030. Implementing this Scoping Plan will ensure that California’s climate actions continue to promote innovation, drive the generation of new jobs, and achieve continued reductions of smog and air toxics. The ambitious approach draws on a decade of successful programs that address the major sources of climate-changing gases in every sector of the economy:

- **More Clean Cars and Trucks:** The plan sets out far-reaching programs to incentivize the sale of millions of zero-emission vehicles, drive the deployment of zero-emission trucks, and shift to a cleaner system of handling freight statewide.
- **Increased Renewable Energy:** California’s electric utilities are ahead of schedule meeting the requirement that 33 percent of electricity come from renewable sources by 2020. The Scoping Plan guides utilities to 50 percent renewables, as required under SB 350.
- **Slashing Super-Pollutants:** The plan calls for a significant cut in super-pollutants such as methane and HFC refrigerants, which are responsible for as much as 40 percent of global warming.
- **Cleaner Industry and Electricity:** California’s renewed cap-and-trade program extends the declining cap on emissions from utilities and industries and the carbon allowance auctions. The auctions will continue to fund investments in clean energy and efficiency, particularly in disadvantaged communities.
- **Cleaner Fuels:** The Low Carbon Fuel Standard will drive further development of cleaner, renewable transportation fuels to replace fossil fuels.
- **Smart Community Planning:** Local communities will continue developing plans which will further link transportation and housing policies to create sustainable communities.

²² California Air Resources Board, California’s 2017 Climate Change Scoping Plan, November 2017, https://www.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf

- Improved Agriculture and Forests: The Scoping Plan also outlines innovative programs to account for and reduce emissions from agriculture, as well as forests and other natural lands.

The 2017 Scoping Plan also evaluates reductions of smog-causing pollutants through California’s climate programs.

2022 Climate Change Scoping Plan

CARB adopted the 2022 Scoping Plan for Achieving Carbon Neutrality on November 16, 2022. The 2022 Scoping Plan lays out the sector-by-sector roadmap for California, the world’s fifth largest economy, to achieve carbon neutrality by 2045 or earlier, outlining a technologically feasible, cost-effective, and equity-focused path to achieve the state’s climate target. The Plan addresses recent legislation and direction from Governor Newsom and extends and expands upon earlier plans with a target of reducing anthropogenic emissions to 85 percent below 1990 levels by 2045. The plan also takes the unprecedented step of adding carbon neutrality as a science-based guide and touchstone for California’s climate work. Specifically, this plan:

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

SB 32, Pavley. California Global Warming Solutions Act of 2006

- (1) The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emissions reductions. This bill would require the state board to ensure that statewide greenhouse gas emissions are reduced to 40% below the 1990 level by 2030.
- (2) This bill would become operative only if AB 197 of the 2015–16 Regular Session is enacted and becomes effective on or before January 1, 2017. AB 197 requires that the California Air Resources Board, which directs implementation of emission-reduction programs, should target direct reductions at both stationary and mobile sources. AB 197 of the 2015-2016 Regular Session was approved on September 8, 2016.

Executive Order S-1-07

Executive Order S-1-07 was issued in 2007 and proclaims that the transportation sector is the main source of GHG emissions in the State, since it generates more than 40 percent of the State’s GHG emissions. It establishes a goal to reduce the carbon intensity of transportation fuels sold in the State by at least ten percent

by 2020. This Order also directs the CARB to determine whether this Low Carbon Fuel Standard (LCFS) could be adopted as a discrete early-action measure as part of the effort to meet the mandates in AB 32.

On April 23, 2009 CARB approved the proposed regulation to implement the low carbon fuel standard and began implementation on January 1, 2011. The low carbon fuel standard is anticipated to reduce GHG emissions by about 16 MMT per year by 2020. CARB approved some amendments to the LCFS in December 2011, which were implemented on January 1, 2013. In September 2015, the Board approved the re-adoption of the LCFS, which became effective on January 1, 2016, to address procedural deficiencies in the way the original regulation was adopted. In 2018, the Board approved amendments to the regulation, which included strengthening and smoothing the carbon intensity benchmarks through 2030 in-line with California's 2030 GHG emission reduction target enacted through SB 32, adding new crediting opportunities to promote zero emission vehicle adoption, alternative jet fuel, carbon capture and sequestration, and advanced technologies to achieve deep decarbonization in the transportation sector.

The LCFS is designed to encourage the use of cleaner low-carbon transportation fuels in California, encourage the production of those fuels, and therefore, reduce GHG emissions and decrease petroleum dependence in the transportation sector. Separate standards are established for gasoline and diesel fuels and the alternative fuels that can replace each. The standards are “back-loaded”, with more reductions required in the last five years, than during the first five years. This schedule allows for the development of advanced fuels that are lower in carbon than today’s fuels and the market penetration of plug-in hybrid electric vehicles, battery electric vehicles, fuel cell vehicles, and flexible fuel vehicles. It is anticipated that compliance with the low carbon fuel standard will be based on a combination of both lower carbon fuels and more efficient vehicles.

Reformulated gasoline mixed with corn-derived ethanol at ten percent by volume and low sulfur diesel fuel represent the baseline fuels. Lower carbon fuels may be ethanol, biodiesel, renewable diesel, or blends of these fuels with gasoline or diesel as appropriate. Compressed natural gas and liquefied natural gas also may be low carbon fuels. Hydrogen and electricity, when used in fuel cells or electric vehicles are also considered as low carbon fuels for the low carbon fuel standard.

Senate Bill 97

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

Pursuant to the requirements of SB 97 as stated above, on December 30, 2009, the Natural Resources Agency adopted amendments to the state CEQA guidelines that address GHG emissions. The CEQA Guidelines Amendments changed 14 sections of the CEQA Guidelines and incorporate GHG language throughout the Guidelines. However, no GHG emissions thresholds of significance were provided and no specific mitigation measures were identified. The GHG emission reduction amendments went into effect on March 18, 2010, and are summarized below:

- Climate action plans and other greenhouse gas reduction plans can be used to determine whether a project has significant impacts, based upon its compliance with the plan.
- Local governments are encouraged to quantify the greenhouse gas emissions of proposed projects, noting that they have the freedom to select the models and methodologies that best meet their needs and circumstances. The section also recommends consideration of several qualitative factors that may be used in the determination of significance, such as the extent to which the given project complies with state, regional, or local GHG reduction plans and policies. OPR does not set or dictate specific thresholds of

significance. Consistent with existing CEQA Guidelines, OPR encourages local governments to develop and publish their own thresholds of significance for GHG impacts assessment.

- When creating their own thresholds of significance, local governments may consider the thresholds of significance adopted or recommended by other public agencies, or recommended by experts.
- New amendments include guidelines for determining methods to mitigate the effects of greenhouse gas emissions in Appendix F of the CEQA Guidelines.
- OPR is clear to state that “to qualify as mitigation, specific measures from an existing plan must be identified and incorporated into the project; general compliance with a plan, by itself, is not mitigation”.
- OPR’s emphasizes the advantages of analyzing GHG impacts on an institutional, programmatic level. OPR therefore approves tiering of environmental analyses and highlights some benefits of such an approach.
- Environmental impact reports (EIRs) must specifically consider a project’s energy use and energy efficiency potential.

Senate Bill 100

Senate Bill 100 (SB 100) requires 100 percent of total retail sales of electricity in California to come from eligible renewable energy resources and zero-carbon resources by December 31, 2045. SB 100 was adopted September 2018.

The interim thresholds from prior Senate Bills and Executive Orders would also remain in effect. These include Senate Bill 1078 (SB 1078), which requires retail sellers of electricity, including investor-owned utilities and community choice aggregators, to provide at least 20 percent of their supply from renewable sources by 2017. Senate Bill 107 (SB 107) which changed the target date to 2010. Executive Order S-14-08, which was signed on November 2008 and expanded the State’s Renewable Energy Standard to 33 percent renewable energy by 2020. Executive Order S-21-09 directed the CARB to adopt regulations by July 31, 2010 to enforce S-14-08. Senate Bill X1-2 codifies the 33 percent renewable energy requirement by 2020.

Senate Bill 375

Senate Bill 375 (SB 375) was adopted September 2008 and aligns regional transportation planning efforts, regional GHG emission reduction targets, and land use and housing allocation. SB 375 requires Metropolitan Planning Organizations (MPO) to adopt a sustainable communities strategy (SCS) or alternate planning strategy (APS) that will prescribe land use allocation in that MPOs Regional Transportation Plan (RTP). The CARB, in consultation with each MPO, will provide each affected region with reduction targets for GHGs emitted by passenger cars and light trucks in the region for the years 2020 and 2035. These reduction targets will be updated every eight years but can be updated every four years if advancements in emissions technologies affect the reduction strategies to achieve the targets. The CARB is also charged with reviewing each MPO’s sustainable communities strategy or alternate planning strategy for consistency with its assigned targets.

The proposed project is located within the Southern California Association of Governments (SCAG) jurisdiction, which has authority to develop the SCS or APS. For the SCAG region, the targets set by the CARB are at eight percent below 2005 per capita GHG emissions levels by 2020 and 19 percent below 2005 per capita GHG emissions levels by 2035. These reduction targets became effective October 2018.

Senate Bill X7-7

Senate Bill X7-7 (SB X7-7), enacted on November 9, 2009, mandates water conservation targets and efficiency improvements for urban and agricultural water suppliers. SB X7-7 requires the Department of Water Resources (DWR) to develop a task force and technical panel to develop alternative best management practices for the water sector. In addition, SB X7-7 required the DWR to develop criteria for baseline uses for residential, commercial, and industrial uses for both indoor and landscaped area uses. The DWR was also required to develop targets and regulations that achieve a statewide 20 percent reduction in water usage.

Assembly Bill 939 and Senate Bill 1374

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

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

CCR Title 24, Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings (Title 24) were first established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. Although it was not originally intended to reduce GHG emissions, electricity production by fossil fuels results in GHG emissions and energy efficient buildings require less electricity. Therefore, increased energy efficiency results in decreased GHG emissions.

The Energy Commission adopted 2008 Standards on April 23, 2008, and Building Standards Commission approved them for publication on September 11, 2008. These updates became effective on August 1, 2009. CalEEMod modeling defaults to 2008 standards. 2013 Standards were approved and have been effective since July 1, 2014. 2016 Standards were adopted January 1, 2017. 2019 standards were published July 1, 2019 and became effective January 1, 2020. All buildings for which an application for a building permit is submitted on or after January 1, 2020 must follow the 2019 standards. The 2016 residential standards were estimated to be approximately 28 percent more efficient than the 2013 standards, whereas the 2019 residential standards are estimated to be approximately 7 percent more efficient than the 2016 standards. Furthermore, once rooftop solar electricity generation is factored in, 2019 residential standards are estimated to be approximately 53 percent more efficient than the 2016 standards. Under the 2019 standards, nonresidential buildings are estimated to be approximately 30 percent more efficient than the 2016 standards. Energy efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases greenhouse gas emissions.

Per Section 100 Scope, the 2019 Title 24, Part 6 Building Code now requires healthcare facilities, such as assisted living facilities, hospitals, and nursing homes, to meet documentation requirements of Title 24, Part 1 Chapter 7 – Safety Standards for Health Facilities. A healthcare facility is defined as any building or portion thereof licensed pursuant to California Health and Safety Code Division 2, Chapter 1, Section 1204 or Chapter 2, Section 1250.

Section 120.1 Ventilation and Indoor Air Quality included both additions and revisions in the 2019 Code. This section now requires nonresidential and hotel/motel buildings to have air filtration systems that use forced air ducts to supply air to occupiable spaces to have air filters. Further, the air filter efficiency must be either MERV 13 or use a particle size efficiency rating specific in the Energy Code AND be equipped with air filters with a minimum 2-inch depth or minimum 1-inch depth if sized according to the equation 120.1-A. If natural ventilation is to be used the space must also use mechanical unless ventilation openings are either permanently open or controlled to stay open during occupied times. The 2019 version of the Code also completely revised the minimum ventilation requirements including DVC airflow rates within Section 120.1 Table 120.1-A. Table 120.1-A now includes air classification and recirculation limitations, these are based on either the number of occupants or the CFM/ft² (cubic feet per minute per square foot), whichever is greater.

Section 120.1 Ventilation and Indoor Air Quality also included additions for high-rise residential buildings. Requirements include that mechanical systems must provide air filters that and that air filters must be MERV 13 or use a particle size efficiency rating specified in the Energy Code. Window operation is no longer a method allowed to meet ventilation requirements, continuous operation of central forced air system handlers used in central fan integrated ventilation system is not a permissible method of providing the dwelling unit ventilation airflow, and central ventilation systems that serve multiple dwelling units must be balanced to

provide ventilation airflow to each dwelling unit. In addition, requirements for kitchen range hoods were also provided in the updated Section 120.1.

Per Section 120.1(a) healthcare facilities must be ventilated in accordance with Chapter 4 of the California Mechanical Code and are NOT required to meet the ventilations requirements of Title 24, Part 6.

Section 140.4 Space Conditioning Systems included both additions and revisions within the 2019 Code. The changes provided new requirements for cooling tower efficiency, new chilled water-cooling system requirements, as well as new formulas for calculating allowed fan power. Section 140.4(n) also provide a new exception for mechanical system shut-offs for high-rise multifamily dwelling units, while Section 140.4(o) added new requirements for conditioned supply air being delivered to space with mechanical exhaust.

Section 120.6 Covered Processes added information in regards to adiabatic chiller requirements that included that all condenser fans for air-cooled converseness, evaporative-cooled condensers, adiabatic condensers, gas coolers, air or water fluid coolers or cooling towers must be continuously variable speed, with the speed of all fans serving a common condenser high side controlled in unison .Further, the mid-condensing setpoint must be 70 degrees Fahrenheit for all of the above mentioned systems.

New regulations were also adopted under Section 130.1 Indoor Lighting Controls. These included new exceptions being added for restrooms, the exception for classrooms being removed, as well as exceptions in regard to sunlight provided through skylights and overhangs.

Section 130.2 Outdoor Lighting Controls and Equipment added automatic scheduling controls which included that outdoor lighting power must be reduced by 50 to 90 percent, turn the lighting off during unoccupied times and have at least two scheduling options for each luminaire independent from each other and with a 2-hour override function. Furthermore, motion sensing controls must have the ability to reduce power within 15 minutes of area being vacant and be able to come back on again when occupied. An exception allows for lighting subject to a health or life safety statute, ordinance, or regulation may have a minimum time-out period longer than 15 minutes or a minimum dimming level above 50% when necessary to comply with the applicable law.

The 2022 Building Energy Efficiency Standards will become effective on January 1, 2023.²³ The core focus of the building standards has been efficiency, but the 2019 Energy Code ventured into onsite generation by requiring solar PV on new homes, providing significant GHG savings. The 2022 update builds off this progress with expanded solar standards and the move to onsite energy storage that will help Californians save on utility bills while bolstering the grid. The 2022 Energy Code update focuses on four key areas in new construction of homes and businesses:

- Encouraging electric heat pump technology and use, which consumes less energy and produces fewer emissions than traditional HVACs and water heaters.
- Establishing electric-ready requirements when natural gas is installed, which positions owners to use cleaner electric heating, cooking and electric vehicle (EV) charging options whenever they choose to adopt those technologies.
- Expanding solar photovoltaic (PV) system and battery storage standards to make clean energy available onsite and complement the state's progress toward a 100 percent clean electricity grid.
- Strengthening ventilation standards to improve indoor air quality.

The 2022 Energy Code affects homes by establishing energy budgets based on efficient heat pumps for space or water heating to encourage builders to install heat pumps over gas-fueled HVAC units; requiring homes to

²³ California Energy Commission (CEC). 2022. Building Energy Efficiency Standards. <https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2022-building-energy-efficiency>.

be electric-ready, with dedicated 240-volt outlets and space (with plumbing for water heaters) so electric appliances can eventually replace installed gas appliances; increasing minimum kitchen ventilation requirements so that fans over cooktops have higher airflow or capture efficiency to better exhaust pollution from gas cooking and improve indoor air quality; and allowing exceptions to existing solar PV standards when roof area is not available (such as for smaller homes). In addition, the effect on businesses includes establishing combined solar PV and battery standards for select businesses with systems being sized to maximize onsite use of solar energy and avoid electricity demand during times when the grid must use gas-powered plants; establishing new efficiency standards for commercial greenhouses (primarily cannabis growing); and improving efficiency standards for building envelope, various internal systems, and grid integration equipment, such as demand-responsive controls to buoy grid stability.^{24,25}

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

On January 12, 2010, the State Building Standards Commission unanimously adopted updates to the California Green Building Standards Code, which went into effect on January 1, 2011.

2016 CALGreen Code: The 2016 residential standards were estimated to be approximately 28 percent more efficient than the 2013 standards. Energy efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases greenhouse gas emissions. During the 2016-2017 fiscal year, the Department of Housing and Community Development (HCD) updated CALGreen through the 2015 Triennial Code Adoption Cycle.

HCD also increased the required construction waste reduction from 50 percent to 65 percent of the total building site waste. This increase aids in meeting CalRecycle's statewide solid waste recycling goal of 75 percent for 2020 as stated in Chapter 476, Statutes of 2011 (AB 341). HCD adopted new regulations requiring recycling areas for multifamily projects of five or more dwelling units. This regulation requires developers to provide readily accessible areas adequate in size to accommodate containers for depositing, storage and collection of non-hazardous materials (including organic waste) for recycling. This requirement assists businesses that were required as of April 1, 2016, to meet the requirements of Chapter 727, Statutes of 2014 (AB 1826).

HCD adopted new regulations to require information on photovoltaic systems and electric vehicle chargers to be included in operation and maintenance manuals. Currently, CALGreen section 4.410.1 Item 2(a) requires operation and maintenance instructions for equipment and appliances. Photovoltaic systems and electric vehicle chargers are systems that play an important role in many households in California, and their importance is increasing every day. HCD incorporated these two terms in the existing language in order to provide clarity to code users as to additional systems requiring operation and maintenance instructions.

HCD updated the reference to Clean Air Standards of the United States Environmental Protection Agency applicable to woodstoves and pellet stoves. HCD also adopted a new requirement for woodstoves and pellet stoves to have a permanent label indicating they are certified to meet the emission limits. This requirement provides clarity to the code user and is consistent with the United States Environmental Protection Agency's New Source Performance Standards. HCD updated the list of standards which can be used for verification of compliance for exterior grade composite wood products. This list now includes four standards from the Canadian Standards Association (CSA): CSA O121, CSA O151, CSA O153 and CSA O325. HCD updated heating and air-conditioning system design references to the ANSI/ACCA 2 Manual J, ANSI/ACCA 1 Manual D, and ANSI/ACCA 3 Manual S to the most recent versions approved by ANSI. HCD adopted a new elective measure for hot water recirculation systems for water conservation. The United States Department of Energy estimates that 3,600 to 12,000 gallons of water per year can be saved by the typical household (with four points of hot water use) if a hot water recirculation system is installed.

²⁴ <https://www.lightnowblog.com/2021/08/california-energy-commission-adopts-2022-building-energy-efficiency-standards/>

²⁵ State of California Energy Commission. 2022 Building Energy Efficiency Standards Summary.

https://www.energy.ca.gov/sites/default/files/2021-08/CEC_2022_EnergyCodeUpdateSummary_ADA.pdf

2019 CALGreen Code: During the 2019-2020 fiscal year, the Department of Housing and Community Development (HCD) updated CALGreen through the 2019 Triennial Code Adoption Cycle. The 2019 version of the California Green Building Standards became effective January 1, 2020.

HCD modified the best management practices for stormwater pollution prevention adding Section 5.106.2 for projects that disturb one or more acres of land. This section requires projects that disturb one acre or more of land or less than one acre of land but are part of a larger common plan of development or sale must comply with the postconstruction requirement detailed in the applicable National Pollutant Discharge Elimination System (NPDES) General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities issued by the State Water Resources Control Board. The NPDES permits require postconstruction runoff (post-project hydrology) to match the preconstruction runoff pre-project hydrology) with installation of postconstruction stormwater management measures.

