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May 6, 2026

VIA Email: Alina.Barron@pomonaca.gov

City of Pomona
Development Services Department
Planning Division
Alina Barron, Senior Planner
505 South Garey Avenue
Pomona, California 91766

RE: 1000 Walnut Avenue - Case No. Ext-000056-2026

Dear Ms. Baron,

As you know, we represent Exeter 1000 Walnut, LLC (“Exeter”) the owner of the above referenced property. Exeter filed Case No. Ext-000056-20206 requesting an extension (the “Extension”) of a conditional use permit for outdoor storage approved pursuant to Pomona City Planning Commission Resolution No. 24-007 (the “CUP”). We understand the Pomona City Planning Commission will consider the Extension on May 27, 2026.

In connection with the CUP approval process, Exeter submitted various environmental technical memoranda establishing that the project approved by the CUP would not have any substantial harm on the surrounding environment. Exeter submitted the following technical studies:

- A Vehicle Trip Generation Technical Memorandum, dated June 6, 2024
- An Air Quality and Greenhouse Gas Technical Memorandum, dated June 6, 2024
- A Construction and Operational Noise Technical Memorandum, dated June 6, 2024

Exeter’s consultant, Kimely Horn, reviewed the technical memoranda, the project approved in the CUP, and the current environmental regulatory environment. Kimely Horn has prepared a short memorandum dated May 4, 2026, stating that the conclusions in the June 6, 2024, technical memoranda remain valid. We have attached the May 6, 2026, memorandum hereto as Exhibit “A”, and we have attached the technical memoranda as Exhibit “B”.

We submit the attached Exhibits to support a finding on “no changed circumstances” as required by Pomona Municipal Code Section 1110.F.2.b.1.i. Please include the attached Exhibits in

City of Pomona, Planning Division
Alina Barron, Senior Planner
May 6, 2026

the record before the Pomona City Planning Commission on this matter. We appreciate your assistance and look forward to our hearing on May 27, 2026. In the interim, please do not hesitate to contact me directly if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "MG", with a horizontal line extending to the right.

Michael Gonzales
Gonzales Law Group APC

Attachments

EXHIBIT A



MEMORANDUM

To: Andrew Greybar, Senior Project Manager, Exeter

From: Kiana Daniels, AICP and Ryan Chiene
Kimley-Horn and Associates, Inc.

Date: May 4, 2026

Subject: Conditional Use Permit No. CUP-22538-2023

Kimley-Horn and Associates, Inc. prepared technical studies in support of the Conditional Use Permit for the Outdoor Storage Yard located at 1000 Walnut Avenue in the City of Pomona. These analyses were completed in June 2024 and were relied upon by the City in approving Conditional Use Permit No. CUP-22538-2023 on June 12, 2024.

The technical studies prepared by Kimley-Horn include the following:

- Trip Generation – Outdoor Storage Use, Technical Memorandum, dated June 4, 2024
- Walnut Avenue Storage Yard – Air Quality and Greenhouse Gas Emissions Analysis, Technical Memorandum, dated June 4, 2024
- Walnut Avenue Storage Yard – Noise Analysis, Technical Memorandum, dated June 4, 2024

These analyses were prepared based on the approved project description, including site layout, operational characteristics, and applicable regulatory standards in effect at the time of analysis.

The project remains unchanged from the scope approved under CUP-22538-2023. No modifications have been made to the project design, intensity of use, or operational characteristics that would alter the assumptions or inputs underlying the referenced analyses.

Accordingly, the conclusions of the trip generation, air quality, greenhouse gas, and noise analyses remain valid and continue to support the findings adopted by the City in connection with the approval of CUP-22538-2023. There have been no material changes in circumstances or regulatory conditions that would necessitate additional environmental review or technical analysis.

Please contact us at 657-999-8473 or kiana.daniels@kimley-horn.com should you have any questions or require additional information.

EXHIBIT B



TECHNICAL MEMORANDUM

To: Andrew Greybar, Senior Project Manager, Exeter
From: Thomas Kim, P.E., Kimley-Horn and Associates, Inc.
Date: June 6, 2024
Subject: Outdoor Storage CUP Proposal located at 1000 Walnut Avenue Submittal Summary

INTRODUCTION

Kimley-Horn has prepared technical studies for the proposed outdoor storage project located at 1000 Walnut Avenue in the City of Pomona. A summary of findings is provided below. Additional information about modeling results and assumptions are provided in the technical reports.