HCD added sections 5.106.4.1.3 and 5.106.4.1.5 in regard to bicycle parking. Section 5.106.4.1.3 requires new buildings with tenant spaces that have 10 or more tenant-occupants, provide secure bicycle parking for 5 percent of the tenant-occupant vehicular parking spaces with a minimum of one bicycle parking facility. In addition, Section 5.106.4.1.5 states that acceptable bicycle parking facility for Sections 5.106.4.1.2 through 5.106.4.1.4 shall be convenient from the street and shall meeting one of the following: (1) covered, lockable enclosures with permanently anchored racks for bicycles; (2) lockable bicycle rooms with permanently anchored racks; or (3) lockable, permanently anchored bicycle lockers.

HCD amended section 5.106.5.3.5 allowing future charging spaces to qualify as designated parking for clean air vehicles.

HCD updated section 5.303.3.3 in regard to showerhead flow rates. This update reduced the flow rate to 1.8 GPM.

HCD amended section 5.304.1 for outdoor potable water use in landscape areas and repealed sections 5.304.2 and 5.304.3. The update requires nonresidential developments to comply with a local water efficient landscape ordinance or the current California Department of Water Resource's' Model Water Efficient Landscape Ordinance (MWELo), whichever is more stringent. Some updates were also made in regard to the outdoor potable water use in landscape areas for public schools and community colleges.

HCD updated Section 5.504.5.3 in regard to the use of MERV filters in mechanically ventilated buildings. This update changed the filter use from MERV 8 to MERV 13. MERV 13 filters are to be installed prior to occupancy, and recommendations for maintenance with filters of the same value shall be included in the operation and maintenance manual.

The 2022 California Green Building Standards Code will become effective on January 1, 2023.²⁶

HCD amended Section 5.106.5.3 in regard to increasing the EV capable space percentages and adding a new requirement for installed Level 2 DCFC chargers.

HCD under Section 5.106.5.4 added new regulation for electric vehicle charging readiness requirements for new construction of warehouse, grocery stores, and retail stores with planned off-street loading spaces.²⁷

²⁶ California Building Standards Commission (CBSC). 2022. California Green Building Standards. Website: <https://codes.iccsafe.org/content/CAGBC2022P1>.

²⁷ <https://www.dgs.ca.gov/BSC/Resources/2022-Title-24-California-Code-Changes>

Executive Order B-30-15

On April 29, 2015, Governor Brown issued Executive Order B-30-15. Therein, the Governor directed the following:

- Established a new interim statewide reduction target to reduce GHG emissions to 40 percent below 1990 levels by 2030.
- Ordered all state agencies with jurisdiction over sources of GHG emissions to implement measures to achieve reductions of GHG emissions to meet the 2030 and 2050 reduction targets.
- Directed CARB to update the Climate Change Scoping Plan to express the 2030 target in terms of million metric tons of carbon dioxide equivalent.

Executive Order B-29-15

Executive Order B-29-15, mandates a statewide 25 percent reduction in potable water usage. EO B-29-15 signed into law on April 1, 2015.

Executive Order B-37-16

Executive Order B-37-16, continuing the State's adopted water reductions, was signed into law on May 9, 2016. The water reductions build off the mandatory 25 percent reduction called for in EO B-29-15.

Executive Order N-79-20

Executive Order N-79-20 was signed into law on September 23, 2020 and mandates 100 percent of in-state sales of new passenger cars and trucks be zero-emission by 2035; 100 percent of medium- and heavy-duty vehicles in the state be zero-emission vehicles by 2045 for all operations where feasible and by 2035 for drayage trucks; and to transition to 100 percent zero-emission off-road vehicles and equipment by 2035 where feasible.

SBX1 2

Signed into law in April 2011, SBX1 2, requires one-third of the State's electricity to come from renewable sources. The legislation increases California's current 20 percent renewables portfolio standard target in 2010 to a 33 percent renewables portfolio standard by December 31, 2020.

Senate Bill 350

Signed into law October 7, 2015, SB 350 increases California's renewable electricity procurement goal from 33 percent by 2020 to 50 percent by 2030. This will increase the use of Renewables Portfolio Standard (RPS) eligible resources, including solar, wind, biomass, geothermal, and others. In addition, SB 350 requires the state to double statewide energy efficiency savings in electricity and natural gas end uses by 2030. To help ensure these goals are met and the greenhouse gas emission reductions are realized, large utilities will be required to develop and submit Integrated Resource Plans (IRPs). These IRPs will detail how each entity will meet their customers resource needs, reduce greenhouse gas emissions and ramp up the deployment of clean energy resources.

Energy Sector and CEQA Guidelines Appendix F

The CEC first adopted Energy Efficiency Standards for Residential and Nonresidential Buildings (CCR, Title 24, Part 6) in 1978 in response to a legislative mandate to reduce energy consumption in the state. Although not originally intended to reduce GHG emissions, increased energy efficiency and reduced consumption of electricity, natural gas, and other fuels would result in fewer GHG emissions from residential and

nonresidential buildings subject to the standard. The standards are updated periodically (typically every three years) to allow for the consideration and inclusion of new energy efficiency technologies and methods. The 2016 update to the Energy Efficiency Standards for Residential and Nonresidential Buildings focuses on several key areas to improve the energy efficiency of renovations and addition to existing buildings as well as newly constructed buildings and renovations and additions to existing buildings. The major efficiency improvements to the residential Standards involve improvements for attics, walls, water heating, and lighting, whereas the major efficiency improvements to the nonresidential Standards include alignment with the American Society of Heating, Refrigerating and Air-Conditioning Engineers (ASHRAE) 90.1-2013 national standards. Furthermore, the 2016 update required that enforcement agencies determine compliance with CCR, Title 24, Part 6 before issuing building permits for any construction.²⁸

Part 11 of the Title 24 Building Energy Efficiency Standards is referred to as the California Green Building Standards (CALGreen) Code. The purpose of the CALGreen Code is to “improve public health, safety and general welfare by enhancing the design and construction of buildings through the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices in the following categories: (1) Planning and design; (2) Energy efficiency; (3) Water efficiency and conservation; (4) Material conservation and resource efficiency; and (5) Environmental air quality.”²⁹ As of January 1, 2011, the CALGreen Code is mandatory for all new buildings constructed in the state. The CALGreen Code establishes mandatory measures for new residential and non-residential buildings. Such mandatory measures include energy efficiency, water conservation, material conservation, planning and design, and overall environmental quality. The CALGreen Code was most recently updated in 2022 to include new mandatory measures for residential and nonresidential uses; the new measures take effect on January 1, 2023.

Regional – South Coast Air Quality Management District

The project is within the South Coast Air Basin, which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD).

SCAQMD Regulation XXVII, Climate Change

SCAQMD Regulation XXVII currently includes three rules:

- The purpose of Rule 2700 is to define terms and post global warming potentials.
- The purpose of Rule 2701, SoCal Climate Solutions Exchange, is to establish a voluntary program to encourage, quantify, and certify voluntary, high quality certified greenhouse gas emission reductions in the SCAQMD.
- Rule 2702, Greenhouse Gas Reduction Program, was adopted on February 6, 2009. The purpose of this rule is to create a Greenhouse Gas Reduction Program for greenhouse gas emission reductions in the SCAQMD. The SCAQMD will fund projects through contracts in response to requests for proposals or purchase reductions from other parties.

A variety of agencies have developed greenhouse gas emission thresholds and/or have made recommendations for how to identify a threshold. However, the thresholds for projects in the jurisdiction of the SCAQMD remain in flux. The California Air Pollution Control Officers Association explored a variety of threshold approaches but did not recommend one approach (2008). The ARB recommended approaches for setting interim significance thresholds (California Air Resources Board 2008b), in which a draft industrial project threshold suggests that non-transportation related emissions under 7,000 MTCO_{2e} per year would be

²⁸ California Energy Commission, 2016 Building Energy Efficiency Standards, June 2015, <http://www.energy.ca.gov/2015publications/CEC-400-2015-037/CEC-400-2015-037-CMF.pdf>

²⁹ California Building Standards Commission, 2010 California Green Building Standards Code, (2010).

less than significant; however, the ARB has not approved those thresholds and has not published anything since then. The SCAQMD is in the process of developing thresholds, as discussed below.

SCAQMD Threshold Development

On December 5, 2008, the SCAQMD Governing Board adopted an interim greenhouse gas significance threshold for stationary sources, rules, and plans where the SCAQMD is lead agency (SCAQMD permit threshold). The SCAQMD permit threshold consists of five tiers. However, the SCAQMD is not the lead agency for this project. Therefore, the five permit threshold tiers do not apply to the proposed project.

The SCAQMD is in the process of preparing recommended significance thresholds for greenhouse gases for local lead agency consideration (“SCAQMD draft local agency threshold”); however, the SCAQMD Board has not approved the thresholds as of the date of the Notice of Preparation. The current draft thresholds consist of the following tiered approach:

- Tier 1 consists of evaluating whether or not the project qualifies for any applicable exemption under CEQA.
- Tier 2 consists of determining whether the project is consistent with a greenhouse gas reduction plan. If a project is consistent with a qualifying local greenhouse gas reduction plan, it does not have significant greenhouse gas emissions.
- Tier 3 consists of screening values, which the lead agency can choose, but must be consistent with all projects within its jurisdiction. A project’s construction emissions are averaged over 30 years and are added to a project’s operational emissions. If a project’s emissions are under one of the following screening thresholds, then the project is less than significant:
 - All land use types: 3,000 MTCO₂e per year
 - Based on land use type: residential: 3,500 MTCO₂e per year; commercial: 1,400 MTCO₂e per year; or mixed use: 3,000 MTCO₂e per year.
 - Based on land type: Industrial (where SCAQMD is the lead agency), 10,000 MTCO₂e per year.
- Tier 4 has the following options:
 - Option 1: Reduce emissions from business as usual (BAU) by a certain percentage; this percentage is currently undefined.
 - Option 2: Early implementation of applicable AB 32 Scoping Plan measures.
 - Option 3, 2020 target for service populations (SP), which includes residents and employees: 4.8 MTCO₂e/SP/year for projects and 6.6 MTCO₂e/SP/year for plans;
 - Option 3, 2035 target: 3.0 MTCO₂e/SP/year for projects and 4.1 MTCO₂e/SP/year for plans.
- Tier 5 involves mitigation offsets to achieve target significance threshold.

The SCAQMD’s draft threshold uses the Executive Order S-3-05 goal as the basis for the Tier 3 screening level. Achieving the Executive Order’s objective would contribute to worldwide efforts to cap carbon dioxide concentrations at 450 ppm, thus stabilizing global climate. Specifically, the Tier 3 screening level for stationary sources is based on an emission capture rate of 90 percent for all new or modified projects. A 90 percent emission capture rate means that 90 percent of total emissions from all new or modified stationary source projects would be subject to a CEQA analysis, including a negative declaration, a mitigated negative declaration, or an environmental impact report, which includes analyzing feasible alternatives and imposing feasible mitigation measures. A GHG significance threshold based on a 90 percent emission capture rate may be more appropriate to address the long-term adverse impacts associated with global climate change because most projects will be required to implement GHG reduction measures. Further, a 90 percent emission capture rate sets the emission threshold low enough to capture a substantial fraction of future stationary source projects that will be constructed to accommodate future statewide population and economic growth, while setting the emission threshold high enough to exclude small projects that will in aggregate contribute a relatively small fraction of the cumulative statewide GHG emissions. This assertion is based on the fact that staff estimates that these GHG emissions would account for slightly less than one percent of future 2050 statewide GHG emissions target (85 MMTCO₂e/year). In addition, these small projects may be subject to

future applicable GHG control regulations that would further reduce their overall future contribution to the statewide GHG inventory. Finally, these small sources are already subject to BACT for criteria pollutants and are more likely to be single-permit facilities, so they are more likely to have few opportunities readily available to reduce GHG emissions from other parts of their facility.

SCAQMD Working Group

Since neither the CARB nor the OPR has developed GHG emissions threshold, the SCAQMD formed a Working Group to develop significance thresholds related to GHG emissions. At the September 28, 2010 Working Group meeting, the SCAQMD released its most current version of the draft GHG emissions thresholds, which recommends a tiered approach that provides a quantitative annual threshold of 10,000 MTCO_{2e} for industrial uses.

In order to assist local agencies with direction on GHG emissions, the SCAQMD organized a working group and adopted Rules 2700, 2701, 2702, and 3002 which are described below.

SCAQMD Rules 2700 and 2701

The SCAQMD adopted Rules 2700 and 2701 on December 5, 2008, which establishes the administrative structure for a voluntary program designed to quantify GHG emission reductions. Rule 2700 establishes definitions for the various terms used in Regulation XXVII – Global Climate Change. Rule 2701 provides specific protocols for private parties to follow to generate certified GHG emission reductions for projects within the district. Approved protocols include forest projects, urban tree planting, and manure management. The SCAQMD is currently developing additional protocols for other reduction measures. For a GHG emission reduction project to qualify, it must be verified and certified by the SCAQMD Executive Officer, who has 60 days to approve or deny the Plan to reduce GHG emissions. Upon approval of the Plan, the Executive Officer issues required to issue a certified receipt of the GHG emission reductions within 90 days.

SCAQMD Rule 2702

The SCAQMD adopted Rule 2702 on February 6, 2009, which establishes a voluntary air quality investment program from which SCAQMD can collect funds from parties that desire certified GHG emission reductions, pool those funds, and use them to purchase or fund GHG emission reduction projects within two years, unless extended by the Governing Board. Priority will be given to projects that result in co-benefit emission reductions of GHG emissions and criteria or toxic air pollutants within environmental justice areas. Further, this voluntary program may compete with the cap-and-trade program identified for implementation in CARB's Scoping Plan, or a federal cap and trade program.

SCAQMD Rule 3002

The SCAQMD amended Rule 3002 on November 5, 2010 to include facilities that emit greater than 100,000 tons per year of CO_{2e} are required to apply for a Title V permit by July 1, 2011. A Title V permit is for facilities that are considered major sources of emissions.

Local – City of Corona

City of Corona General Plan

As stated previously, the City of Corona General Plan 2020-2040 was adopted in June 2020. The greenhouse gas emissions related goals and policies from the Environmental Resources Element that are applicable to the proposed project are presented below:

Goal ER-13 Reduce greenhouse gas (GHG) emissions from City operations and community-wide sources 15% below 2008 levels by 2020, 49% below 2008 levels by 2030, and 66% below 2008 levels by 2040.

Policy ER-13.1 Maintain and periodically update a comprehensive Climate Action Plan that detail the City's strategies to reduce GHG emissions and to ensure ongoing and sustained reduction of GHG emissions from all sectors to meet 2020, 2030, and 2040 reduction targets.

Policy ER-13.2 Encourage the maximum feasible energy efficiency in site design, building orientation, landscaping, and utilities/infrastructure for all development and redevelopment projects (residential, commercial, industrial, and public agency) to support GHG emissions reductions.

Policy ER-13.3 Evaluate opportunities to reduce energy use and the urban heat island effect through site and building design, materials, and landscaping, such as reflective roofs or pavement, vegetated roofs, pervious pavement, shade trees, and revegetation of paved areas.

Policy ER-13.4 Support the increase of clean energy supply to existing and new development and municipal facilities through means to include, but not be limited to onsite or other local renewable energy sources for new and existing buildings and infrastructure.

Policy ER-13.5 Increase use of clean fuel and electric vehicles in the city through the support of the installation of electric vehicle infrastructure; explore opportunities to incentivize and/or facilitate installation of electric vehicle charging stations at convenient locations in Corona.

Policy ER-13.6 Reduce solid waste sent to the landfills and associated community-wide GHG emissions by ensuring all properties have access to curbside solid waste, recycled materials, and green/organic waste programs; target special programs for construction debris, household hazardous waste, etc.

Policy ER-13.7 Support a wide variety of transportation related measures (e.g., active transportation, increased bus and rail transit, transportation system and demand management, etc.) as articulated in the Circulation Element to reduce the number of vehicle miles traveled in Corona.

City of Corona Climate Action Plan

The City of Corona adopted the City's Climate Action Plan Update (CAP Update) in March 2019. Consistent with the State's adopted AB 32 GHG reduction target, the City's CAP Update has set a goal to reduce emissions to 1990 levels by the year 2020. This target was calculated as a 15-percent decrease from 2008 levels, as recommended in the AB 32 Scoping Plan. An interim goal for the City was created for 2030, which was to reduce emissions to 49 percent below 2008 levels. A longer-term goal was established for 2040, which was to reduce emissions to 66 percent below 2008 levels. The interim and longer-term goals would put the City on a path toward the State's long-term goal to reduce emissions 80 percent below 1990 levels by 2050. As stated in the City's CAP Update, additional local reduction measures that encourage energy efficiency, water conservation, alternative transportation, solid waste reduction, and clean energy are to be implemented in order to reach the City's reduction targets.

The City's CAP Update includes screening tables in order to provide a measurable way of determining if a development project is implementing the CAP's reduction measures. The screening table assigns points for each option incorporated into a project as mitigation or a project design feature (collectively referred to as "feature"). The point values correspond to the minimum emission reduction expected from each feature. The menu of features allows maximum flexibility and options for how development projects can implement the GHG Performance Standard. Projects that garner at least 100 points will be consistent with the reduction quantities anticipated in the CAP Update. Consistent with CEQA Guidelines, such projects would be

determined to have a less than significant individual and cumulative impact for GHG emissions. The screening tables are provided in Appendix C of the City's CAP Update.

SIGNIFICANCE THRESHOLDS

Appendix G of State CEQA Guidelines

The CEQA Guidelines recommend that a lead agency consider the following when assessing the significance of impacts from GHG emissions on the environment:

- The extent to which the project may increase (or reduce) GHG emissions as compared to the existing environmental setting;
- Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project;
- The extent to which the project complies with regulations or requirements adopted to implement an adopted statewide, regional, or local plan for the reduction or mitigation of GHG emissions³⁰.

Thresholds of Significance for this Project

To determine whether the project's GHG emissions are significant, this analysis uses the SCAQMD draft screening threshold of 3,000 MTCO_{2e} per year for all land uses and the City of Corona's CAP Update Screening Tables.

METHODOLOGY

The proposed project is anticipated to generate GHG emissions from area sources, energy usage, mobile sources, waste, water, and construction equipment. The following provides the methodology used to calculate the project-related GHG emissions and the project impacts.

CalEEMod Version 2022.1.1.16 was used to calculate the GHG emissions from the proposed project. The CalEEMod Output for year 2025 is available in Appendix B. Each source of GHG emissions is described in greater detail below.

Area Sources

Area sources include emissions from consumer products, landscape equipment and architectural coatings. No changes were made to the default area source emissions.

Energy Usage

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.

Mobile Sources

Mobile sources include emissions from the additional vehicle miles generated from the proposed project. The vehicle trips associated with the proposed project have been analyzed by inputting the project-generated vehicular trips from the TIA into the CalEEMod Model. The program then applies the emission factors for each

³⁰ The Governor's Office of Planning and Research recommendations include a requirement that such a plan must be adopted through a public review process and include specific requirements that reduce or mitigate the project's incremental contribution of GHG emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable, notwithstanding compliance with the adopted regulations or requirements, an EIR must be prepared for the project.

trip which is provided by the EMFAC2021 model to determine the vehicular traffic pollutant emissions. See Section 2 for details.

Waste

Waste includes the GHG emissions generated from the processing of waste from the proposed project as well as the GHG emissions from the waste once it is interred into a landfill. No changes were made to the default waste parameters.

Water

Water includes the water used for the interior of the building as well as for landscaping and is based on the GHG emissions associated with the energy used to transport and filter the water. No changes were made to the default water usage parameters.