TRIP GENERATION

City guidelines specifies that a proposed project's daily vehicle trips should be estimated using the most recent edition of Institute of Transportation Engineers (ITE) Trip Generation Manual. The latest 11th generation ITE Trip generation manual does not have a unique land use code for outdoor storage. As a result, review of other similar land use codes in the ITE manual was conducted. The trip-generating characteristics under Land Use Code 151: Mini-Warehouse closely resemble those of self-storage (mini-warehouse). Similar to a self-storage facility, trips associated with the proposed project are anticipated to include deliveries of materials for storage, and occasional pick-up trips. The estimated trips assume a mixed fleet representing the total number of vehicles accessing the site. As shown in **Table 1**, the Project's outdoor storage use is anticipated to result in approximately 71 daily trips.

Table 1: Project Trip Generation Based on ITE Rates – Outdoor Storage

Land Use	Size	Unit	ADT ²	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
<i>Trip Rates</i>									
<i>Mini-Warehouse (Outdoor Storage)¹</i>	-	<i>KSF</i>	<i>1.450</i>	<i>0.053</i>	<i>0.037</i>	<i>0.09</i>	<i>0.071</i>	<i>0.079</i>	<i>0.15</i>
Project Trip Generation									
Outdoor-Storage	48,653	KSF	71	3	2	5	3	4	7

Note:

- Trip rate references from ITE Trip Generation, 11th Edition. Land Use Code (151) – Mini-Warehouse.**
- ADT=Average Daily Traffic, the daily trips generated by a site.**
- KSF = 1,000 Square Feet**

AIR QUALITY AND GREENHOUSE GASES

An air quality and greenhouse gas emissions model was prepared to quantify the construction and operational air quality and greenhouse gas (GHG) emissions associated with the proposed project. Construction emissions for the proposed project are provided in **Table 2: Construction-Related Emissions**. Construction of the proposed project is anticipated to begin in October 2024 and is estimated to be completed within approximately two months. As depicted in **Table 2**, construction emissions from the proposed project would be below SCAQMD thresholds for all criteria pollutants and impacts would be considered less than significant. Long-term operational emissions attributable to the project are summarized in **Table 3: Operational Emissions** and are described in further detail below.

Table 2: Construction Related Emissions

Construction Year	Pollutant (Maximum Pounds per Day)					
	Reactive Organic Gases (ROG)	Nitrogen Oxide (NO _x)	Carbon Monoxide (CO)	Sulfur Dioxide (SO ₂)	Coarse Particulate Matter (PM ₁₀)	Fine Particulate Matter (PM _{2.5})
PROPOSED PROJECT: 48,653 SF OUTDOOR STORAGE						
2024	1.46	13.73	13.41	0.02	0.74	0.62
<i>SCAQMD Threshold</i>	<i>75</i>	<i>100</i>	<i>550</i>	<i>150</i>	<i>55</i>	<i>150</i>
Exceed SCAQMD Threshold?	No	No	No	No	No	No
Notes: SCAQMD Rule 403 Fugitive Dust applied. The Rule 403 reduction/credits include the following: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces two times daily; cover stock piles with tarps; water all haul roads twice daily; and limit speeds on unpaved roads to 15 miles per hour. Reductions percentages from the SCAQMD CEQA Handbook (Tables XI-A through XI-E) were applied. Source: CalEEMod version 2022.1. Refer to Appendix A: Air Quality and Greenhouse Gas Emissions Data for model outputs.						

Table 3: Operational Emissions

Source	Maximum Pounds Per Day					
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
PROPOSED PROJECT SCENARIO: 48,653 SF OUTDOOR STORAGE						
Area Source Emissions	0.36	<0.01	0.47	<0.01	<0.01	<0.01
Energy Emissions	<0.01	0.07	0.06	<0.01	0.01	0.01
Mobile Emissions	0.13	1.95	2.10	0.02	0.74	0.21
Total Operational Emissions	0.49	2.02	2.63	0.02	0.74	0.21
<i>SCAQMD Threshold</i>	<i>55</i>	<i>55</i>	<i>550</i>	<i>150</i>	<i>150</i>	<i>55</i>
Threshold Exceeded?	No	No	No	No	No	No
ROG = Reactive Organic Gases; NO _x = Nitrogen Oxides; CO = Carbon Monoxide; SO ₂ = Sulfur Dioxide; PM ₁₀ = Particulate Matter 10 microns in diameter or less; PM _{2.5} = Particulate Matter 2.5 microns in diameter or less Source: CalEEMod version 2022.1. Refer to Appendix A for model outputs.						