Construction

The construction-related GHG emissions were also included in the analysis and were based on a 30-year amortization rate as recommended in the SCAQMD GHG Working Group meeting on November 19, 2009. The construction-related GHG emissions were calculated by CalEEMod and in the manner detailed above in Section 2.

PROJECT GREENHOUSE GAS EMISSIONS

The GHG emissions have been calculated based on the parameters described above. A summary of the results is shown below in Table 12 and the CalEEMod Model run for the proposed project is provided in Appendix B. Table 12 shows that the total for the proposed project's emissions (without credit for any reductions from sustainable design and/or regulatory requirements) would be 2,758.27 MTCO_{2e} per year. According to the thresholds of significance established above, a cumulative global climate change impact would occur if the GHG emissions created from the on-going operations of the proposed project would exceed the SCAQMD draft threshold of 3,000 MTCO_{2e} per year for all land uses. Therefore, as the 3,000 MTCO_{2e} per year threshold was not exceeded, operation of the proposed project would not create a significant cumulative impact to global climate change. No mitigation is required.

CONSISTENCY WITH APPLICABLE GREENHOUSE GAS REDUCTION PLANS AND POLICIES

The proposed project would have the potential to conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases. The applicable plan for the proposed project is the City of Corona CAP Update.

As stated previously, the City's CAP Update includes screening tables in order to provide a measurable way of determining if a development project is implementing the CAP's reduction measures. According to the City's CAP Update, projects that garner at least 100 points will be consistent with the reduction quantities anticipated in the CAP Update. Furthermore, consistent with the CEQA Guidelines, such projects would be determined to have a less than significant individual and cumulative impact for GHG emissions. The project applicant has completed the CAP Update screening tables, which have been provided in Appendix C.

As shown in Appendix C of this report, the project earns 100 points through use of the CAP Update screening tables. Therefore, proposed project will not result in substantial emissions of greenhouse gases, will not conflict with City's CAP Update, and would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases. Impacts are less than significant.

Table 12
Project-Related Greenhouse Gas Emissions

Category	Greenhouse Gas Emissions (Metric Tons/Year)					
	Bio-CO2	NonBio-CO ₂	CO ₂	CH ₄	N ₂ O	CO ₂ e
Maximum Annual Operations	2.71	2,570.00	2,573.00	0.40	0.13	2,754.00
Construction ¹	0.00	4.23	4.23	0.00	0.00	4.27
Total Emissions	2.71	2,574.23	2,577.23	0.40	0.13	2,758.27
SCAQMD Draft Screening Threshold for all land uses						3,000
Exceeds Threshold?						No

Notes:

Source: CalEEMod Version 2022.1.1.16 for Opening Year 2025.

(1) Construction GHG emissions CO₂e based on a 30 year amortization rate.

CUMULATIVE GREENHOUSE GAS IMPACTS

Although the project is expected to emit GHGs, the emission of GHGs by a single project into the atmosphere is not itself necessarily an adverse environmental effect. Rather, it is the increased accumulation of GHG from more than one project and many sources in the atmosphere that may result in global climate change. Therefore, in the case of global climate change, the proximity of the project to other GHG emission generating activities is not directly relevant to the determination of a cumulative impact because climate change is a global condition. According to CAPCOA, "GHG impacts are exclusively cumulative impacts; there are no non-cumulative GHG emission impacts from a climate change perspective."³¹ The resultant consequences of that climate change can cause adverse environmental effects. A project's GHG emissions typically would be very small in comparison to state or global GHG emissions and, consequently, they would, in isolation, have no significant direct impact on climate change.

The state has mandated a goal of reducing statewide emissions to 1990 levels by 2020, even though statewide population and commerce are predicted to continue to expand. In order to achieve this goal, CARB is in the process of establishing and implementing regulations to reduce statewide GHG emissions. Consistent with CEQA Guidelines Section 15064h(3),³² the City, as lead agency, has determined that the project's contribution to cumulative GHG emissions and global climate change would be less than significant if the project is consistent with the applicable regulatory plans and policies to reduce GHG emissions.

As discussed in the Consistency With Applicable Greenhouse Gas Reduction Plans and Policies section above, the project is consistent with the goals and objectives of the City of Corona CAP Update.

Thus, given the project's consistency with the City's CAP Update and SCAQMD's 3,000 MTCO_{2e} per year threshold for all land uses, the project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHGs. Given this consistency, it is concluded that the project's incremental contribution to greenhouse gas emissions and their effects on climate change would not be cumulatively considerable.

³¹ Source: California Air Pollution Control Officers Association, CEQA & Climate change: Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act, (2008).

³² The State CEQA Guidelines were amended in response to SB 97. In particular, the State CEQA Guidelines were amended to specify that compliance with a GHG emissions reduction program renders a cumulative impact insignificant. Per State CEQA Guidelines Section 15064(h)(3), a project's incremental contribution to a cumulative impact can be found not cumulatively considerable if the project will comply with an approved plan or mitigation program that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area of the project. To qualify, such a plan or program must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency. Examples of such programs include a "water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plan, [and] plans or regulations for the reduction of greenhouse gas emissions."

4. ENERGY ANALYSIS

EXISTING CONDITIONS

This section provides an overview of the existing energy conditions in the project area and region.

Overview

California's estimated annual energy use as of 2021 included:

- Approximately 277,764 gigawatt hours of electricity;³³
- Approximately 2,092,612 million cubic feet of natural gas per year;³⁴ and
- Approximately 23.2 billion gallons of transportation fuel (for the year 2015).³⁵

As of 2020, the year of most recent data currently available by the United States Energy Information Administration (EIA), energy use in California by demand sector was:

- Approximately 34 percent transportation;
- Approximately 24.6 percent industrial;
- Approximately 21.8 percent residential; and
- Approximately 19.6 percent commercial.³⁶

California's electricity in-state generation system generates approximately 194,127 gigawatt-hours each year. In 2021, California produced approximately 70 percent of the electricity it uses; the rest was imported from the Pacific Northwest (approximately 12 percent) and the U.S. Southwest (approximately 18 percent). Natural gas is the main source for electricity generation at approximately 50.2 percent of the total in-state electric generation system power as shown in Table 13.

A summary of and context for energy consumption and energy demands within the State is presented in "U.S. Energy Information Administration, California State Profile and Energy Estimates, Quick Facts" excerpted below:

- California was the seventh-largest producer of crude oil among the 50 states in 2021, and, as of January 2021, it ranked third in oil refining capacity.
- California is the largest consumer of jet fuel and second-largest consumer of motor gasoline among the 50 states and accounted for fifteen percent of the nation's jet fuel consumption and ten percent of motor gasoline consumption in 2020.
- In 2019, California was the second-largest total energy consumer among the states, but its per capita energy consumption was less than in all other states except Rhode Island, due in part to its mild climate and its energy efficiency programs.
- In 2021, California was the nation's top producer of electricity from solar, geothermal, and biomass energy. The state was fourth in the nation in conventional hydroelectric power generation, down from second in 2019, in part because of drought and increased water demand.

³³ California Energy Commission. Energy Almanac. Total Electric Generation. [Online] 2021.

<https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/2020-total-system-electric-generation>.

³⁴ Natural Gas Consumption by End Use. U.S. Energy Information Administration. [Online] 2021.

https://www.eia.gov/dnav/ng/ng_cons_sum_dcu_SCA_a.htm.

³⁵ California Energy Commission. Revised Transportation Energy Demand Forecast 2018-2030. [Online] 2021.

<https://www.energy.ca.gov/data-reports/planning-and-forecasting>

³⁶ U.S. Energy Information Administration. California Energy Consumption by End-Use Sector, 2020.

California State Profile Overview.[Online] December 20, 2022 <https://www.eia.gov/state/?sid=CA#tabs-2>

- In 2021, California was the fourth-largest electricity producer in the nation, but the state was also the nation's second-largest consumer of electricity, and in 2020, it received about 30% of its electricity supply from generating facilities outside of California, including imports from Mexico.³⁷

As indicated above, California is one of the nation's leading energy-producing states, and California per capita energy use is among the nation's most efficient. Given the nature of the proposed project, the remainder of this discussion will focus on the three sources of energy that are most relevant to the project—namely, electricity and natural gas for building uses, and transportation fuel for vehicle trips associated with the proposed project.

Electricity

Electricity would be provided to the project by Southern California Edison (SCE). SCE provides electric power to more than 15 million persons, within a service area encompassing approximately 50,000 square miles.³⁸ SCE derives electricity from varied energy resources including: fossil fuels, hydroelectric generators, nuclear power plants, geothermal power plants, solar power generation, and wind farms. SCE also purchases from independent power producers and utilities, including out-of-state suppliers.³⁹

Table 14 identifies SCE's specific proportional shares of electricity sources in 2021. As shown in Table 14, the 2021 SCE Power Mix has renewable energy at 34.1 percent of the overall energy resources, of which biomass and waste is at 0.1 percent, geothermal is at 5.7 percent, eligible hydroelectric is at 0.5 percent, solar energy is at 14.9 percent, and wind power is at 10.2 percent; other energy sources include large hydroelectric at 2.3 percent, natural gas at 22.3 percent, nuclear at 9.2 percent, and unspecified sources of power at 34.6 percent.

Natural Gas

Natural gas would be provided to the project by Southern California Gas (SoCalGas). The following summary of natural gas resources and service providers, delivery systems, and associated regulation is excerpted from information provided by the California Public Utilities Commission (CPUC).

The CPUC regulates natural gas utility service for approximately 11 million customers that receive natural gas from Pacific Gas and Electric (PG&E), Southern California Gas (SoCalGas), San Diego Gas & Electric (SDG&E), Southwest Gas, and several smaller investor-owned natural gas utilities. The CPUC also regulates independent storage operators Lodi Gas Storage, Wild Goose Storage, Central Valley Storage and Gill Ranch Storage.

The vast majority of California's natural gas customers are residential and small commercial customers, referred to as "core" customers. Larger volume gas customers, like electric generators and industrial customers, are called "noncore" customers. Although very small in number relative to core customers, noncore customers consume about 65% of the natural gas delivered by the state's natural gas utilities, while core customers consume about 35%.

The PUC regulates the California utilities' natural gas rates and natural gas services, including in-state transportation over the utilities' transmission and distribution pipeline systems, storage, procurement, metering and billing.

Most of the natural gas used in California comes from out-of-state natural gas basins. In 2017, for example, California utility customers received 38% of their natural gas supply from basins located in the U.S. Southwest, 27% from Canada, 27% from the U.S. Rocky Mountain area, and 8% from production located in California.⁴⁰

³⁷ State Profile Overview. [Online] [Cited: March 17, 2022.] <https://www.eia.gov/state/?sid=CA#tabs-2>

³⁸ <https://www.sce.com/about-us/who-we-are/leadership/our-service-territory>

³⁹ California Energy Commission. Utility Energy Supply plans from 2015. https://www.energy.ca.gov/almanac/electricity_data/supply_forms.html

⁴⁰ California Public Utilities Commission. Natural Gas and California. http://www.cpuc.ca.gov/natural_gas/

Transportation Energy Resources

The project would attract additional vehicle trips with resulting consumption of energy resources, predominantly gasoline and diesel fuel. Gasoline (and other vehicle fuels) are commercially provided commodities and would be available to the project patrons and employees via commercial outlets.

The most recent data available shows the transportation sector emits 38 percent of the total greenhouse gases in the state and about 84 percent of smog-forming oxides of nitrogen (NOx).^{41,42} About 28 percent of total United States energy consumption in 2021 was for transporting people and goods from one place to another. In 2021, petroleum comprised about 77 percent of all transportation energy use, excluding fuel consumed for aviation and most marine vessels.⁴³ In 2021, about 134.83 billion gallons (or about 3.21 billion barrels) of finished motor gasoline were consumed in the United States, an average of about 369 million gallons (or about 8.8 million barrels) per day.⁴⁴

REGULATORY BACKGROUND

Federal and state agencies regulate energy use and consumption through various means and programs. On the federal level, the United States Department of Transportation, the United States Department of Energy, and the United States Environmental Protection Agency are three federal agencies with substantial influence over energy policies and programs. On the state level, the PUC and the California Energy Commissions (CEC) are two agencies with authority over different aspects of energy. Relevant federal and state energy-related laws and plans are summarized below.

Federal Regulations

Corporate Average Fuel Economy (CAFE) Standards

First established by the U.S. Congress in 1975, the Corporate Average Fuel Economy (CAFE) standards reduce energy consumption by increasing the fuel economy of cars and light trucks. The National Highway Traffic Safety Administration (NHTSA) and U.S. Environmental Protection Agency (USEPA) jointly administer the CAFE standards. The U.S. Congress has specified that CAFE standards must be set at the “maximum feasible level” with consideration given for: (1) technological feasibility; (2) economic practicality; (3) effect of other standards on fuel economy; and (4) need for the nation to conserve energy.⁴⁵

Issued by NHTSA and EPA in March 2020 (published on April 30, 2020 and effective after June 29, 2020), the Safer Affordable Fuel-Efficient Vehicles Rule would maintain the CAFE and CO₂ standards applicable in model year 2020 for model years 2021 through 2026. The estimated CAFE and CO₂ standards for model year 2020 are 43.7 mpg and 204 grams of CO₂ per mile for passenger cars and 31.3 mpg and 284 grams of CO₂ per mile for light trucks, projecting an overall industry average of 37 mpg, as compared to 46.7 mpg under the standards issued in 2012.⁴⁶

⁴¹ CARB. California Greenhouse Gas Emissions Inventory – 2022 Edition. <https://www.arb.ca.gov/cc/inventory/data/data.htm>

⁴² CARB. 2016 SIP Emission Projection Data. https://www.arb.ca.gov/app/emsmv/2017/emseic1_query.php?F_DIV=-4&F_YR=2012&F_SEASON=A&SP=SIP105ADJ&F_AREA=CA

⁴³ US Energy Information Administration. Use of Energy in the United States Explained: Energy Use for Transportation. https://www.eia.gov/energyexplained/?page=us_energy_transportation

⁴⁴ <https://www.eia.gov/tools/faqs/faq.php?id=23&t=10>

⁴⁵ <https://www.nhtsa.gov/lawsregulations/corporate-average-fuel-economy>.

⁴⁶ National Highway Traffic Safety Administration (NHTSA) and U.S. Environmental Protection Agency (USEPA), 2018. Federal Register / Vol. 83, No. 165 / Friday, August 24, 2018 / Proposed Rules, The Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule for Model Years 2021–2026 Passenger Cars and Light Trucks 2018. Available at: <https://www.epa.gov/regulations-emissions-vehicles-and-engines/safer-affordable-fuel-efficient-safe-vehicles-final-rule>.

Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) promoted the development of intermodal transportation systems to maximize mobility as well as address national and local interests in air quality and energy. ISTEA contained factors that Metropolitan Planning Organizations (MPOs) were to address in developing transportation plans and programs, including some energy-related factors. To meet the new ISTEA requirements, MPOs adopted explicit policies defining the social, economic, energy, and environmental values guiding transportation decisions.

The Transportation Equity Act of the 21st Century (TEA-21)

The Transportation Equity Act for the 21st Century (TEA-21) was signed into law in 1998 and builds upon the initiatives established in the ISTEA legislation, discussed above. TEA-21 authorizes highway, highway safety, transit, and other efficient surface transportation programs. TEA-21 continues the program structure established for highways and transit under ISTEA, such as flexibility in the use of funds, emphasis on measures to improve the environment, and focus on a strong planning process as the foundation of good transportation decisions. TEA-21 also provides for investment in research and its application to maximize the performance of the transportation system through, for example, deployment of Intelligent Transportation Systems, to help improve operations and management of transportation systems and vehicle safety.

State Regulations

Integrated Energy Policy Report (IEPR)

Senate Bill 1389 requires the California Energy Commission (CEC) to prepare a biennial integrated energy policy report that assesses major energy trends and issues facing the State's electricity, natural gas, and transportation fuel sectors and provides policy recommendations to conserve resources; protect the environment; ensure reliable, secure, and diverse energy supplies; enhance the state's economy; and protect public health and safety. The Energy Commission prepares these assessments and associated policy recommendations every two years, with updates in alternate years, as part of the Integrated Energy Policy Report.

The 2019 Integrated Energy Policy Report (2019 IEPR) was adopted February 20, 2020, and continues to work towards improving electricity, natural gas, and transportation fuel energy use in California. The 2019 IEPR focuses on a variety of topics such as decarbonizing buildings, integrating renewables, energy efficiency, energy equity, integrating renewable energy, updates on Southern California electricity reliability, climate adaptation activities for the energy sector, natural gas assessment, transportation energy demand forecast, and the California Energy Demand Forecast.⁴⁷

State of California Energy Plan

The CEC is responsible for preparing the State Energy Plan, which identifies emerging trends related to energy supply, demand, conservation, public health and safety, and the maintenance of a healthy economy. The Plan calls for the state to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies a number of strategies, including assistance to public agencies and fleet operators and encouragement of urban designs that reduce vehicle miles traveled and accommodate pedestrian and bicycle access.

⁴⁷ California Energy Commission. Final 2019 Integrated Energy Policy Report. February 20, 2020. <https://www.energy.ca.gov/data-reports/reports/integrated-energy-policy-report/2019-integrated-energy-policy-report>

California Building Standards Code (Title 24)

The California Building Standards Code Title 24 was previously discussed in Section 3 of this report.

California Building Energy Efficiency Standards (Title 24, Part 6)

The California Building Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations, Title 24, Part 6) were adopted to ensure that building construction and system design and installation achieve energy efficiency and preserve outdoor and indoor environmental quality. The current California Building Energy Efficiency Standards (Title 24 standards) are the 2019 Title 24 standards, which became effective on January 1, 2020. The 2019 Title 24 standards include efficiency improvements to the lighting and efficiency improvements to the non-residential standards include alignment with the American Society of Heating and Air-Conditioning Engineers. For example, window operation is no longer a method allowed to meet ventilation requirements, continuous operation of central forced air system handlers used in central fan integrated ventilation system is not a permissible method of providing the dwelling unit ventilation airflow, and central ventilation systems that serve multiple dwelling units must be balanced to provide ventilation airflow to each dwelling unit. In addition, requirements for kitchen range hoods were also provided in the updated Section 120.1. Ventilation and Indoor Air Quality included both additions and revisions in the 2019 Code. This section now requires nonresidential and hotel/motel buildings to have air filtration systems that use forced air ducts to supply air to occupiable spaces to have air filters. Further, the air filter efficiency must be either MERV 13 or use a particle size efficiency rating specific in the Energy Code AND be equipped with air filters with a minimum 2-inch depth or minimum 1-inch depth if sized according to the equation 120.1-A. If natural ventilation is to be used the space must also use mechanical unless ventilation openings are either permanently open or controlled to stay open during occupied times.

New regulations were also adopted under Section 130.1 Indoor Lighting Controls. These included new exceptions being added for restrooms, the exception for classrooms being removed, as well as exceptions in regard to sunlight provided through skylights and overhangs.

All buildings for which an application for a building permit is submitted on or after January 1, 2020 must follow the 2019 standards. The 2016 residential standards were estimated to be approximately 28 percent more efficient than the 2013 standards, whereas the 2019 residential standards are estimated to be approximately 7 percent more efficient than the 2016 standards. Furthermore, once rooftop solar electricity generation is factored in, 2019 residential standards are estimated to be approximately 53 percent more efficient than the 2016 standards. Under the 2019 standards, nonresidential buildings are estimated to be approximately 30 percent more efficient than the 2016 standards. Energy efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases greenhouse gas emissions.

The 2022 Building Energy Efficiency Standards will become effective on January 1, 2023.⁴⁸ The core focus of the building standards has been efficiency, but the 2019 Energy Code ventured into onsite generation by requiring solar PV on new homes, providing significant GHG savings. The 2022 update builds off this progress with expanded solar standards and the move to onsite energy storage that will help Californians save on utility bills while bolstering the grid. The 2022 Energy Code update focuses on four key areas in new construction of homes and businesses:

- Encouraging electric heat pump technology and use, which consumes less energy and produces fewer emissions than traditional HVACs and water heaters.
- Establishing electric-ready requirements when natural gas is installed, which positions owners to use cleaner electric heating, cooking and electric vehicle (EV) charging options whenever they choose to adopt those technologies.