The project's operational emissions would not exceed SCAQMD thresholds for any criteria air pollutants. Therefore, long-term operational emissions for the proposed project would result in a less than significant impact.

NOISE

The project site is immediately surrounded by industrial uses to the north, south, east, and west; however, noise-sensitive receptors (i.e., single-family residential uses) are located 745 feet north (north of State Route 60). All other sensitive receptors are located at greater distances (further than 745 feet) with intervening buildings and structures providing attenuation of noise from the Project. Noise impacts to these receptors would therefore be negligible and will not be analyzed further in the noise analysis below. It is important to note that SR-60 generates considerable noise in the surrounding environment, and that there are existing structures, buildings, landscape berms (associated with SR-60) that separate the project site from sensitive receptors.

Construction noise levels at the nearest sensitive receptors were modeled, as shown in Table 4 below. As depicted in **Table 4**, construction noise levels for the proposed project would range between 45.1 dBA and 46.0 dBA at the nearest residential receptors and would not exceed the City’s construction noise threshold of 65 dBA.

Table 4: Project Construction Noise Levels

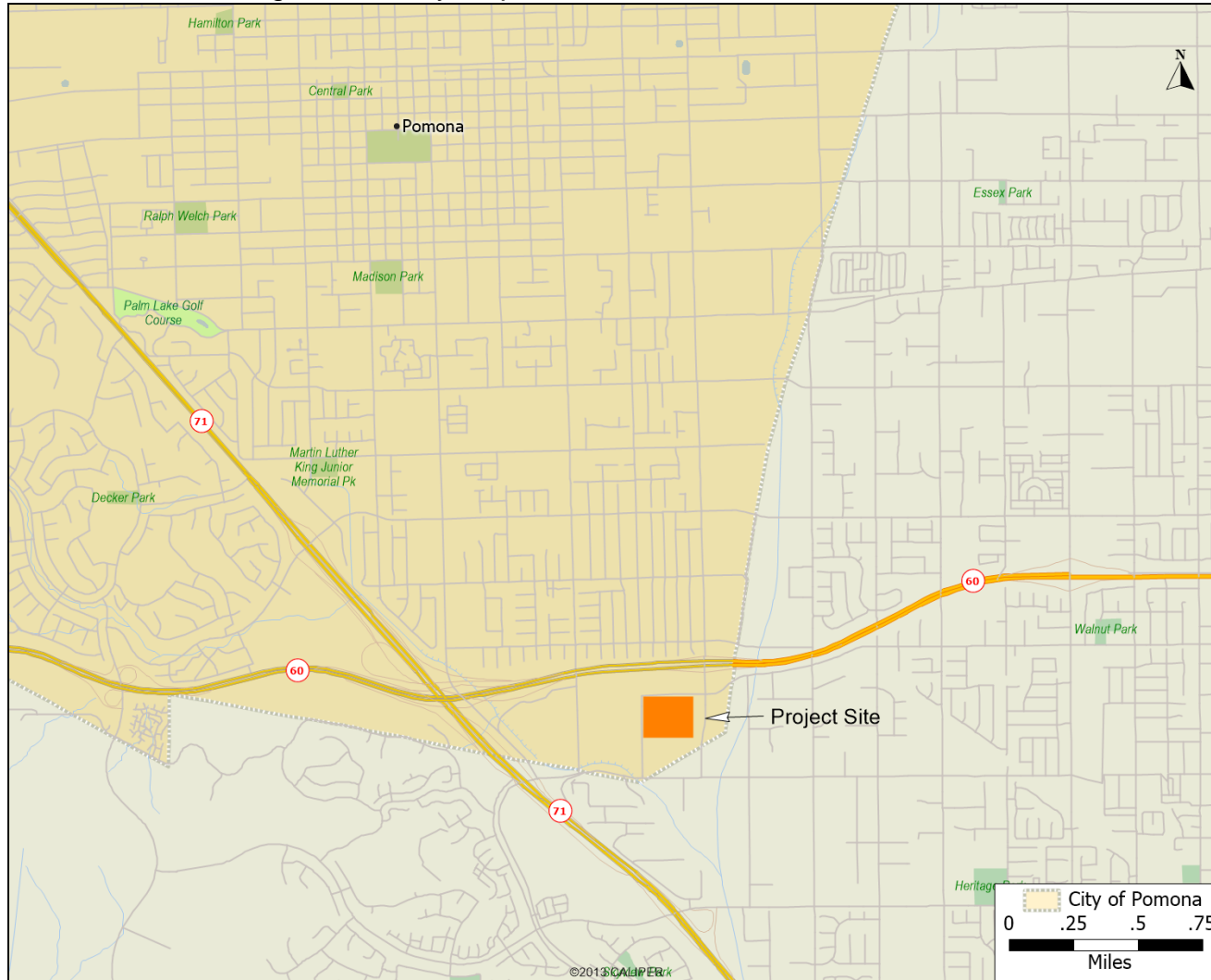
Construction Phase	Receptor Location				Worst Case Modeled Exterior Noise Level (dBA Leq) ³	Noise Threshold (dBA Leq)	Exceeded?
	Land Use	Direction	Distance (feet)				
			Average ¹	To Property Line ²			
PROPOSED PROJECT- 48,653 SF OUTDOOR STORAGE							
Site Preparation	Residential	North	945	745	45.1	65	No
Paving	Residential	North	945	745	46.0	65	No
Notes:							
1. Average distance is the measured from the nearest receptors to the center of the project construction site.							
2. Distance measured from the property line of the sensitive receptor to the property line of the project site.							
3. The residential receptors assumed a minimum 15 dBA reduction due to the building to the north and SR-60 highway that stand between the construction noise source and residential receptor which completely shields the noise source (Federal Highway Administration, <i>Roadway Construction Noise Model User's Guide Final Report</i> , 2006).							
Source: Federal Highway Administration, <i>Roadway Construction Noise Model</i> , 2006. Refer to Appendix A: Noise Calculations for noise modeling data.							