⁴⁸ California Energy Commission (CEC). 2022. Building Energy Efficiency Standards. <https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2022-building-energy-efficiency>.

- Expanding solar photovoltaic (PV) system and battery storage standards to make clean energy available onsite and complement the state’s progress toward a 100 percent clean electricity grid.
- Strengthening ventilation standards to improve indoor air quality.

The 2022 Energy Code affects homes by establishing energy budgets based on efficient heat pumps for space or water heating to encourage builders to install heat pumps over gas-fueled HVAC units; requiring homes to be electric-ready, with dedicated 240-volt outlets and space (with plumbing for water heaters) so electric appliances can eventually replace installed gas appliances; increasing minimum kitchen ventilation requirements so that fans over cooktops have higher airflow or capture efficiency to better exhaust pollution from gas cooking and improve indoor air quality; and allowing exceptions to existing solar PV standards when roof area is not available (such as for smaller homes). In addition, the effect on businesses includes establishing combined solar PV and battery standards for select businesses with systems being sized to maximize onsite use of solar energy and avoid electricity demand during times when the grid must use gas-powered plants; establishing new efficiency standards for commercial greenhouses (primarily cannabis growing); and improving efficiency standards for building envelope, various internal systems, and grid integration equipment, such as demand-responsive controls to buoy grid stability.^{49,50}

California Building Energy Efficiency Standards (Title 24, Part 11)

The 2019 California Green Building Standards Code (California Code of Regulations, Title 24, Part 11), commonly referred to as the CALGreen Code, went into effect on January 1, 2020. The 2019 CALGreen Code includes mandatory measures for non-residential development related to site development; energy efficiency; water efficiency and conservation; material conservation and resource efficiency; and environmental quality.

As previously discussed in Section 3 of this report, the Department of Housing and Community Development (HCD) updated CALGreen through the 2019 Triennial Code Adoption Cycle. HCD modified the best management practices for stormwater pollution prevention adding Section 5.106.2 for projects that disturb one or more acres of land. This section requires projects that disturb one acre or more of land or less than one acre of land but are part of a larger common plan of development or sale must comply with the postconstruction requirement detailed in the applicable National Pollutant Discharge Elimination System (NPDES) General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities issued by the State Water Resources Control Board. The NPDES permits require postconstruction runoff (post-project hydrology) to match the preconstruction runoff (pre-project hydrology) with installation of postconstruction stormwater management measures.

HCD added sections 5.106.4.1.3 and 5.106.4.1.5 in regard to bicycle parking. Section 5.106.4.1.3 requires new buildings with tenant spaces that have 10 or more tenant-occupants, provide secure bicycle parking for 5 percent of the tenant-occupant vehicular parking spaces with a minimum of one bicycle parking facility. In addition, Section 5.106.4.1.5 states that acceptable bicycle parking facility for Sections 5.106.4.1.2 through 5.106.4.1.4 shall be convenient from the street and shall meeting one of the following: (1) covered, lockable enclosures with permanently anchored racks for bicycles; (2) lockable bicycle rooms with permanently anchored racks; or (3) lockable, permanently anchored bicycle lockers.

HCD amended section 5.106.5.3.5 allowing future charging spaces to qualify as designated parking for clean air vehicles.

HCD updated section 5.303.3.3 in regard to showerhead flow rates. This update reduced the flow rate to 1.8 GPM.

⁴⁹ <https://www.lightnowblog.com/2021/08/california-energy-commission-adopts-2022-building-energy-efficiency-standards/>

⁵⁰ State of California Energy Commission. 2022 Building Energy Efficiency Standards Summary. https://www.energy.ca.gov/sites/default/files/2021-08/CEC_2022_EnergyCodeUpdateSummary_ADA.pdf

HCD amended section 5.304.1 for outdoor potable water use in landscape areas and repealed sections 5.304.2 and 5.304.3. The update requires nonresidential developments to comply with a local water efficient landscape ordinance or the current California Department of Water Resource's' Model Water Efficient Landscape Ordinance (MWELo), whichever is more stringent. Some updates were also made in regard to the outdoor potable water use in landscape areas for public schools and community colleges.

HCD updated Section 5.504.5.3 in regard to the use of MERV filters in mechanically ventilated buildings. This update changed the filter use from MERV 8 to MERV 13. MERV 13 filters are to be installed prior to occupancy, and recommendations for maintenance with filters of the same value shall be included in the operation and maintenance manual.

The 2022 California Green Building Standards Code will become effective on January 1, 2023.⁵¹

HCD amended Section 5.106.5.3 in regard to increasing the EV capable space percentages and adding a new requirement for installed Level 2 DCFC chargers.

HCD under Section 5.106.5.4 added new regulation for electric vehicle charging readiness requirements for new construction of warehouse, grocery stores, and retail stores with planned off-street loading spaces.⁵²

Senate Bill 100

Senate Bill 100 (SB 100) requires 100 percent of total retail sales of electricity in California to come from eligible renewable energy resources and zero-carbon resources by December 31, 2045. SB 100 was adopted September 2018.

The interim thresholds from prior Senate Bills and Executive Orders would also remain in effect. These include Senate Bill 1078 (SB 1078), which requires retail sellers of electricity, including investor-owned utilities and community choice aggregators, to provide at least 20 percent of their supply from renewable sources by 2017. Senate Bill 107 (SB 107) which changed the target date to 2010. Executive Order S-14-08, which was signed on November 2008 and expanded the State's Renewable Energy Standard to 33 percent renewable energy by 2020. Executive Order S-21-09 directed the CARB to adopt regulations by July 31, 2010 to enforce S-14-08. Senate Bill X1-2 codifies the 33 percent renewable energy requirement by 2020.

Senate Bill 350

As previously discussed in Section 3 of this report, Senate Bill 350 (SB 350) was signed into law October 7, 2015, SB 350 increases California's renewable electricity procurement goal from 33 percent by 2020 to 50 percent by 2030. This will increase the use of Renewables Portfolio Standard (RPS) eligible resources, including solar, wind, biomass, geothermal, and others. In addition, SB 350 requires the state to double statewide energy efficiency savings in electricity and natural gas end uses by 2030. To help ensure these goals are met and the greenhouse gas emission reductions are realized, large utilities will be required to develop and submit Integrated Resource Plans (IRPs). These IRPs will detail how each entity will meet their customers resource needs, reduce greenhouse gas emissions and ramp up the deployment of clean energy resources.

Assembly Bill 32

As discussed in Section 3 of this report, in 2006 the California State Legislature adopted Assembly Bill 32 (AB 32), the California Global Warming Solutions Act of 2006. AB 32 requires CARB, to adopt rules and regulations that would achieve GHG emissions equivalent to statewide levels in 1990 by 2020 through an enforceable

⁵¹ California Building Standards Commission (CBSC). 2022. California Green Building Standards. Website: <https://codes.iccsafe.org/content/CAGBC2022P1>.

⁵² <https://www.dgs.ca.gov/BSC/Resources/2022-Title-24-California-Code-Changes>

statewide emission cap which will be phased in starting in 2012. Emission reductions shall include carbon sequestration projects that would remove carbon from the atmosphere and best management practices that are technologically feasible and cost effective. Please see Section 3 for further detail on AB 32.

Assembly Bill 1493/Pavley Regulations

As discussed in Section 3 of this report, California Assembly Bill 1493 enacted on July 22, 2002, required CARB to develop and adopt regulations that reduce GHGs emitted by passenger vehicles and light duty trucks. In 2005, the CARB submitted a “waiver” request to the EPA from a portion of the federal Clean Air Act in order to allow the State to set more stringent tailpipe emission standards for CO₂ and other GHG emissions from passenger vehicles and light duty trucks. On December 19, 2007 the EPA announced that it denied the “waiver” request. On January 21, 2009, CARB submitted a letter to the EPA administrator regarding the State’s request to reconsider the waiver denial. The EPA approved the waiver on June 30, 2009.

Executive Order S-1-07/Low Carbon Fuel Standard

As discussed in Section 3 of this report, Executive Order S-1-07 was issued in 2007 and proclaims that the transportation sector is the main source of GHG emissions in the State, since it generates more than 40 percent of the State’s GHG emissions. It establishes a goal to reduce the carbon intensity of transportation fuels sold in the State by at least ten percent by 2020. This Order also directs CARB to determine whether this Low Carbon Fuel Standard (LCFS) could be adopted as a discrete early-action measure as part of the effort to meet the mandates in AB 32.

On April 23, 2009 CARB approved the proposed regulation to implement the low carbon fuel standard. The low carbon fuel standard is anticipated to reduce GHG emissions by about 16 MMT per year by 2020. The low carbon fuel standard is designed to provide a framework that uses market mechanisms to spur the steady introduction of lower carbon fuels. The framework establishes performance standards that fuel producers and importers must meet each year beginning in 2011. Separate standards are established for gasoline and diesel fuels and the alternative fuels that can replace each. The standards are “back-loaded”, with more reductions required in the last five years, than during the first five years. This schedule allows for the development of advanced fuels that are lower in carbon than today’s fuels and the market penetration of plug-in hybrid electric vehicles, battery electric vehicles, fuel cell vehicles, and flexible fuel vehicles. It is anticipated that compliance with the low carbon fuel standard will be based on a combination of both lower carbon fuels and more efficient vehicles.

Reformulated gasoline mixed with corn-derived ethanol at ten percent by volume and low sulfur diesel fuel represent the baseline fuels. Lower carbon fuels may be ethanol, biodiesel, renewable diesel, or blends of these fuels with gasoline or diesel as appropriate. Compressed natural gas and liquefied natural gas also may be low carbon fuels. Hydrogen and electricity, when used in fuel cells or electric vehicles are also considered as low carbon fuels for the low carbon fuel standard.

California Air Resources Board

CARB’s Advanced Clean Cars Program

Closely associated with the Pavley regulations, the Advanced Clean Cars emissions control program was approved by CARB in 2012. The program combines the control of smog, soot, and GHGs with requirements for greater numbers of zero-emission vehicles for model years 2015–2025.¹⁵ The components of the Advanced Clean Cars program include the Low-Emission Vehicle (LEV) regulations that reduce criteria pollutants and GHG emissions from light- and medium-duty vehicles, and the Zero-Emission Vehicle (ZEV) regulation, which requires manufacturers to produce an increasing number of pure ZEVs (meaning battery

electric and fuel cell electric vehicles), with provisions to also produce plug-in hybrid electric vehicles (PHEV) in the 2018 through 2025 model years.⁵³

Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling

The Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling (Title 13, California Code of Regulations, Division 3, Chapter 10, Section 2435) was adopted to reduce public exposure to diesel particulate matter and other air contaminants by limiting the idling of diesel-fueled commercial motor vehicles. This section applies to diesel-fueled commercial motor vehicles with gross vehicular weight ratings of greater than 10,000 pounds that are or must be licensed for operation on highways. Reducing idling of diesel-fueled commercial motor vehicles reduces the amount of petroleum-based fuel used by the vehicle.

Regulation to Reduce Emissions of Diesel Particulate Matter, Oxides of Nitrogen, and other Criteria Pollutants, from In-Use Heavy-Duty Diesel-Fueled Vehicles

The Regulation to Reduce Emissions of Diesel Particulate Matter, Oxides of Nitrogen and other Criteria Pollutants, from In-Use Heavy-Duty Diesel-Fueled Vehicles (Title 13, California Code of Regulations, Division 3, Chapter 1, Section 2025) was adopted to reduce emissions of diesel particulate matter, oxides of nitrogen (NOX) and other criteria pollutants from in-use diesel-fueled vehicles. This regulation is phased, with full implementation by 2023. The regulation aims to reduce emissions by requiring the installation of diesel soot filters and encouraging the retirement, replacement, or repower of older, dirtier engines with newer emission-controlled models. The newer emission-controlled models would use petroleum-based fuel in a more efficient manner.

Sustainable Communities Strategy

The Sustainable Communities and Climate Protection Act of 2008, or Senate Bill 375 (SB 375), coordinates land use planning, regional transportation plans, and funding priorities to help California meet the GHG reduction mandates established in AB 32.

As previously stated in Section 3 of this report, Senate Bill 375 (SB 375) was adopted September 2008 and aligns regional transportation planning efforts, regional GHG emission reduction targets, and land use and housing allocation. SB 375 requires Metropolitan Planning Organizations (MPO) to adopt a sustainable communities strategy (SCS) or alternate planning strategy (APS) that will prescribe land use allocation in that MPOs Regional Transportation Plan (RTP). CARB, in consultation with each MPO, will provide each affected region with reduction targets for GHGs emitted by passenger cars and light trucks in the region for the years 2020 and 2035. These reduction targets will be updated every eight years but can be updated every four years if advancements in emissions technologies affect the reduction strategies to achieve the targets. CARB is also charged with reviewing each MPO's sustainable communities strategy or alternate planning strategy for consistency with its assigned targets.

The proposed project is located within the Southern California Association of Governments (SCAG) jurisdiction, which has authority to develop the SCS or APS. For the SCAG region, the targets set by CARB are at eight percent below 2005 per capita GHG emissions levels by 2020 and 19 percent below 2005 per capita GHG emissions levels by 2035. These reduction targets became effective October 2018.

⁵³ California Air Resources Board, California's Advanced Clean Cars Program, January 18, 2017. www.arb.ca.gov/msprog/acc/acc.htm.

PROJECT ENERGY DEMANDS AND ENERGY EFFICIENCY MEASURES

Evaluation Criteria

In compliance with Appendix G of the State CEQA Guidelines, this report analyzes the project's anticipated energy use to determine if the project would:

- Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation; or
- Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

In addition, Appendix F of the State CEQA Guidelines states that the means of achieving the goal of energy conservation includes the following:

- Decreasing overall per capita energy consumption;
- Decreasing reliance on fossil fuels such as coal, natural gas and oil; and
- Increasing reliance on renewable energy sources.

Methodology

Information from the CalEEMod 2022.1.1.16 Output contained in Appendix B, utilized for air quality and greenhouse gas analyses in Sections 2 and 3 of this report, were also utilized for this analysis. The CalEEMod output details project related construction equipment, transportation energy demands, and facility energy demands.

Construction Energy Demands

Construction is anticipated to occur no sooner than the beginning of July 2024, taking approximately 8 months, and be completed in one phase. Staging of construction vehicles and equipment will occur on-site. The approximately nine-month schedule is relatively short, and the project site is approximately 1.4 acres.

Construction Equipment Electricity Usage Estimates

As stated previously, electrical service will be provided by Southern California Edison. The focus within this section is the energy implications of the construction process, specifically the power cost from on-site electricity consumption during construction of the proposed project. Based on the 2021 National Construction Estimator, Richard Pray (2021)⁵⁴, the typical power cost per 1,000 square feet of building construction per month is estimated to be \$2.37. The project plans to develop the site with a 3,750 square foot convenience store gas station with seven fuel pumps (14 vehicle fueling positions) and a 1,900 square foot quick service restaurant with drive through window totaling 5,650 square feet of proposed buildings over the course of approximately eight months. Based on Table 15, the total power cost of the on-site electricity usage during the construction of the proposed project is estimated to be approximately \$107.12. Furthermore, as of March 1, 2023, SCE's General Service Rate (GS-1) is approximately \$0.13 per kWh of electricity.⁵⁵ As shown in Table 15, the total electricity usage from project construction related activities is estimated to be approximately 813 kWh.

⁵⁴ Pray, Richard. 2021 National Construction Estimator. Carlsbad: Craftsman Book Company, 2021.

⁵⁵ Assumes the project will be under the GS-1 General Service rate under SCE. <https://www.sce.com/regulatory/tariff-books/rates-pricing-choices>

Construction Equipment Fuel Estimates

Fuel consumed by construction equipment would be the primary energy resource expended over the course of project construction. Fuel consumed by construction equipment was evaluated with the following assumptions:

- Construction schedule of 8 months
- All construction equipment was assumed to run on diesel fuel
- Typical daily use of 8 hours, with some equipment operating from ~7-6 hours
- Aggregate fuel consumption rate for all equipment was estimated at 18.5 hp-hr/gallon (from CARB's 2017 Emissions Factors Tables and fuel consumption rate factors as shown in Table D-21 of the Moyer Guidelines: (https://www.arb.ca.gov/msprog/moyer/guidelines/2017gl/2017_gl_appendix_d.pdf).
- Diesel fuel would be the responsibility of the equipment operators/contractors and would be sources within the region.
- Project construction represents a “single-event” for diesel fuel demand and would not require on-going or permanent commitment of diesel fuel resources during long term operation.

Using the CalEEMod data input for the air quality and greenhouse gas analyses (Sections 2 and 3 of this report), the project's construction phase would consume electricity and fossil fuels as a single energy demand, that is, once construction is completed their use would cease. CARB's 2017 Emissions Factors Tables show that on average, aggregate fuel consumption (gasoline and diesel fuel) would be approximately 18.5 hp-hr-gal. Table 16 shows the results of the analysis of construction equipment.

As presented in Table 16, project construction activities would consume an estimated 17,196 gallons of diesel fuel. As stated previously, project construction would represent a “single-event” diesel fuel demand and would not require on-going or permanent commitment of diesel fuel resources for this purpose.

Construction Worker Fuel Estimates

It is assumed that construction worker trips are from light duty autos (LDA), light duty truck 1 (LDT1), and light duty truck 2 (LDT2) at a mix of 25 percent/50 percent/25 percent, respectively, along area roadways.⁵⁶ With respect to estimated VMT, the construction worker trips would generate an estimated 10,527 VMT. Data regarding project related construction worker trips were based on CalEEMod 2022.1.1.16 model defaults.

Vehicle fuel efficiencies for construction workers were estimated in the air quality and greenhouse gas analyses (Sections 2 and 3 of this report) using information generated using CARB's 2021 EMFAC model (see Appendix B for details). An aggregate fuel efficiency of 26.02 miles per gallon (mpg) was used to calculate vehicle miles traveled for construction worker trips. Table 17 shows that an estimated 405 gallons of fuel would be consumed for construction worker trips.

Construction Vendor/Hauling Fuel Estimates

Tables 18 and 198 show the estimated fuel consumption for vendor and hauling during grading and building construction. With respect to estimated VMT, the vendor and hauling trips would generate an estimated 10,697 VMT. Data regarding project related construction worker trips were based on CalEEMod 2022.1.1.16 model defaults.

For the architectural coatings it is assumed that the contractors would be responsible for bringing coatings and equipment with them in their light duty vehicles. Therefore, vendors delivering construction material or

⁵⁶ CalEEMod User's Guide Appendix C (April 2022) states that construction work trips are made by a fleet consisting of 25 percent light-duty auto (or passenger car), 50 percent light-duty truck type 1 (LDT1), and 25 percent light duty truck type 2 (LDT2).

hauling debris from the site during grading and building construction would use medium to heavy duty vehicles with an average fuel consumption of 7.75 mpg for medium heavy-duty trucks and 6.05 mpg for heavy heavy-duty trucks (see Appendix B for details).⁵⁷ Tables 18 and 19 show that an estimated 1,455 gallons of fuel would be consumed for vendor and hauling trips.

Construction Energy Efficiency/Conservation Measures

Construction equipment used over the approximately eight-month construction phase would conform to CARB regulations and California emissions standards and is evidence of related fuel efficiencies. There are no unusual project characteristics or construction processes that would require the use of equipment that would be more energy intensive than is used for comparable activities; or equipment that would not conform to current emissions standards (and related fuel efficiencies). Equipment employed in construction of the project would therefore not result in inefficient wasteful, or unnecessary consumption of fuel.

The project would utilize construction contractors which practice compliance with applicable CARB regulation regarding retrofitting, repowering, or replacement of diesel off-road construction equipment. Additionally, CARB has adopted the Airborne Toxic Control Measure to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel particulate matter and other Toxic Air Contaminants. Compliance with these measures would result in a more efficient use of construction-related energy and would minimize or eliminate wasteful or unnecessary consumption of energy. Idling restrictions and the use of newer engines and equipment would result in less fuel combustion and energy consumption.

Additionally, as required by California Code of Regulations Title 13, Motor Vehicles, section 2449(d)(3) Idling, limits idling times of construction vehicles to no more than five minutes, thereby minimizing or eliminating unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. Enforcement of idling limitations is realized through periodic site inspections conducted by County building officials, and/or in response to citizen complaints.

Operational Energy Demands

Energy consumption in support of or related to project operations would include transportation energy demands (energy consumed by employee and patron vehicles accessing the project site) and facilities energy demands (energy consumed by building operations and site maintenance activities).

Transportation Fuel Consumption

Using the CalEEMod output from the air quality and greenhouse gas analyses (Sections 2 and 3 of this report), it is assumed that an average trip for autos and light trucks was assumed to be 8.86 miles and 2- 4-axle trucks were assumed to travel an average of 23.29 miles.⁵⁸ The project includes the development of the site with commercial uses; therefore, in order to present a worst-case scenario, it was assumed that vehicles would operate 365 days per year. Table 20 shows the estimated annual fuel consumption for all classes of vehicles from autos to heavy-heavy trucks.⁵⁹

The proposed project would generate 2,077 trips per day. The vehicle fleet mix was used from the CalEEMod output. Table 20 shows that an estimated 470,517 gallons of fuel would be consumed per year for the operation of the proposed project.

⁵⁷ CalEEMod User's Guide Appendix C (April 2022) states that vendor trips are made by a fleet consisting of 50 percent medium trucks (MHDT) and 50 percent heavy trucks (HHDT) and that hauling and onsite truck trips are made by a fleet consisting of 100 percent HHDT.

⁵⁸ CalEEMod default distance for H-W (home-work) is 23.29 miles, 8.86 miles for W-O (work-other), and 5.58 for O-O (other-other)..

⁵⁹ Average fuel economy based on aggregate mileage calculated in EMFAC 2021 for opening year (2025). See Appendix B for EMFAC output.

Trip generation and VMT generated by the proposed project are consistent with other similar commercial uses of similar scale and configuration as reflected respectively in the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition, 2021). That is, the proposed project does not propose uses or operations that would inherently result in excessive and wasteful vehicle trips and VMT, nor associated excess and wasteful vehicle energy consumption. Furthermore, the state of California consumed approximately 4.2 billion gallons of diesel and 15.1 billion gallons of gasoline in 2015.^{60,61} Therefore, the increase in fuel consumption from the proposed project is insignificant in comparison to the State's demand. Therefore, project transportation energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary.

Facility Energy Demands (Electricity and Natural Gas)

Building operation and site maintenance (including landscape maintenance) would result in the consumption of electricity (provided by Southern California Edison) and natural gas (provided by Southern California Gas Company). The annual natural gas and electricity demands were provided per the CalEEMod output from the air quality and greenhouse gas analyses (Sections 2 and 3 of this report) and are provided in Table 21.

As shown in Table 21, the estimated electricity demand for the proposed project is approximately 203,158 kWh per year. In 2021, the non-residential sector of the County of Riverside consumed approximately 8,257 million kWh of electricity.⁶² In addition, the estimated natural gas consumption for the proposed project is approximately 279,655 kBtu per year. In 2021, the non-residential sector of the County of Riverside consumed approximately 144 million therms of gas.⁶³ Therefore, the increase in both electricity and natural gas demand from the proposed project is insignificant compared to the County's 2021 non-residential sector demand.

Energy use in buildings is divided into energy consumed by the built environment and energy consumed by uses that are independent of the construction of the building such as in plug-in appliances. In California, the California Building Standards Code Title 24 governs energy consumed by the built environment, mechanical systems, and some types of fixed lighting. Non-building energy use, or "plug-in" energy use can be further subdivided by specific end-use (refrigeration, cooking, appliances, etc.). The proposed project would be required to comply with Title 24 standards.

Furthermore, the proposed project energy demands in total would be comparable to other commercial projects of similar scale and configuration. Therefore, the project facilities' energy demands and energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary.

RENEWABLE ENERGY AND ENERGY EFFICIENCY PLAN CONSISTENCY

Regarding federal transportation regulations, the project site is located in an already developed area. Access to/from the project site is from existing roads. These roads are already in place so the project would not interfere with, nor otherwise obstruct intermodal transportation plans or projects that may be proposed pursuant to the ISTEA because SCAG is not planning for intermodal facilities in the project area.

Regarding the State's Energy Plan and compliance with Title 24 CCR energy efficiency standards, the applicant is required to comply with the California Green Building Standard Code requirements for energy efficient buildings and appliances as well as utility energy efficiency programs implemented by Southern California Edison and Southern California Gas Company.

⁶⁰ <https://www.energy.ca.gov/data-reports/energy-almanac/transportation-energy/california-gasoline-data-facts-and-statistics>

⁶¹ <https://www.energy.ca.gov/data-reports/energy-almanac/transportation-energy/diesel-fuel-data-facts-and-statistics>

⁶² California Energy Commission, Electricity Consumption by County. <https://ecdm.energy.ca.gov/elecbycounty.aspx>

⁶³ California Energy Commission, Gas Consumption by County. <http://ecdm.energy.ca.gov/gasbycounty.aspx>

Regarding Pavley (AB 1493) regulations, an individual project does not have the ability to comply or conflict with these regulations because they are intended for agencies and their adoption of procedures and protocols for reporting and certifying GHG emission reductions from mobile sources. However, the vehicles associated with the proposed project would be required to comply with federal and state fuel efficiency standards.

Regarding the State's Renewable Energy Portfolio Standards, the project would be required to meet or exceed the energy standards established in the California Green Building Standards Code, Title 24, Part 11 (CALGreen). CALGreen Standards require that new buildings reduce water consumption, employ building commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials.

As shown in Section 3 above, the proposed project would be consistent with the applicable strategies of the City of Corona CAP Update.

CONCLUSIONS

As supported by the preceding analyses, project construction and operations would not result in the inefficient, wasteful or unnecessary consumption of energy. The proposed project does not include any unusual project characteristics or construction processes that would require the use of equipment that would be more energy intensive than is used for comparable activities and is a commercial project that is not proposing any additional features that would require a larger energy demand than other commercial projects of similar scale and configuration. The energy demands of the project are anticipated to be accommodated within the context of available resources and energy delivery systems. The project would therefore not cause or result in the need for additional energy producing or transmission facilities. The project would not engage in wasteful or inefficient uses of energy and aims to achieve energy conservation goals within the State of California. Notwithstanding, the project proposes commercial uses and will not have any long-term effects on an energy provider's future energy development or future energy conservation strategies.

Table 13
Total Electricity System Power (California 2021)

Fuel Type	California In-State Generation (GWh)	Percent of California In-State Generation	Northwest Imports (GWh)	Southwest Imports (GWh)	Total Imports (GWh)	Percent of Imports	Total California Energy Mix (GWh)	Total California Power Mix
Coal	303	0.20%	181	7,788	7,969	9.50%	8,272	3.00%
Natural Gas	97,431	50.20%	45	7,880	7,925	9.50%	105,356	37.90%
Oil	37	0.00%	-	-	-	0.00%	37	0.00%
Other (Waste Heat/Petroleum Coke)	382	0.20%	68	15	83	0.10%	465	0.20%
Nuclear	16,477	8.50%	524	8756	9281	11.10%	25,758	9.30%
Large Hydro	12,036	6.20%	12,042	1,578	13,620	16.30%	25,656	9.20%
Unspecified Sources of Power	-	0.00%	8,156	10,731	18,887	22.60%	18,887	6.80%
Renewables	67,461	34.80%	11,555	14,317	25,872	30.90%	93,333	33.60%
Biomass	5,381	2.80%	864	26	890	1.10%	6,271	2.30%
Geothermal	11,116	5.70%	192	1,906	2,098	2.50%	13,214	4.80%
Small Hydro	2,531	1.30%	304	1	304	0.40%	2,835	1.00%
Solar	33,260	17.10%	220	5,979	6,199	7.40%	39,458	14.20%
Wind	15,173	7.80%	9,976	6,405	16,381	19.60%	31,555	11.40%
Total	194,127	100%	32,572	51,064	83,636	100%	277,764	100%

Notes:

- (1) Source: California Energy Commission. 2021 Total System Electric Generation. <https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/2021-total-system-electric-generation>

Table 14
SCE 2021 Power Content Mix

Energy Resources	2021 SCE Power Mix
Eligible Renewable	31.4%
<i>Biomass & Biowaste</i>	0.1%
<i>Geothermal</i>	5.7%
<i>Eligible Hydroelectric</i>	0.5%
<i>Solar</i>	14.9%
<i>Wind</i>	10.2%
Coal	0.0%
Large Hydroelectric	2.3%
Natural Gas	22.3%
Nuclear	9.2%
Other	0.2%
Unspecified Sources of power*	34.6%
Total	100%

Notes:

(1) <https://www.energy.ca.gov/filebrowser/download/4676>

* Unspecified sources of power means electricity from transactions that are not traceable to specific generation sources.

Table 15
Project Construction Power Cost and Electricity Usage

Power Cost (per 1,000 square foot of building per month of construction)	Total Building Size (1,000 Square Foot)	Construction Duration (months)	Total Project Construction Power Cost
\$2.37	5.650	8	\$107.12

Cost per kWh	Total Project Construction Electricity Usage (kWh)
\$0.13	813

Notes:

(1) Assumes the project will be under the General Service Non-Demand (GS-1) rate under SCE per rates effective June 1, 2023. <https://www.sce.com/regulatory/tariff-books/rates-pricing-choices>

**Table 16
Construction Equipment Fuel Consumption Estimates**

Phase	Number of Days	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor	HP hrs/day	Total Fuel Consumption (gal diesel fuel) ¹
Grading	4	Grader	1	8	148	0.41	485	105
	4	Tractors/Loaders/Backhoes	2	7	84	0.37	435	94
	4	Rubber Tired Dozers	1	8	367	0.4	1,174	254
Building Construction	200	Cranes	1	6	367	0.29	639	6,904
	200	Forklifts	1	6	82	0.2	98	1,064
	200	Generator Sets	1	8	14	0.74	83	896
	200	Tractors/Loaders/Backhoes	1	6	84	0.37	186	2,016
	200	Welders	3	8	46	0.45	497	5,371
Paving	10	Tractors/Loaders/Backhoes	1	8	84	0.37	249	134
	10	Pavers	1	6	81	0.42	204	110
	10	Paving Equipment	1	8	89	0.36	256	139
	10	Rollers	1	7	36	0.38	96	52
	10	Cement and Mortar Mixers	1	6	10	0.56	34	0
Architectural Coating	10	Air Compressors	1	6	37	0.48	107	58
CONSTRUCTION FUEL DEMAND (gallons of diesel fuel)								17,196

Notes:

- (1) Using Carl Moyer Guidelines Table D-21 Fuel consumption rate factors (bhp-hr/gal) for engines less than 750 hp.
(Source: https://www.arb.ca.gov/msprog/moyer/guidelines/2017gl/2017_gl_appendix_d.pdf)

Table 17
Construction Worker Fuel Consumption Estimates

Phase	Number of Days	Worker Trips/Day	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg) ²	Estimated Fuel Consumption (gallons)
Grading	4	10	18.5	740	26.02	28
Building Construction	200	2	18.5	7,400	26.02	284
Paving	10	12.5	18.5	2,313	26.02	89
Architectural Coating	10	0.4	18.5	74	26.02	3
Total Construction Worker Fuel Consumption						405

Notes:

- (1) Assumptions for the worker trip length and vehicle miles traveled are consistent with CalEEMod 2022.1.1.16 defaults.
- (2) Per CalEEMod User's Guide Appendix C (April 2022), CalEEMod assumes that construction work trips are made by a fleet consisting of 25 percent light-duty auto (or passenger car), 50 percent light-duty truck type 1 (LDT1), and 25 percent light duty truck type 2 (LDT2).

Table 18
Construction Vendor Fuel Consumption Estimates (MHD & HHD Trucks)

Phase	Number of Days	Vendor Trips/Day	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
Grading	4	0	10.2	0	6.9	0
Building Construction	200	0.93	10.2	1,897	6.9	275
Paving	10	0	10.2	0	6.9	0
Architectural Coating	10	0	10.2	0	6.9	0
Total Construction Vendor Fuel Consumption						275

Notes:

- (1) Assumptions for the vendor trip length and vehicle miles traveled are consistent with CalEEMod 2022.1.1.16 defaults.
- (2) Per CalEEMod User's Guide Appendix C (April 2022), CalEEMod assumes vendor trips are made by a fleet consisting of 50 percent medium trucks (MHDT) and 50 percent heavy trucks (HHDT).

Table 19
Construction Hauling Fuel Consumption Estimates (HHD Trucks)

Phase	Number of Days	Total Hauling Trips	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
Grading	4	110	20	8,800	6.05	1,455
Building Construction	200	0	20	0	6.05	0
Paving	10	0	20	0	6.05	0
Architectural Coating	10	0	20	0	6.05	0
Total Construction Hauling Fuel Consumption						1,455

Notes:

- (1) Assumptions for the hauling trip length and vehicle miles traveled are consistent with CalEEMod Version 2022.1.1.16 defaults.
- (2) Per CalEEMod User's Guide Appendix C (April 2022), CalEEMod assumes hauling and onsite truck trips are made by a fleet consisting of 100 percent HHDT.

Table 20
Estimated Vehicle Operations Fuel Consumption

Vehicle Type	Vehicle Mix	Number of Vehicles	Average Trip (miles) ¹	Daily VMT	Average Fuel Economy (mpg) ²	Total Gallons per Day	Total Annual Fuel Consumption (gallons)
Light Auto	Automobile	1,031	8.86	9,135	32.23	283.42	103,449
Light Truck	Automobile	81	8.86	718	24.83	28.90	10,550
Light Truck	Automobile	418	8.86	3,703	24.45	151.47	55,287
Light Heavy Truck	2-Axle Truck	66	23.29	1,537	16.02	95.95	35,022
Light Heavy Truck 10,000 lbs +	2-Axle Truck	19	23.29	443	15.23	29.06	10,605
Motorcycle	Automobile	49	23.29	1,141	41.66	27.39	9,999
Medium Truck	Automobile	332	23.29	7,732	20.06	385.46	140,692
Motor Home	--	13	23.29	303	5.76	52.56	19,186
Medium Heavy Truck	3-Axle Truck	30	23.29	699	7.87	88.78	32,405
Other Bus	--	1	23.29	23	6.18	3.77	1,376
School Bus	--	3	23.29	70	6.52	10.72	3,911
Urban Bus	--	1	23.29	23	3.51	6.64	2,422
Heavy Heavy Truck	4-Axle Truck	33	23.29	769	6.15	124.97	45,614
Total		2,077	--	26,295	-	1,289.09	--
Total Annual Fuel Consumption							470,517

Notes:

- (1) Based on the size of the site and relative location, trips were assumed to be local rather than regional.
- (2) Based on EMFAC2021 emission rates for opening year of 2025.

Table 21
Project Annual Operational Energy Demand Summary

Natural Gas Demand	kBTU/year ¹
Fast Food Restaurant with Drive Through	216,712
Convenience Market with Gas Pumps	62,943
Total	279,655

Electricity Demand	kWh/year
Fast Food Restaurant with Drive Through	66,718
Convenience Market with Gas Pumps	120,299
Parking Lot	16,141
Total	203,158

Notes:

(1) Taken from the CalEEMod Version 2022.1.1.16 output (Appendix B of this report).

5. EMISSIONS REDUCTION MEASURES

CONSTRUCTION MEASURES

Adherence to SCAQMD Rule 403 is required.

No construction mitigation is required.

OPERATIONAL MEASURES

No operational mitigation is required.

6. REFERENCES

California Air Pollution Control Officers Association

2009 Health Risk Assessments for Proposed Land Use Projects

California Air Resources Board

2008 Resolution 08-43

2008 Recommended Approaches for Setting Interim Significance Thresholds for Greenhouse Gases under the California Environmental Quality Act

2008 ARB Recommended Interim Risk Management Policy for Inhalation-Based Residential Cancer Risk – Frequently Asked Questions

2008 Climate Change Scoping Plan, a framework for change.

2011 Supplement to the AB 32 Scoping Plan Functional Equivalent Document

2013 Almanac of Emissions and Air Quality.
Source: <https://www.arb.ca.gov/aqd/almanac/almanac13/almanac13.htm>

2014 First Update to the Climate Change Scoping Plan, Building on the Framework Pursuant to AB32, the California Global Warming Solutions Act of 2006. May.

2017 California's 2017 Climate Change Scoping Plan. November.

2022 2022 Scoping Plan for Achieving Carbon Neutrality. November 16.

City of Corona

2019 City of Corona Climate Action Plan Update. March.

2020 City of Corona 2020-2040 General Plan. June 3.

Governor's Office of Planning and Research

2008 CEQA and Climate: Addressing Climate Change Through California Environmental Quality Act (CEQA) Review

2018 CEQA Guideline Sections to be Added or Amended

Intergovernmental Panel on Climate Change (IPCC)

2014 IPCC Fifth Assessment Report, Climate Change 2014: Synthesis Report

Office of Environmental Health Hazard Assessment

2015 Air Toxics Hot Spots Program Risk Assessment Guidelines

South Coast Air Quality Management District

- 1993 CEQA Air Quality Handbook
- 2003 Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis
- 2005 Rule 403 Fugitive Dust
- 2007 2007 Air Quality Management Plan
- 2008 Final Localized Significance Threshold Methodology, Revised
- 2012 Final 2012 Air Quality Management Plan
- 2016 2016 Air Quality Management Plan
- 2021 MATES-V Multiple Air Toxics Exposure Study in the South Coast Air Basin. August.
- 2022 2022 Air Quality Management Plan. December 2.

Southern California Association of Governments

- 2020 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy

Trames Solutions, Inc.

- 2023 Corona C-Store Traffic Impact Study. July 28.