Operational noise and impacts to sensitive receptors are shown in Table 5 below. Based on distance attenuation, mechanical equipment noise levels, noise levels from truck loading operations, forklift operations, back up alarms, and parking noise are all below the City’s daytime and nighttime noise standard. The proposed project would not exceed the City’s noise standards for adjacent industrial or commercial properties or the nearest residential uses. Both scenarios would comply with the Pomona Municipal Code and Noise Element standards and a less than significant impact would occur.

Table 5: Operational Noise Levels

Receiving Land Use ²	Noise Level at Receptor by Source (dBA L _{eq}) ¹					City Noise Standards (dBA)			
	Mechanical Equipment	Truck Loading	Forklifts	Backup Alarms	Parking	Day	Exceeds Standard?	Night	Exceeds Standard?
PROPOSED PROJECT: 48,653 SF OUTDOOR STORAGE									
Industrial Uses (East or West) ³	49.1	66.5	57.0	69.8	27.7	70	No	70	No
Commercial Uses (Northeast) ³	36.4	52.4	42.9	55.7	17.1	65	No	60	No
Single-Family Residential (North) ⁴	12.8	30.9	21.4	34.2	10.7	60	No	50	No
<p>Notes:</p> <ol style="list-style-type: none"> Noise levels were calculated based on sound propagation characteristics of 6 dBA per doubling of distance and the distance from the noise source to the nearest receiving land use/property. Noise calculations can be found in Appendix A. Noise levels were calculated to the nearest industrial use/property. The noise levels for mechanical equipment and parking were calculated for the industrial use to the east and the noise levels for truck loading, forklifts, and back-up alarms were calculated for the industrial use to the west. Noise levels at industrial and commercial uses conservatively do not account for attenuation from intervening buildings and structures. Noise calculations for this receptor include a minimum 15 dBA reduction from the existing buildings and SR-60 between the noise source and receptor. 									

Attachment A - Regional Vicinity Map



Attachment B – Outdoor Storage Conceptual Site Plan





TECHNICAL MEMORANDUM

To: Andrew Greybar, Senior Project Manager, Exeter
From: Thomas Kim, P.E., Kimley-Horn and Associates, Inc.
Date: June 6, 2024
Subject: Outdoor Storage CUP Proposal located at 1000 Walnut Avenue – Trip Generation

INTRODUCTION

The purpose of this Technical Memorandum (TM) is to summarize the trip generation for the proposed outdoor-storage facility (“Project”) located at 1000 Walnut Avenue in the City of Pomona (“City”). Kimley-Horn has conducted this analysis based on the City of Pomona Transportation Study Guidelines for Vehicle Miles Traveled and Level of Service Assessment (October 2020).