U.S. Environmental Protection Agency (EPA)

- 2017 Understanding Global Warming Potentials
(Source: <https://www.epa.gov/ghgemissions/understanding-global-warming-potentials>)

U.S. Geological Survey

- 2011 Reported Historic Asbestos Mines, Historic Asbestos Prospects, and Other Natural Occurrences of Asbestos in California

APPENDICES

Appendix A Glossary

Appendix B CalEEMod Model Detailed Report and EMFAC Data

Appendix C Corona Climate Action Plan Update Screening Tables

APPENDIX A

GLOSSARY

AQMP	Air Quality Management Plan
BACT	Best Available Control Technologies
CAAQS	California Ambient Air Quality Standards
CalEPA	California Environmental Protection Agency
CARB	California Air Resources Board
CCAA	California Clean Air Act
CCAR	California Climate Action Registry
CEQA	California Environmental Quality Act
CFCs	Chlorofluorocarbons
CH ₄	Methane
CNG	Compressed natural gas
CO	Carbon monoxide
CO ₂	Carbon dioxide
CO ₂ e	Carbon dioxide equivalent
DPM	Diesel particulate matter
EPA	U.S. Environmental Protection Agency
GHG	Greenhouse gas
GWP	Global warming potential
HIDPM	Hazard Index Diesel Particulate Matter
HFCs	Hydrofluorocarbons
IPCC	International Panel on Climate Change
LCFS	Low Carbon Fuel Standard
LST	Localized Significant Thresholds
MTCO ₂ e	Metric tons of carbon dioxide equivalent
MMTCO ₂ e	Million metric tons of carbon dioxide equivalent
MPO	Metropolitan Planning Organization
NAAQS	National Ambient Air Quality Standards
NO _x	Nitrogen Oxides
NO ₂	Nitrogen dioxide
N ₂ O	Nitrous oxide
O ₃	Ozone
OPR	Governor's Office of Planning and Research
PFCs	Perfluorocarbons
PM	Particle matter
PM ₁₀	Particles that are less than 10 micrometers in diameter
PM _{2.5}	Particles that are less than 2.5 micrometers in diameter
PMI	Point of maximum impact
PPM	Parts per million
PPB	Parts per billion
ROG	Reactive Organic Gases (aka VOC)
RTIP	Regional Transportation Improvement Plan
RTP	Regional Transportation Plan
SANBAG	San Bernardino Association of Governments
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SSAB	Salton Sea Air Basin
SF ₆	Sulfur hexafluoride
SIP	State Implementation Plan
SO _x	Sulfur Oxides
TAC	Toxic air contaminants
VOC	Volatile organic compounds

APPENDIX B

CALEEMOD MODEL DETAILED REPORT AND EMFAC DATA

19633 C-Store Gas Station & QSR (2nd & SR91) Detailed Report

Table of Contents

1. Basic Project Information
 - 1.1. Basic Project Information
 - 1.2. Land Use Types
 - 1.3. User-Selected Emission Reduction Measures by Emissions Sector
2. Emissions Summary
 - 2.1. Construction Emissions Compared Against Thresholds
 - 2.2. Construction Emissions by Year, Unmitigated
 - 2.4. Operations Emissions Compared Against Thresholds
 - 2.5. Operations Emissions by Sector, Unmitigated
3. Construction Emissions Details
 - 3.1. Grading (2024) - Unmitigated
 - 3.3. Building Construction (2024) - Unmitigated
 - 3.5. Building Construction (2025) - Unmitigated
 - 3.7. Paving (2025) - Unmitigated

3.9. Architectural Coating (2025) - Unmitigated

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

4.3. Area Emissions by Source

4.3.1. Unmitigated

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

5. Activity Data

5.1. Construction Schedule

5.2. Off-Road Equipment

5.2.1. Unmitigated

5.3. Construction Vehicles

5.3.1. Unmitigated

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

5.5. Architectural Coatings

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

5.6.2. Construction Earthmoving Control Strategies

5.7. Construction Paving

5.8. Construction Electricity Consumption and Emissions Factors

5.9. Operational Mobile Sources

5.9.1. Unmitigated

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.2. Architectural Coatings

5.10.3. Landscape Equipment

5.11. Operational Energy Consumption

5.11.1. Unmitigated

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

5.13. Operational Waste Generation

5.13.1. Unmitigated

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

5.16.2. Process Boilers

5.17. User Defined

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

5.18.2. Sequestration

5.18.2.1. Unmitigated

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

6.2. Initial Climate Risk Scores

6.3. Adjusted Climate Risk Scores

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

7.2. Healthy Places Index Scores

7.3. Overall Health & Equity Scores

7.4. Health & Equity Measures

7.5. Evaluation Scorecard

7.6. Health & Equity Custom Measures

8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	19633 C-Store Gas Station & QSR (2nd & SR91)
Construction Start Date	7/1/2024
Operational Year	2025
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.60
Precipitation (days)	19.2
Location	33.88083934931659, -117.58021016417028
County	Riverside-South Coast
City	Corona
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	5466
EDFZ	11
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas
App Version	2022.1.1.16

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
------------------	------	------	-------------	-----------------------	------------------------	--------------------------------	------------	-------------

Fast Food Restaurant with Drive Thru	1.90	1000sqft	0.04	1,900	12,197	—	—	—
Parking Lot	47.0	Space	0.42	0.00	0.00	—	—	—
Convenience Market with Gas Pumps	14.0	Pump	0.09	3,750	0.00	—	—	—
Other Non-Asphalt Surfaces	0.57	Acre	0.57	0.00	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

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

Un/Mit.	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.	2.34	1.82	24.6	18.3	0.07	0.89	4.89	5.78	0.83	1.92	2.75	—	10,267	10,267	0.25	1.26	16.8	10,665
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.10	8.30	14.6	18.6	0.03	0.56	0.20	0.76	0.51	0.05	0.56	—	3,148	3,148	0.13	0.04	0.02	3,162
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.51	0.42	3.62	3.81	0.01	0.14	0.07	0.21	0.13	0.02	0.15	—	766	766	0.03	0.02	0.11	773
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.09	0.08	0.66	0.70	< 0.005	0.03	0.01	0.04	0.02	< 0.005	0.03	—	127	127	< 0.005	< 0.005	0.02	128

2.2. Construction Emissions by Year, Unmitigated

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

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	2.34	1.82	24.6	18.3	0.07	0.89	4.89	5.78	0.83	1.92	2.75	—	10,267	10,267	0.25	1.26	16.8	10,665
2025	1.29	1.08	8.98	10.2	0.02	0.33	0.03	0.36	0.30	0.01	0.31	—	1,858	1,858	0.07	0.02	0.18	1,866
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	1.37	1.14	9.48	10.2	0.02	0.37	0.03	0.41	0.34	0.01	0.35	—	1,856	1,856	0.07	0.02	0.01	1,864
2025	2.10	8.30	14.6	18.6	0.03	0.56	0.20	0.76	0.51	0.05	0.56	—	3,148	3,148	0.13	0.04	0.02	3,162
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.51	0.42	3.62	3.81	0.01	0.14	0.07	0.21	0.13	0.02	0.15	—	766	766	0.03	0.02	0.11	773
2025	0.27	0.41	1.91	2.22	< 0.005	0.07	0.01	0.08	0.06	< 0.005	0.07	—	399	399	0.02	< 0.005	0.02	400
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.09	0.08	0.66	0.70	< 0.005	0.03	0.01	0.04	0.02	< 0.005	0.03	—	127	127	< 0.005	< 0.005	0.02	128
2025	0.05	0.07	0.35	0.41	< 0.005	0.01	< 0.005	0.01	0.01	< 0.005	0.01	—	66.0	66.0	< 0.005	< 0.005	< 0.005	66.3

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.	10.4	9.58	10.0	92.0	0.23	0.18	19.4	19.6	0.16	4.92	5.09	16.4	23,609	23,625	2.53	1.00	868	24,856

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	9.71	8.91	10.7	76.2	0.21	0.17	19.4	19.6	0.16	4.92	5.09	16.4	22,190	22,206	2.56	1.04	783	23,362
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	8.69	8.13	8.09	58.6	0.15	0.12	13.1	13.2	0.12	3.32	3.43	16.4	15,522	15,538	2.39	0.76	806	16,632
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.59	1.48	1.48	10.7	0.03	0.02	2.38	2.41	0.02	0.61	0.63	2.71	2,570	2,573	0.40	0.13	133	2,754

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	10.3	9.39	9.94	91.7	0.23	0.17	19.4	19.6	0.16	4.92	5.08	—	23,214	23,214	0.87	1.00	88.0	23,620
Area	0.04	0.18	< 0.005	0.25	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.01	1.01	< 0.005	< 0.005	—	1.01
Energy	0.01	< 0.005	0.08	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	—	386	386	0.03	< 0.005	—	387
Water	—	—	—	—	—	—	—	—	—	—	—	1.39	8.67	10.1	0.14	< 0.005	—	14.6
Waste	—	—	—	—	—	—	—	—	—	—	—	15.0	0.00	15.0	1.50	0.00	—	52.5
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	780	780
Total	10.4	9.58	10.0	92.0	0.23	0.18	19.4	19.6	0.16	4.92	5.09	16.4	23,609	23,625	2.53	1.00	868	24,856
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	9.71	8.77	10.7	76.1	0.21	0.17	19.4	19.6	0.16	4.92	5.08	—	21,796	21,796	0.89	1.03	2.28	22,127
Area	—	0.14	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Energy	0.01	< 0.005	0.08	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	—	386	386	0.03	< 0.005	—	387
Water	—	—	—	—	—	—	—	—	—	—	—	1.39	8.67	10.1	0.14	< 0.005	—	14.6
Waste	—	—	—	—	—	—	—	—	—	—	—	15.0	0.00	15.0	1.50	0.00	—	52.5
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	780	780
Total	9.71	8.91	10.7	76.2	0.21	0.17	19.4	19.6	0.16	4.92	5.09	16.4	22,190	22,206	2.56	1.04	783	23,362
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	8.65	7.96	8.02	58.3	0.15	0.12	13.1	13.2	0.11	3.32	3.43	—	15,127	15,127	0.72	0.76	25.9	15,397
Area	0.03	0.17	< 0.005	0.17	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.69	0.69	< 0.005	< 0.005	—	0.69
Energy	0.01	< 0.005	0.08	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	—	386	386	0.03	< 0.005	—	387
Water	—	—	—	—	—	—	—	—	—	—	—	1.39	8.67	10.1	0.14	< 0.005	—	14.6
Waste	—	—	—	—	—	—	—	—	—	—	—	15.0	0.00	15.0	1.50	0.00	—	52.5
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	780	780
Total	8.69	8.13	8.09	58.6	0.15	0.12	13.1	13.2	0.12	3.32	3.43	16.4	15,522	15,538	2.39	0.76	806	16,632
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.58	1.45	1.46	10.6	0.03	0.02	2.38	2.41	0.02	0.61	0.63	—	2,504	2,504	0.12	0.13	4.29	2,549
Area	0.01	0.03	< 0.005	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.11	0.11	< 0.005	< 0.005	—	0.12
Energy	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	63.9	63.9	< 0.005	< 0.005	—	64.1
Water	—	—	—	—	—	—	—	—	—	—	—	0.23	1.44	1.66	0.02	< 0.005	—	2.42
Waste	—	—	—	—	—	—	—	—	—	—	—	2.48	0.00	2.48	0.25	0.00	—	8.68
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	129	129
Total	1.59	1.48	1.48	10.7	0.03	0.02	2.38	2.41	0.02	0.61	0.63	2.71	2,570	2,573	0.40	0.13	133	2,754

3. Construction Emissions Details

3.1. Grading (2024) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.96	1.65	15.9	15.4	0.02	0.74	—	0.74	0.68	—	0.68	—	2,454	2,454	0.10	0.02	—	2,462
Dust From Material Movement:	—	—	—	—	—	—	2.78	2.78	—	1.34	1.34	—	—	—	—	—	—	—
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	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.17	0.17	< 0.005	0.01	—	0.01	0.01	—	0.01	—	26.9	26.9	< 0.005	< 0.005	—	27.0
Dust From Material Movement:	—	—	—	—	—	—	0.03	0.03	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.03	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.45	4.45	< 0.005	< 0.005	—	4.47
Dust From Material Movement:	—	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—

Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.05	0.05	0.83	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	144	144	0.01	< 0.005	0.57	—
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Hauling	0.32	0.12	8.67	2.09	0.05	0.14	1.98	2.13	0.14	0.56	0.70	—	7,669	7,669	0.14	1.24	16.2	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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	—	1.47	1.47	< 0.005	< 0.005	< 0.005	—
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Hauling	< 0.005	< 0.005	0.10	0.02	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	84.1	84.1	< 0.005	0.01	0.08	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.24	0.24	< 0.005	< 0.005	< 0.005	—
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Hauling	< 0.005	< 0.005	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	13.9	13.9	< 0.005	< 0.005	0.01	—

3.3. Building Construction (2024) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.36	1.13	9.44	10.1	0.02	0.37	—	0.37	0.34	—	0.34	—	1,801	1,801	0.07	0.01	—	1,807

19633 C-Store Gas Station & QSR (2nd & SR91) Detailed Report, 8/3/2023

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.36	1.13	9.44	10.1	0.02	0.37	—	0.37	0.34	—	0.34	—	1,801	1,801	0.07	0.01	—	1,807
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.48	0.40	3.32	3.56	0.01	0.13	—	0.13	0.12	—	0.12	—	634	634	0.03	0.01	—	637
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.07	0.61	0.65	< 0.005	0.02	—	0.02	0.02	—	0.02	—	105	105	< 0.005	< 0.005	—	105
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.17	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	28.8	28.8	< 0.005	< 0.005	0.11	—
Vendor	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	28.8	28.8	< 0.005	< 0.005	0.08	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.13	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	26.4	26.4	< 0.005	< 0.005	< 0.005	—
Vendor	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	28.8	28.8	< 0.005	< 0.005	< 0.005	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	9.43	9.43	< 0.005	< 0.005	0.02	—
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	10.1	10.1	< 0.005	< 0.005	0.01	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.56	1.56	< 0.005	< 0.005	< 0.005	—
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.68	1.68	< 0.005	< 0.005	< 0.005	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—

3.5. Building Construction (2025) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.28	1.07	8.95	10.0	0.02	0.33	—	0.33	0.30	—	0.30	—	1,801	1,801	0.07	0.01	—	1,807
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.28	1.07	8.95	10.0	0.02	0.33	—	0.33	0.30	—	0.30	—	1,801	1,801	0.07	0.01	—	1,807
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

19633 C-Store Gas Station & QSR (2nd & SR91) Detailed Report, 8/3/2023

Off-Road Equipment	0.25	0.21	1.75	1.96	< 0.005	0.06	—	0.06	0.06	—	0.06	—	352	352	0.01	< 0.005	—	354
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.04	0.32	0.36	< 0.005	0.01	—	0.01	0.01	—	0.01	—	58.4	58.4	< 0.005	< 0.005	—	58.6
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	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.15	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	28.2	28.2	< 0.005	< 0.005	0.10	—
Vendor	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	28.3	28.3	< 0.005	< 0.005	0.08	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.12	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	25.9	25.9	< 0.005	< 0.005	< 0.005	—
Vendor	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	28.4	28.4	< 0.005	< 0.005	< 0.005	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	5.13	5.13	< 0.005	< 0.005	0.01	—
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	5.55	5.55	< 0.005	< 0.005	0.01	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.85	0.85	< 0.005	< 0.005	< 0.005	—
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.92	0.92	< 0.005	< 0.005	< 0.005	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—

3.7. Paving (2025) - Unmitigated

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

Location	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	0.59	0.49	4.63	6.50	0.01	0.20	—	0.20	0.19	—	0.19	—	992	992	0.04	0.01	—	995
Paving	—	0.11	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.01	0.13	0.18	< 0.005	0.01	—	0.01	0.01	—	0.01	—	27.2	27.2	< 0.005	< 0.005	—	27.3
Paving	—	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.02	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.50	4.50	< 0.005	< 0.005	—	4.51
Paving	—	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.05	0.06	0.73	0.00	0.00	0.16	0.16	0.00	0.04	0.04	—	162	162	0.01	0.01	0.02	—
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	4.49	4.49	< 0.005	< 0.005	0.01	—
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.74	0.74	< 0.005	< 0.005	< 0.005	—
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—

3.9. Architectural Coating (2025) - Unmitigated

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

Location	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	0.13	0.88	1.14	< 0.005	0.03	—	0.03	0.03	—	0.03	—	134	134	0.01	< 0.005	—	134
Architect ural Coatings	—	6.44	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.02	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.66	3.66	< 0.005	< 0.005	—	3.67
Architectural Coatings	—	0.18	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.61	0.61	< 0.005	< 0.005	—	0.61
Architectural Coatings	—	0.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	5.18	5.18	< 0.005	< 0.005	< 0.005	—
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.14	0.14	< 0.005	< 0.005	< 0.005	—
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	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	—	0.02	0.02	< 0.005	< 0.005	< 0.005	—	
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—	
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—	

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	2.17	1.98	2.09	19.3	0.05	0.04	4.08	4.12	0.03	1.04	1.07	—	4,884	4,884	0.18	0.21	18.5	4,970
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Convenience Market with Gas Pumps	8.16	7.42	7.85	72.4	0.18	0.13	15.3	15.5	0.13	3.89	4.01	—	18,329	18,329	0.68	0.79	69.5	18,650
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	10.3	9.39	9.94	91.7	0.23	0.17	19.4	19.6	0.16	4.92	5.08	—	23,214	23,214	0.87	1.00	88.0	23,620

19633 C-Store Gas Station & QSR (2nd & SR91) Detailed Report, 8/3/2023

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	2.04	1.84	2.24	16.0	0.04	0.04	4.08	4.12	0.03	1.04	1.07	—	4,586	4,586	0.19	0.22	0.48	4,656
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Convenience Market with Gas Pumps	7.66	6.92	8.42	60.1	0.17	0.13	15.3	15.5	0.13	3.89	4.01	—	17,210	17,210	0.71	0.81	1.80	17,471
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	9.71	8.77	10.7	76.1	0.21	0.17	19.4	19.6	0.16	4.92	5.08	—	21,796	21,796	0.89	1.03	2.28	22,127
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	0.33	0.31	0.32	2.30	0.01	< 0.005	0.52	0.52	< 0.005	0.13	0.14	—	544	544	0.03	0.03	0.93	554
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Convenience Market with Gas Pumps	1.24	1.14	1.15	8.35	0.02	0.02	1.87	1.88	0.02	0.47	0.49	—	1,960	1,960	0.09	0.10	3.36	1,995
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	1.58	1.45	1.46	10.6	0.03	0.02	2.38	2.41	0.02	0.61	0.63	—	2,504	2,504	0.12	0.13	4.29	2,549

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	97.2	97.2	0.01	< 0.005	—	97.6
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	23.5	23.5	< 0.005	< 0.005	—	23.6
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	—	175	175	0.01	< 0.005	—	176
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	296	296	0.02	< 0.005	—	297
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	97.2	97.2	0.01	< 0.005	—	97.6
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	23.5	23.5	< 0.005	< 0.005	—	23.6

Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	—	175	175	0.01	< 0.005	—	176
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	296	296	0.02	< 0.005	—	297
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	16.1	16.1	< 0.005	< 0.005	—	16.2
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	3.89	3.89	< 0.005	< 0.005	—	3.91
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	—	29.0	29.0	< 0.005	< 0.005	—	29.1
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	49.0	49.0	< 0.005	< 0.005	—	49.2

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Fast Food Restaurant with Drive Thru	0.01	< 0.005	0.06	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	69.5	69.5	0.01	< 0.005	—	69.6
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Convenience Market with Gas Pumps	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	20.2	20.2	< 0.005	< 0.005	—	20.2
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.01	< 0.005	0.08	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	—	89.6	89.6	0.01	< 0.005	—	89.9
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	0.01	< 0.005	0.06	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	69.5	69.5	0.01	< 0.005	—	69.6
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Convenience Market with Gas Pumps	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	20.2	20.2	< 0.005	< 0.005	—	20.2
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.01	< 0.005	0.08	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	—	89.6	89.6	0.01	< 0.005	—	89.9
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Fast Food Restaurant with Drive Thru	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	11.5	11.5	< 0.005	< 0.005	—	11.5
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Convenience Market with Gas Pumps	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.34	3.34	< 0.005	< 0.005	—	3.35
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	14.8	14.8	< 0.005	< 0.005	—	14.9

4.3. Area Emissions by Source

4.3.1. Unmitigated

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

Source	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	—	0.12	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.04	0.04	< 0.005	0.25	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.01	1.01	< 0.005	< 0.005	—	1.01

Total	0.04	0.18	< 0.005	0.25	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.01	1.01	< 0.005	< 0.005	—	1.01
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	0.12	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	0.14	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.01	0.01	< 0.005	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.11	0.11	< 0.005	< 0.005	—	0.12
Total	0.01	0.03	< 0.005	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.11	0.11	< 0.005	< 0.005	—	0.12

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	1.11	7.22	8.32	0.11	< 0.005	—	12.0
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	0.28	1.45	1.73	0.03	< 0.005	—	2.66
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	1.39	8.67	10.1	0.14	< 0.005	—	14.6
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	1.11	7.22	8.32	0.11	< 0.005	—	12.0
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	0.28	1.45	1.73	0.03	< 0.005	—	2.66
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	1.39	8.67	10.1	0.14	< 0.005	—	14.6
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	0.18	1.19	1.38	0.02	< 0.005	—	1.98
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	0.05	0.24	0.29	< 0.005	< 0.005	—	0.44
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	0.23	1.44	1.66	0.02	< 0.005	—	2.42

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	11.8	0.00	11.8	1.18	0.00	—	41.3
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00

Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	3.20	0.00	3.20	0.32	0.00	—	11.2
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	15.0	0.00	15.0	1.50	0.00	—	52.5
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	11.8	0.00	11.8	1.18	0.00	—	41.3
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	3.20	0.00	3.20	0.32	0.00	—	11.2
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	15.0	0.00	15.0	1.50	0.00	—	52.5
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	1.95	0.00	1.95	0.20	0.00	—	6.83
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00

Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	0.53	0.00	0.53	0.05	0.00	—	1.85
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	2.48	0.00	2.48	0.25	0.00	—	8.68

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.97	2.97
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	777	777
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	780	780
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.97	2.97
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	777	777
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	780	780
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.49	0.49
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	129	129
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	129	129

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)

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

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

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

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

4.10. 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
Grading	Grading	7/1/2024	7/4/2024	5.00	4.00	—
Building Construction	Building Construction	7/5/2024	4/10/2025	5.00	200	—

Paving	Paving	2/10/2025	2/22/2025	5.00	10.0	—
Architectural Coating	Architectural Coating	2/15/2025	3/1/2025	5.00	10.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Tractors/Loaders/Backhoes	Diesel	Average	2.00	7.00	84.0	0.37
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Building Construction	Cranes	Diesel	Average	1.00	6.00	367	0.29
Building Construction	Forklifts	Diesel	Average	1.00	6.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	1.00	6.00	84.0	0.37
Building Construction	Welders	Diesel	Average	3.00	8.00	46.0	0.45
Paving	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.00	84.0	0.37
Paving	Pavers	Diesel	Average	1.00	6.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	1.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	1.00	7.00	36.0	0.38
Paving	Cement and Mortar Mixers	Diesel	Average	1.00	6.00	10.0	0.56
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Grading	—	—	—	—
Grading	Worker	10.0	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	110	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	2.00	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	0.93	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	12.5	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	0.40	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Control Strategies Applied	PM10 Reduction	PM2.5 Reduction
Water unpaved roads twice daily	55%	55%

Limit vehicle speeds on unpaved roads to 25 mph	44%	44%
---	-----	-----

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	0.00	0.00	8,475	2,825	2,587

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Grading	—	3,500	4.00	0.00	—
Paving	0.00	0.00	0.00	0.00	0.99

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Fast Food Restaurant with Drive Thru	0.00	0%
Parking Lot	0.42	100%
Convenience Market with Gas Pumps	0.00	0%
Other Non-Asphalt Surfaces	0.57	0%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2024	0.00	532	0.03	< 0.005
2025	0.00	532	0.03	< 0.005

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Fast Food Restaurant with Drive Thru	437	437	437	159,505	3,378	5,761	5,761	1,481,523
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Convenience Market with Gas Pumps	1,640	1,640	1,640	598,585	11,805	21,618	21,618	5,332,239
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0	0.00	8,475	2,825	2,587

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)
Fast Food Restaurant with Drive Thru	66,718	532	0.0330	0.0040	216,712
Parking Lot	16,141	532	0.0330	0.0040	0.00
Convenience Market with Gas Pumps	120,299	532	0.0330	0.0040	62,943
Other Non-Asphalt Surfaces	0.00	532	0.0330	0.0040	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Fast Food Restaurant with Drive Thru	576,714	193,392
Parking Lot	0.00	0.00
Convenience Market with Gas Pumps	146,401	0.00
Other Non-Asphalt Surfaces	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Fast Food Restaurant with Drive Thru	21.9	—
Parking Lot	0.00	—
Convenience Market with Gas Pumps	5.93	—
Other Non-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
Fast Food Restaurant with Drive Thru	Household refrigerators and/or freezers	R-134a	1,430	0.00	0.60	0.00	1.00
Fast Food Restaurant with Drive Thru	Other commercial A/C and heat pumps	R-410A	2,088	1.80	4.00	4.00	18.0
Fast Food Restaurant with Drive Thru	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0
Convenience Market with Gas Pumps	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Convenience Market with Gas Pumps	Supermarket refrigeration and condensing units	R-404A	3,922	26.5	16.5	16.5	18.0

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

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

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

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

5.16.2. Process Boilers

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

5.17. User Defined

Equipment Type	Fuel Type
—	—

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres
--------------------------	----------------------	---------------	-------------

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres
--------------------	---------------	-------------

5.18.2. Sequestration

5.18.2.1. Unmitigated

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

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

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

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	16.3	annual days of extreme heat
Extreme Precipitation	3.50	annual days with precipitation above 20 mm
Sea Level Rise	0.00	meters of inundation depth
Wildfire	17.3	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 (2040–2059 average under RCP 8.5), and consider different increments of sea level rise coupled with extreme storm events. Users may select from four model simulations to view the range in potential inundation depth for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 50 meters (m) by 50 m, or about 164 feet (ft) by 164 ft.

Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	N/A	N/A	N/A	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A

Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	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	N/A	N/A	N/A	N/A
Wildfire	N/A	N/A	N/A	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	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	80.0
AQ-PM	90.9
AQ-DPM	98.6
Drinking Water	73.7
Lead Risk Housing	96.3
Pesticides	0.00
Toxic Releases	67.1
Traffic	92.9
Effect Indicators	—
CleanUp Sites	38.8
Groundwater	54.5
Haz Waste Facilities/Generators	54.6
Impaired Water Bodies	12.5
Solid Waste	12.9
Sensitive Population	—
Asthma	40.3
Cardio-vascular	84.5
Low Birth Weights	48.8
Socioeconomic Factor Indicators	—
Education	93.7
Housing	85.3
Linguistic	81.4
Poverty	86.1
Unemployment	75.4

7.2. Healthy Places Index Scores

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

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	7.468240729
Employed	41.16514821
Median HI	12.56255614
Education	—
Bachelor's or higher	5.248299756
High school enrollment	100
Preschool enrollment	10.36827922
Transportation	—
Auto Access	17.73386372
Active commuting	66.08494803
Social	—
2-parent households	13.48646221
Voting	1.873476197
Neighborhood	—
Alcohol availability	11.13820095
Park access	81.35506224
Retail density	67.80443988
Supermarket access	66.40574875
Tree canopy	18.33696907
Housing	—
Homeownership	16.46349288
Housing habitability	10.714744
Low-inc homeowner severe housing cost burden	25.38175286
Low-inc renter severe housing cost burden	37.61067625
Uncrowded housing	2.938534582

Health Outcomes	—
Insured adults	3.118182985
Arthritis	49.4
Asthma ER Admissions	66.1
High Blood Pressure	49.4
Cancer (excluding skin)	91.6
Asthma	9.8
Coronary Heart Disease	37.1
Chronic Obstructive Pulmonary Disease	17.9
Diagnosed Diabetes	16.9
Life Expectancy at Birth	47.1
Cognitively Disabled	54.2
Physically Disabled	67.1
Heart Attack ER Admissions	16.3
Mental Health Not Good	4.6
Chronic Kidney Disease	20.1
Obesity	2.6
Pedestrian Injuries	88.0
Physical Health Not Good	5.3
Stroke	29.9
Health Risk Behaviors	—
Binge Drinking	66.7
Current Smoker	4.8
No Leisure Time for Physical Activity	3.1
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0

Children	10.6
Elderly	94.7
English Speaking	21.8
Foreign-born	82.8
Outdoor Workers	21.1
Climate Change Adaptive Capacity	—
Impervious Surface Cover	46.4
Traffic Density	88.3
Traffic Access	23.0
Other Indices	—
Hardship	94.3
Other Decision Support	—
2016 Voting	15.0

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	93.0
Healthy Places Index Score for Project Location (b)	5.00
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	Yes
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

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

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

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Land Use	1.4 ac site w/ 1,900 sf fast-food restaurant with drive-through, 3,750 sf convenience market with 14 pumps, parking lot with 47 spaces (34 parking spaces & 13 drive-through spaces), & remainder hardscape etc. (~0.567 acres).
Construction: Construction Phases	Construction anticipated to begin July 1, 2024 taking ~8 months to complete. Grading to include 3,500 CY export.
Operations: Vehicle Data	Per Traffic Study, 230 trips/TSF/day for fast-food restaurant with drive-through (includes pass-by rdxs of 49% AM & 50% PM) & 117.14 trips/FP/day for convenience market w/ gas pumps (includes pass-by rdxs of 62% AM & 56% PM). Pass-by trip % changed to 0 and split between primary/diverted for both fast-food restaurant and convenience market uses.

Source: EMFAC2021 (v1.0.1) Emissions Inventory

Region Type: Air Basin

Region: South Coast

Calendar Year: 2024

Season: Annual

Vehicle Classification: EMFAC2007 Categories

Units: miles/day for CVMT and EVMT, trips/day for Trips, kWh/day for Energy Consumption, tons/day for Emissions, 1000 gallons/day for Fuel Consumption

Region	Calendar Year	Vehicle Category	Model Year	Speed	Fuel	Population	Trips	Energy Consumption	Fuel Consumption	Fuel Consumption	Total Fuel Consumption	Total VMT	Total VMT	Miles Per Gallon	Vehicle Class
South Coast	2024	HHDT	Aggregate	Aggregate	Gasoline	64.44258918	1289.367324	0	1.014953313	1014.953313	2024777.341	4089.563798	12241163.02	6.05	HHDT
South Coast	2024	HHDT	Aggregate	Aggregate	Diesel	92441.35478	1412165.896	0	1913.394963	1913394.963		11547992.76			
South Coast	2024	HHDT	Aggregate	Aggregate	Electricity	291.6455699	3957.931048	53675.68637	0	0		29968.60823			
South Coast	2024	HHDT	Aggregate	Aggregate	Natural Gas	10239.41118	65591.6649	0	110.3674239	110367.4239		659112.0885			
South Coast	2024	LDA	Aggregate	Aggregate	Gasoline	5306414.643	24694249.92	0	7344.088111	7344088.111	7477826.02	213709568	234427100.1	31.35	LDA
South Coast	2024	LDA	Aggregate	Aggregate	Diesel	14576.24539	60769.87324	0	10.8801639	10880.1639		447477.6987			
South Coast	2024	LDA	Aggregate	Aggregate	Electricity	278128.8376	1389682.584	5111363.117	0	0		13239042.59			
South Coast	2024	LDA	Aggregate	Aggregate	Plug-in Hybrid	148523.7719	614145.7966	1077276.451	122.8577446	122857.7446		7031011.891			
South Coast	2024	LDT1	Aggregate	Aggregate	Gasoline	490973.66	2160511.155	0	732.0519082	732051.9082	732790.8073	17788975.08	17880208.77	24.40	LDT1
South Coast	2024	LDT1	Aggregate	Aggregate	Diesel	178.9755587	511.7069897	0	0.143610092	143.6100917		3350.970633			
South Coast	2024	LDT1	Aggregate	Aggregate	Electricity	1222.38175	5792.038269	19502.00434	0	0		50512.52673			
South Coast	2024	LDT1	Aggregate	Aggregate	Plug-in Hybrid	719.1459798	2973.668627	6252.19918	0.595288961	595.288961		37370.18633			
South Coast	2024	LDT2	Aggregate	Aggregate	Gasoline	2478766.891	11657788.42	0	4349.789244	4349789.244	4378677.328	102696789.3	104694804	23.91	LDT2
South Coast	2024	LDT2	Aggregate	Aggregate	Diesel	8144.015434	39238.54602	0	11.30594953	11305.94953		354089.2658			
South Coast	2024	LDT2	Aggregate	Aggregate	Electricity	16093.72479	82313.84321	227422.9885	0	0		589052.7755			
South Coast	2024	LDT2	Aggregate	Aggregate	Plug-in Hybrid	21096.29549	87233.18184	170348.4264	17.58213479	17582.13479		1054872.659			
South Coast	2024	LHDT1	Aggregate	Aggregate	Gasoline	200171.2476	2982253.334	0	578.7247685	578724.7685	792458.1109	7891021.12	12336952.39	15.57	LHDT1
South Coast	2024	LHDT1	Aggregate	Aggregate	Diesel	103884.7559	1306739.542	0	213.7333424	213733.3424		4387648.579			
South Coast	2024	LHDT1	Aggregate	Aggregate	Electricity	772.5188678	10791.59936	32624.15974	0	0		58282.68619			
South Coast	2024	LHDT2	Aggregate	Aggregate	Gasoline	31062.46526	462784.4493	0	96.72139231	96721.39231	208303.4828	1155378.828	3095264.249	14.86	LHDT2
South Coast	2024	LHDT2	Aggregate	Aggregate	Diesel	45926.82058	577701.627	0	111.5820905	111582.0905		1925592.444			
South Coast	2024	LHDT2	Aggregate	Aggregate	Electricity	199.9520404	2646.759351	8006.869611	0	0		14292.97674			
South Coast	2024	MCY	Aggregate	Aggregate	Gasoline	242059.9929	484119.9858	0	37.44895514	37448.95514	37448.95514	1554780.429	1554780.429	41.52	MCY
South Coast	2024	MDV	Aggregate	Aggregate	Gasoline	1571312.1	7270009.961	0	3162.700535	3162700.535	3206338.183	60817091.34	62832018.9	19.60	MDV
South Coast	2024	MDV	Aggregate	Aggregate	Diesel	19826.89781	93051.64962	0	33.54860069	33548.60069		786624.2122			
South Coast	2024	MDV	Aggregate	Aggregate	Electricity	17569.44798	89870.84023	248334.7848	0	0		643216.8322			
South Coast	2024	MDV	Aggregate	Aggregate	Plug-in Hybrid	12690.57185	52475.51459	92596.30611	10.08904803	10089.04803		585086.5214			
South Coast	2024	MH	Aggregate	Aggregate	Gasoline	29244.94397	2925.664195	0	57.51222476	57512.22476	68984.14797	279544.6577	395398.9997	5.73	MH
South Coast	2024	MH	Aggregate	Aggregate	Diesel	11703.55798	1170.355798	0	11.47192321	11471.92321		115854.342			
South Coast	2024	MHDT	Aggregate	Aggregate	Gasoline	24845.17438	497102.249	0	256.9342026	256934.2026	812250.5213	1326417.556	6295601.951	7.75	MHDT
South Coast	2024	MHDT	Aggregate	Aggregate	Diesel	114693.757	1409921.86	0	546.7152883	546715.2883		4878223.739			
South Coast	2024	MHDT	Aggregate	Aggregate	Electricity	355.3876422	4781.870526	20310.12518	0	0		19393.49808			
South Coast	2024	MHDT	Aggregate	Aggregate	Natural Gas	1491.278079	13281.28453	0	8.601030453	8601.030453		71567.15805			
South Coast	2024	OBUS	Aggregate	Aggregate	Gasoline	5296.379398	105969.959	0	41.44060197	41440.60197	78066.51924	209991.62	473651.4166	6.07	OBUS
South Coast	2024	OBUS	Aggregate	Aggregate	Diesel	2997.3176	37996.11149	0	33.30106375	33301.06375		233646.4445			
South Coast	2024	OBUS	Aggregate	Aggregate	Electricity	11.86106715	237.3162316	941.3362619	0	0		895.192351			
South Coast	2024	OBUS	Aggregate	Aggregate	Natural Gas	480.7769521	4278.914873	0	3.324853528	3324.853528		29118.15975			
South Coast	2024	SBUS	Aggregate	Aggregate	Gasoline	2763.091965	11052.36786	0	13.6568139	13656.8139	40972.05843	121721.653	266076.6289	6.49	SBUS
South Coast	2024	SBUS	Aggregate	Aggregate	Diesel	3283.370627	47543.20668	0	9.104107226	9104.107226		66807.29386			
South Coast	2024	SBUS	Aggregate	Aggregate	Electricity	21.89425828	248.8609268	740.8107178	0	0		640.6727128			
South Coast	2024	SBUS	Aggregate	Aggregate	Natural Gas	3093.465789	44793.38463	0	18.21113731	18211.13731		76907.00926			
South Coast	2024	UBUS	Aggregate	Aggregate	Gasoline	894.3284655	3577.313862	0	13.89822542	13898.22542	201736.9577	96953.45183	696232.1909	3.45	UBUS
South Coast	2024	UBUS	Aggregate	Aggregate	Diesel	14.32857314	57.31429256	0	0.259550733	259.5507326		1721.679298			
South Coast	2024	UBUS	Aggregate	Aggregate	Electricity	109.3235246	437.2940985	19519.17282	0	0		9364.629999			
South Coast	2024	UBUS	Aggregate	Aggregate	Natural Gas	4918.59249	19674.36996	0	187.5791815	187579.1815		588192.4297			

Source: EMFAC2021 (v1.0.1) Emissions Inventory

Region Type: Air Basin

Region: South Coast

Calendar Year: 2025

Season: Annual

Vehicle Classification: EMFAC2007 Categories

Units: miles/day for CVMT and EVMT, trips/day for Trips, kWh/day for Energy Consumption, tons/day for Emissions, 1000 gallons/day for Fuel Consumption