PROJECT UNDERSTANDING

The 4.27-acre project site is located at 1000 Walnut Avenue in the City of Pomona. The site has a General Plan designation of Workplace District and is zoned M-1 Light Industrial. The project site is located in the southern portion of the City, near the State Route 60 and State Route 71 interchange. The project site is currently developed with a 10,450-square-foot industrial vocational training facility with surface parking. The southern portion of the site is vacant and undeveloped and has ruderal vegetation. The project site is bordered by Walnut Avenue to the north, Ficus Street to the west, a railroad corridor to the south, and an industrial use to the east. Overall, the project site and surrounding area is considered urbanized and developed with industrial uses. The project site is shown in its regional setting on **Attachment A** and the site plan for the project is provided on **Attachment B**.

The proposed project would introduce an outdoor storage facility with up to 48,653 square feet (sf) of storage capacity. The existing 10,450 sf structure would remain and be used as an office and check-in area for customers and employees. The outdoor storage areas would be separated into three areas on the project site, with minimum 28-foot fire lanes to provide access for forklifts and other machinery. The existing driveway access on Ficus Street would remain. Limited construction activities would occur as a result of project implementation, including site preparation and paving. The outdoor storage could contain various types of materials and equipment storage.

PROPOSED PROJECT TRIP GENERATION

City guidelines specifies that a proposed project’s daily vehicle trips should be estimated using the most recent edition of Institute of Transportation Engineers (ITE) Trip Generation Manual. The latest 11th generation ITE Trip generation manual does not have a unique land use code for outdoor storage. As a result, review of other similar land use codes in the ITE manual was conducted. The trip-generating



characteristics under Land Use Code 151: Mini-Warehouse closely resemble those of self-storage (mini-warehouse). As defined in the ITE manual, a mini-warehouse is a building in which a number of storage units or vaults are rented for the storage of goods. They are typically referred to as “self-storage” facilities. Although the proposed project is not a self-storage facility, the trip characteristics best match the proposed operational use of the site (i.e. outdoor storage). Specifically, the proposed project and the ITE Code 151: Mini-Warehouse describe the storage of goods and materials. Similar to a self-storage facility, trips associated with the proposed project are anticipated to include deliveries of materials for storage, and occasional pick-up trips. The estimated trips assume a mixed fleet representing the total number of vehicles accessing the site. **Table 1** shows the daily trip generation for the outdoor storage facility.