Region	Calendar Year	Vehicle Category	Model Year	Speed	Fuel	Population	Trips	Energy Consumption	Fuel Consumption	Fuel Consumption	Total Fuel Consumption	Total VMT	Total VMT	Miles Per Gallon	Vehicle Class
South Coast	2025	HHDT	Aggregate	Aggregate	Gasoline	54.83401411	1097.118954	0	0.915660885	915.6608849	2033428.223	3783.739566	12499201.56	6.15	HHDT
South Coast	2025	HHDT	Aggregate	Aggregate	Diesel	95337.36817	1459640.636	0	1919.938673	1919938.673		11745346.31			
South Coast	2025	HHDT	Aggregate	Aggregate	Electricity	647.565363	8586.113967	125035.0292	0	0		69780.1703			
South Coast	2025	HHDT	Aggregate	Aggregate	Natural Gas	10701.05249	68656.35135	0	112.5738892	112573.8892		680291.3416			
South Coast	2025	LDA	Aggregate	Aggregate	Gasoline	5244723.652	24385315.28	0	7108.358927	7108358.927	7245907.135	210339700.5	233546247.7	32.23	LDA
South Coast	2025	LDA	Aggregate	Aggregate	Diesel	13504.15254	56096.65324	0	9.832104986	9832.104986		408222.3366			
South Coast	2025	LDA	Aggregate	Aggregate	Electricity	314906.6469	1568075.372	5911352.826	0	0		15311111.74			
South Coast	2025	LDA	Aggregate	Aggregate	Plug-in Hybrid	159860.278	661022.2496	1174382.35	127.7161032	127716.1032		7487213.196			
South Coast	2025	LDT1	Aggregate	Aggregate	Gasoline	483367.514	2127610.282	0	708.9359688	708935.9688	709884.4736	17503198.77	17626287.18	24.83	LDT1
South Coast	2025	LDT1	Aggregate	Aggregate	Diesel	161.5260868	453.3891137	0	0.127085477	127.0854768		2967.035899			
South Coast	2025	LDT1	Aggregate	Aggregate	Electricity	1505.26458	7236.189381	25889.93818	0	0		67058.04036			
South Coast	2025	LDT1	Aggregate	Aggregate	Plug-in Hybrid	1033.948372	4275.376518	9086.363765	0.821419376	821.4193759		53063.32883			
South Coast	2025	LDT2	Aggregate	Aggregate	Gasoline	2528171.942	11891190.15	0	4341.426391	4341426.391	4373117.135	104543301.5	106927231	24.45	LDT2
South Coast	2025	LDT2	Aggregate	Aggregate	Diesel	8518.978579	40955.39339	0	11.53683826	11536.83826		366939.3838			
South Coast	2025	LDT2	Aggregate	Aggregate	Electricity	21565.05505	109850.7805	300027.449	0	0		777107.023			
South Coast	2025	LDT2	Aggregate	Aggregate	Plug-in Hybrid	25221.81395	104292.2007	204751.9727	20.15390552	20153.90552		1239883.058			
South Coast	2025	LHDT1	Aggregate	Aggregate	Gasoline	199655.4178	2974568.238	0	565.7929114	565792.9114	785253.6339	7899242.311	12579982.86	16.02	LHDT1
South Coast	2025	LHDT1	Aggregate	Aggregate	Diesel	107539.0383	1352705.817	0	219.4607225	219460.7225		4531936.528			
South Coast	2025	LHDT1	Aggregate	Aggregate	Electricity	2131.529069	29802.51665	83294.25907	0	0		148804.02			
South Coast	2025	LHDT2	Aggregate	Aggregate	Gasoline	30849.1838	459606.8733	0	93.96299335	93962.99335	208962.5987	1145449.689	3183322.084	15.23	LHDT2
South Coast	2025	LHDT2	Aggregate	Aggregate	Diesel	48016.98656	603993.2855	0	114.9996053	114999.6053		2001431.485			
South Coast	2025	LHDT2	Aggregate	Aggregate	Electricity	549.452873	7286.296511	20413.74678	0	0		36440.90994			
South Coast	2025	MCY	Aggregate	Aggregate	Gasoline	246317.3152	492634.6304	0	37.82728892	37827.28892	37827.28892	1575969.655	1575969.655	41.66	MCY
South Coast	2025	MDV	Aggregate	Aggregate	Gasoline	1582911.671	7327873.919	0	3124.528435	3124528.435	3169334.086	61244218.19	63579746.09	20.06	MDV
South Coast	2025	MDV	Aggregate	Aggregate	Diesel	19966.30161	93386.67778	0	32.96063764	32960.63764		783550.3632			
South Coast	2025	MDV	Aggregate	Aggregate	Electricity	23405.95686	119202.2123	325389.6809	0	0		842798.2408			
South Coast	2025	MDV	Aggregate	Aggregate	Plug-in Hybrid	15515.87163	64158.1292	115605.1765	11.8450132	11845.0132		709179.3041			
South Coast	2025	MH	Aggregate	Aggregate	Gasoline	28222.75742	2823.404652	0	55.89330175	55893.30175	67478.95091	271714.048	388622.5468	5.76	MH
South Coast	2025	MH	Aggregate	Aggregate	Diesel	11853.97154	1185.397154	0	11.58564916	11585.64916		116908.4988			
South Coast	2025	MHDT	Aggregate	Aggregate	Gasoline	24266.37368	485521.6046	0	246.6220886	246622.0886	803911.5702	1285729.87	6330495.207	7.87	MHDT
South Coast	2025	MHDT	Aggregate	Aggregate	Diesel	117076.634	1440705.231	0	548.3413637	548341.3637		4914316.485			
South Coast	2025	MHDT	Aggregate	Aggregate	Electricity	1030.710845	13697.48889	58527.95377	0	0		55891.50984			
South Coast	2025	MHDT	Aggregate	Aggregate	Natural Gas	1586.964447	14102.34275	0	8.94811801	8948.11801		74557.34189			
South Coast	2025	OBUS	Aggregate	Aggregate	Gasoline	5130.782804	102656.7023	0	38.98709136	38987.09136	75404.10956	199581.2481	465625.8692	6.18	OBUS
South Coast	2025	OBUS	Aggregate	Aggregate	Diesel	3078.572652	39272.27543	0	33.03961652	33039.61652		233905.0145			
South Coast	2025	OBUS	Aggregate	Aggregate	Electricity	29.09533983	582.1395594	2258.641236	0	0		2147.933443			
South Coast	2025	OBUS	Aggregate	Aggregate	Natural Gas	505.1478218	4495.815614	0	3.377401677	3377.401677		29991.67319			
South Coast	2025	SBUS	Aggregate	Aggregate	Gasoline	2812.998756	11251.99503	0	13.81627409	13816.27409	41147.02398	123623.802	268314.9981	6.52	SBUS
South Coast	2025	SBUS	Aggregate	Aggregate	Diesel	3181.542446	46068.73461	0	8.734797087	8734.797087		64276.54474			
South Coast	2025	SBUS	Aggregate	Aggregate	Electricity	47.38132065	537.5923668	1681.228052	0	0		1453.97051			
South Coast	2025	SBUS	Aggregate	Aggregate	Natural Gas	3209.535885	46474.07961	0	18.59595281	18595.95281		78960.68088			
South Coast	2025	UBUS	Aggregate	Aggregate	Gasoline	892.063682	3568.254728	0	13.80114714	13801.14714	198998.2045	96751.77026	697627.2588	3.51	UBUS
South Coast	2025	UBUS	Aggregate	Aggregate	Diesel	11.19759793	44.79039173	0	0.207460052	207.4600516		1417.05095			
South Coast	2025	UBUS	Aggregate	Aggregate	Electricity	163.9010308	655.6041234	34521.6162	0	0		16501.94536			
South Coast	2025	UBUS	Aggregate	Aggregate	Natural Gas	4881.393278	19525.57311	0	184.9895973	184989.5973		582956.4922			

APPENDIX C

CORONA CLIMATE ACTION PLAN UPDATE SCREENING TABLES

Table 2: Screening Table for GHG Reduction Measures for Commercial Development and Public Facilities

Feature	Description	Assigned Point Values	Project Points
Reduction Measure 4.1: Exceed Energy Efficiency Standards in New Commercial Units			
4.1.A Building Envelope			
4.1.A.1 Insulation	<ul style="list-style-type: none"> • 2017 Title 24 Requirements (walls R-13; roof/attic R-30) • Modestly Enhanced Insulation (walls R-13, roof/attic R-38) • Enhanced Insulation (rigid wall insulation R-13, roof/attic R-38) • Greatly Enhanced Insulation (spray foam insulated walls R-15 or higher, roof/attic R-38 or higher) 	0 points 9 points 11 points 12 points	9 point
4.1.A.2 Windows	<ul style="list-style-type: none"> • 2016 Title 24 Windows (0.57 U-factor, 0.4 SHGC) • Modestly Enhanced Window Insulation (0.4 U-factor, 0.32 SHGC) • Enhanced Window Insulation (0.32 U-factor, 0.25 SHGC) • Greatly Enhanced Window Insulation (0.28 or less U-factor, 0.22 or less SHGC) 	0 points 4 points 5 points 7 points	5 point
4.1.A.3 Cool Roofs	<ul style="list-style-type: none"> • Modest Cool Roof (CRRR Rated 0.15 aged solar reflectance, 0.75 thermal emittance) • Enhanced Cool Roof (CRRR Rated 0.2 aged solar reflectance, 0.75 thermal emittance) • Greatly Enhanced Cool Roof (CRRR Rated 0.35 aged solar reflectance, 0.75 thermal emittance) 	7 points 8 points 10 points	7 points
4.1.A.4 Air Infiltration	Minimizing leaks in the building envelope is as important as the insulation properties of the building. Insulation does not work effectively if there is excess air leakage. <ul style="list-style-type: none"> • Air barrier applied to exterior walls, caulking, and visual inspection such as the HERS Verified Quality Insulation Installation (QII or equivalent) • Blower Door HERS Verified Envelope Leakage or equivalent 	7 points 6 points	7 points

4.1.A.5 Thermal Storage of Building	<p>Thermal storage is a design characteristic that helps keep a constant temperature in the building. Common thermal storage devices include strategically placed water filled columns, water storage tanks, and thick masonry walls.</p> <ul style="list-style-type: none"> • Modest Thermal Mass (10% of floor or 10% of walls 12" or more thick exposed concrete or masonry with no permanently installed floor covering such as carpet, linoleum, wood, or other insulating materials) • Enhanced Thermal Mass (20% of floor or 20% of walls 12" or more thick exposed concrete or masonry with no permanently installed floor covering such as carpet, linoleum, wood, or other insulating materials) • Enhanced Thermal Mass (80% of floor or 80% of walls 12" or more thick exposed concrete or masonry with no permanently installed floor covering such as carpet, linoleum, wood, or other insulating materials) 	2 points 4 points 14 points	2 points
-------------------------------------	---	-----------------------------------	----------

4.1.B Indoor Space Efficiencies

4.1.B.1 Heating/Cooling Distribution System	<ul style="list-style-type: none"> • Minimum Duct Insulation (R-4.2 required) • Modest Duct insulation (R-6) • Enhanced Duct Insulation (R-8) • Distribution loss reduction with inspection (HERS Verified Duct Leakage or equivalent) 	0 points 5 points 6 points 8 points	6
---	--	--	---

Feature	Description	Assigned Point Values	Project Points
4.1.B.2 Space Heating/Cooling Equipment	<ul style="list-style-type: none"> • 2016 Title 24 Minimum HVAC Efficiency (EER 13/75% AFUE or 7.7 HSPF) • Improved Efficiency HVAC (EER 14/78% AFUE or 8 HSPF) • High Efficiency HVAC (EER 15/80% AFUE or 8.5 HSPF) • Very High Efficiency HVAC (EER 16/82% AFUE or 9 HSPF) 	0 points 4 points 5 points 7 points	5 points
4.1.B.3 Commercial Heat Recovery Systems	Heat recovery strategies employed with commercial laundry, cooking equipment, and other commercial heat sources for reuse in HVAC air intake or other appropriate heat recovery technology. Point values for these types of systems will be determined based upon design and engineering data documenting the energy savings.	TBD	
4.1.B.4 Water Heaters	<ul style="list-style-type: none"> • 2016 Title 24 Minimum Efficiency (0.57 Energy Factor) • Improved Efficiency Water Heater (0.675 Energy Factor) • High Efficiency Water Heater (0.72 Energy Factor) • Very High Efficiency Water Heater (0.92 Energy Factor) • Solar Pre-heat System (0.2 Net Solar Fraction) • Enhanced Solar Pre-heat System (0.35 Net Solar Fraction) 	0 points 8 points 10 points 11 points 2 points 5 points	10 points
4.1.B.5 Daylighting	<p>Daylighting is the ability of each room within the building to provide outside light during the day reducing the need for artificial lighting during daylight hours.</p> <ul style="list-style-type: none"> • All peripheral rooms within building have at least one window or skylight • All rooms within building have daylight (through use of windows, solar tubes, skylights, etc.) • All rooms daylighted 	0 points 1 point 1 point	1 point

4.1.B.6 Artificial Lighting	<ul style="list-style-type: none"> Efficient Lights (25% of in-unit fixtures considered high efficiency. High efficiency is defined as 40 lumens/watt for 15 watt or less fixtures; 50 lumens/watt for 15-40 watt fixtures, 60 lumens/watt for fixtures >40watt) High Efficiency Lights (50% of in-unit fixtures are high efficiency) Very High Efficiency Lights (100% of in-unit fixtures are high efficiency) 	5 points 7 points 8 points	5 points
4.1.B.7 Appliances	<ul style="list-style-type: none"> Energy Star Commercial Refrigerator (new) Energy Star Commercial Dishwasher (new) Energy Star Commercial Clothes Washer 	2 points 2 points 2 points	2
4.1.C Miscellaneous Commercial Building Efficiencies			
4.1.C.1 Building Placement	North/south alignment of building or other building placement such that the orientation of the buildings optimizes conditions for natural heating, cooling, and lighting.	4 points	4
4.1.C.2 Shading	At least 90% of south-facing glazing will be shaded by vegetation or overhangs at noon on Jun 21st.	6 points	6 Points
4.1.C.3 Other	This allows innovation by the applicant to provide design features that increases the energy efficiency of the project not provided in the table. Note that engineering data will be required documenting the energy efficiency of innovative designs and point values given based upon the proven efficiency beyond Title 24 Energy Efficiency Standards.	TBD	
4.1.C.4 Existing Commercial Buildings Retrofits	<p>The applicant may wish to provide energy efficiency retrofit projects to existing commercial buildings to further the point value of their project. Retrofitting existing commercial buildings within the City is a key reduction measure that is needed to reach the reduction goal. The potential for an applicant to take advantage of this program will be decided on a case-by-case basis and shall have the approval from the City of Corona Planning Department. The decision to allow applicants to participate in this program will be evaluated based upon, but not limited to the following:</p> <p>Will the energy efficiency retrofit project benefit low income or disadvantaged communities?</p>	TBD	
Feature	Description	Assigned Point Values	Project Points
	Does the energy efficiency retrofit project provide co-benefits important to the City? Point value will be determined based upon engineering and design criteria of the energy efficiency retrofit project.		
Reduction Measure 9.1: Clean Energy			
9.1.B Commercial/Industrial Renewable Energy Generation			

9.1.B.1 Photovoltaic	Solar Photovoltaic panels installed on commercial buildings or in collective arrangements within a commercial development such that the total power provided augments: <ul style="list-style-type: none"> • 30 percent of the power needs of the project • 40 percent of the power needs of the project • 50 percent of the power needs of the project • 60 percent of the power needs of the project • 70 percent of the power needs of the project • 80 percent of the power needs of the project • 90 percent of the power needs of the project • 100 percent of the power needs of the project 	8 points 12 points 16 points 19 points 23 points 26 points 30 points 34 points	8 points
9.1.B.2 Wind Turbines	Some areas of the City lend themselves to wind turbine applications. Analysis of the areas capability to support wind turbines should be evaluated prior to choosing this feature. Wind turbines as part of the commercial development such that the total power provided augments: <ul style="list-style-type: none"> • 30 percent of the power needs of the project • 40 percent of the power needs of the project • 50 percent of the power needs of the project • 60 percent of the power needs of the project • 70 percent of the power needs of the project • 80 percent of the power needs of the project • 90 percent of the power needs of the project • 100 percent of the power needs of the project 	8 points 12 points 16 points 19 points 23 points 26 points 30 points 34 points	
9.1.B.3 Off-site Renewable Energy Project	The applicant may submit a proposal to supply an off-site renewable energy project such as renewable energy retrofits of existing residential or existing commercial/industrial. These off-site renewable energy retrofit project proposals will be determined on a case-by-case basis accompanied by a detailed plan documenting the quantity of renewable energy the proposal will generate. Point values will be based upon the energy generated by the proposal.	TBD	
9.1.A.4 Other Renewable Energy Generation	The applicant may have innovative designs or unique site circumstances (such as geothermal) that allow the project to generate electricity from renewable energy not provided in the table. The ability to supply other renewable energy and the point values allowed would be decided based upon engineering data documenting the ability to generate electricity.	TBD	
Reduction Measure 5.2: Exceed Water Efficiency Standards			
5.2.D Commercial Irrigation and Landscaping			
5.2.D.1 Water Efficient Landscaping	<ul style="list-style-type: none"> • Eliminate conventional turf from landscaping • Only moderate water using plants • Only low water using plants • Only California Native landscape that requires no or only supplemental irrigation 	0 point 2 points 3 points 5 points	3

Feature	Description	Assigned Point Values	Project Points
5.2.D.2 Water Efficient Irrigation Systems	<ul style="list-style-type: none"> Low precipitation spray heads < .75"/hr or drip irrigation Weather based irrigation control systems combined with drip irrigation (demonstrate 20% reduced water use) 	1 point 3 points	4
5.2.D.3 Stormwater Reuse Systems	Innovative on-site stormwater collection, filtration, and reuse systems are being developed that provide supplemental irrigation water and provide vector control. These systems can greatly reduce the irrigation needs of a project. Point values for these types of systems will be determined based upon design and engineering data documenting the water savings.	TBD	
5.2.E Commercial Potable Water			
5.2.E.1 Showers	Water Efficient Showerheads (2.0 gpm)	2 points	2 points
5.2.E.2 Toilets	<ul style="list-style-type: none"> Water Efficient Toilets/Urinals (1.5 gpm) Waterless Urinals (note that commercial buildings having both waterless urinals and high efficiency toilets will have a combined point value of 6 points) 	3 points 3 points	3 points
5.2.E.3 Faucets	Water Efficient faucets (1.28 gpm)	2 points	2 points
5.2.E.4 Commercial Dishwashers	Water Efficient dishwashers (20% water savings)	2 points	
5.2.E.5 Commercial Laundry Washers	<ul style="list-style-type: none"> Water Efficient laundry (15% water savings) High Efficiency laundry Equipment that captures and reuses rinse water (30% water savings) 	2 points 4 points	4 Points
5.2.E.6 Commercial Water Operations Program	Establish an operational program to reduce water loss from pools, water features, etc., by covering pools, adjusting fountain operational hours, and using water treatment to reduce draw down and replacement of water. Point values for these types of plans will be determined based upon design and engineering data documenting the water savings.	TBD	
5.2.F Increase Commercial/Industrial Reclaimed Water Use			
5.2.F.1 Recycled Water	Graywater (purple pipe) irrigation system on site	5 points	
Reduction Measure 7.1: Alternative Transportation Options			
7.1.E Mixed-Use Development			
7.1.E.1 Mixed- Use	Mixes of land uses that complement one another in a way that reduces the need for vehicle trips can greatly reduce GHG emissions. The point value of mixed-use projects will be determined based upon traffic studies that demonstrate trip reductions and/or reductions in vehicle miles traveled.	TBD	

7.1.E.2 Local Retail Near Residential (Commercial only Projects)	Having residential developments within walking and biking distance of local retail helps to reduce vehicle trips and/or vehicle miles traveled. The point value of residential projects in close proximity to local retail will be determined based upon traffic studies that demonstrate trip reductions and/or reductions in vehicle miles traveled.	TBD	
7.1.F Preferential Parking			
7.1.F.1 Parking	<ul style="list-style-type: none"> Provide reserved preferential parking spaces for car-share, carpool, and ultra-low or zero emission vehicles. Provide larger parking spaces that can accommodate vans used for ride-sharing programs and reserve them for vanpools and include adequate passenger waiting/loading areas. 	1 point 1 point	2
Feature	Description	Assigned Point Values	Project Points
7.1.G Signal Synchronization and Intelligent Traffic Systems			
7.1.G.1 Signal Improvements	Techniques for improving traffic flow include: traffic signal coordination to reduce delay, incident management to increase response time to breakdowns and collisions, Intelligent Transportation Systems (ITS) to provide real-time information regarding road conditions and directions, and speed management to reduce high free-flow speeds. <ul style="list-style-type: none"> Synchronize signals along arterials used by project. Connect signals along arterials to existing ITS. 	1 point/signal 3 points/signal	0
7.1.H Increase Public Transit			
7.1.H.1 Public Transit	The point value of a projects ability to increase public transit use will be determined based upon a Transportation Impact Analysis (TIA) demonstrating decreased use of private vehicles and increased use of public transportation. Increased transit accessibility (1-15 points)	TBD	
Reduction Measure 7.2: Adopt and Implement a Bicycle Master Plan to Expand Bike Routes around the City			
7.2.B.1 Sidewalks	<ul style="list-style-type: none"> Provide sidewalks on one side of the street (required) Provide sidewalks on both sides of the street Provide pedestrian linkage between commercial and residential land uses within 1 mile 	0 point 1 point 3 points	3
7.2.B.2 Bicycle Paths	<ul style="list-style-type: none"> Provide bicycle paths within project boundaries Provide bicycle path linkages between commercial and other land uses Provide bicycle path linkages between commercial and transit 	1 point 2 points 5 points	
Reduction Measure 8.1: Reduce Waste to Landfills			

8.1.B.1 Recycling	<p>City initiated recycling program diverting 80% of waste requires coordination with commercial development to realize this goal. The following recycling features will help the City fulfill this goal:</p> <ul style="list-style-type: none"> • Provide separated recycling bins within each commercial building/floor and provide large external recycling collection bins at central location for collection truck pick-up • Provide commercial/industrial recycling programs that fulfills an on-site goal of 80% diversion of solid waste 	2 points 5 points	
Other GHG Reduction Feature Implementation			
O.B.1 Other GHG Emissions Reduction Features	<p>This allows innovation by the applicant to provide commercial design features that the GHG emissions from construction and/or operation of the project not provided in the table. Note that engineering data will be required documenting the GHG reduction amount and point values given based upon emission reductions calculations using approved models, methods, and protocols.</p>	TBD	
Total Points Earned by Commercial/Industrial Project:			100



GANDDINI GROUP INC.

714.795.3100 | ganddini.com