Table 1: Project Trip Generation Based on ITE Rates – Outdoor Storage

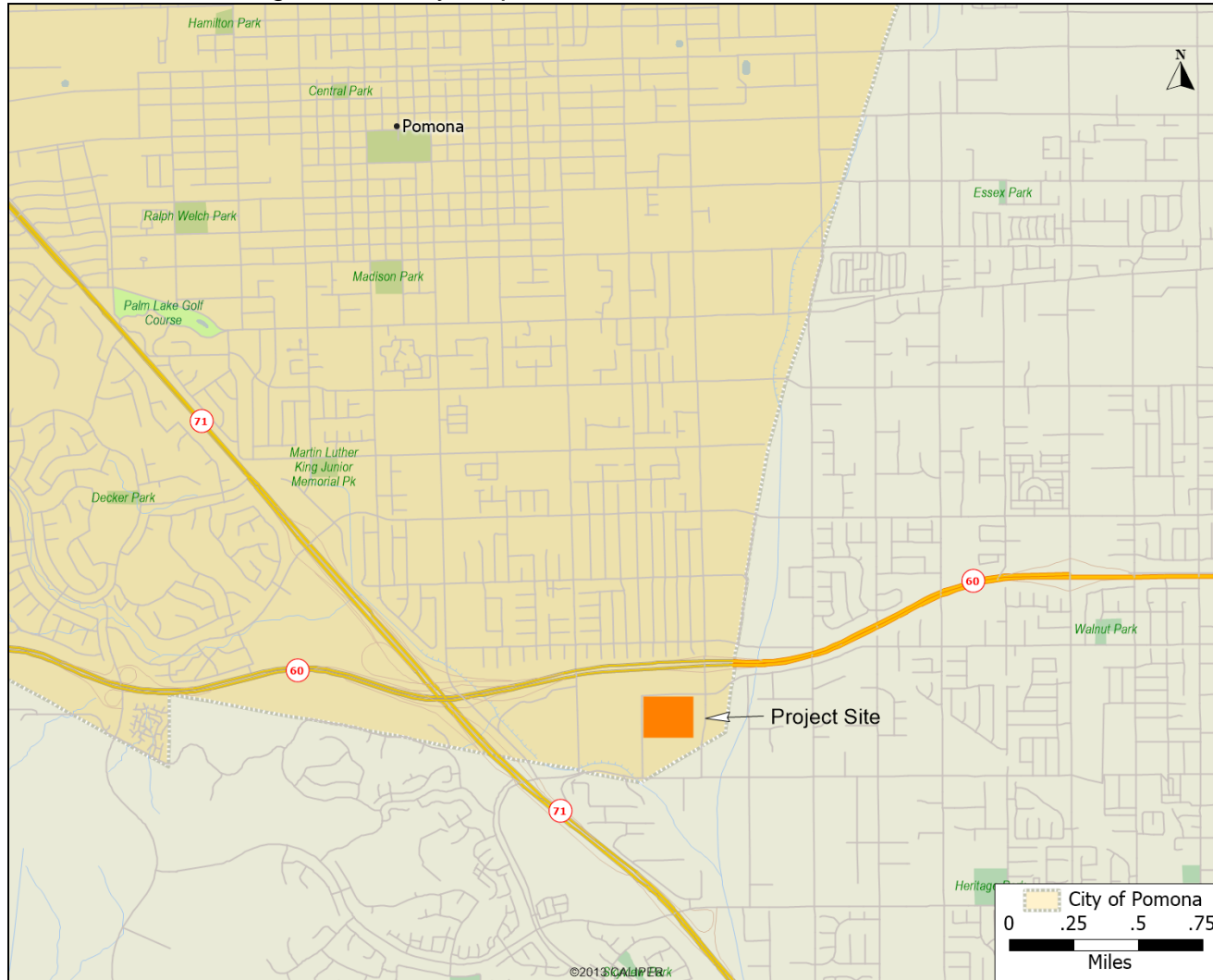
Land Use	Size	Unit	ADT ²	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
<i>Trip Rates</i>									
<i>Mini-Warehouse (Outdoor Storage)¹</i>	-	<i>KSF</i>	<i>1.450</i>	<i>0.053</i>	<i>0.037</i>	<i>0.09</i>	<i>0.071</i>	<i>0.079</i>	<i>0.15</i>
Project Trip Generation									
Outdoor-Storage	48.653	KSF	71	3	2	5	3	4	7

Note:

1. *Trip rate references from ITE Trip Generation, 11th Edition. Land Use Code (151) – Mini-Warehouse.*
2. *ADT=Average Daily Traffic, the daily trips generated by a site.*
3. *KSF = 1,000 Square Feet*

As shown in the table above, the Project’s outdoor storage use is anticipated to result in approximately 71 daily trips. These trips would largely be from contractors and other parties picking up various materials and equipment stored on the Project Site. Overall, since the project’s trip generation is less than 110 daily vehicle trips, it is presumed that the project would also result in a less than significant impact related to Vehicles Miles Traveled.

Attachment A - Regional Vicinity Map



Attachment B – Outdoor Storage Conceptual Site Plan



TECHNICAL MEMORANDUM

To: Andrew Greybar, Senior Project Manager, Exeter

From: Sarah Miller and Ryan Chiene, Kimley-Horn and Associates, Inc.

Date: June 6, 2024

Subject: Walnut Avenue Outdoor Storage Yard – Air Quality and Greenhouse Gas Emissions Analysis

Purpose

The purpose of this technical memorandum is to quantify the construction and operational air quality and greenhouse gas (GHG) emissions associated with the proposed Walnut Avenue Outdoor Storage Yard Project (“project” or “proposed project”).

Project Location

The approximately-4.27-acre subject property consists of one parcel identified as Assessor Parcel Number (APN) 8330-013-048 situated at 1000 Walnut Avenue, in the southern portion of the City of Pomona, California (City), at southeast corner of the Ficus Street at Walnut Avenue intersection. The project site is bounded by industrial and warehousing developments to the north, east, south, and west and a railroad at the southern boundary of the project site. Regional vehicular access is provided via State Route 60 (SR-60), located approximately 500 feet to the north of the project site. Local access into the project site is provided via one driveway on Ficus Street.

Project Description

Proposed Project: The project site is currently developed with an industrial vocational training facility, surface parking, and ornamental landscaping. The project proposes the operation of an outdoor storage yard covering approximately 48,653 square feet (SF) of the total project site; see [Exhibit 1: Conceptual Site Plan](#). The northern portion of the site containing the office building, surface parking lot, and ornamental landscaping would be maintained, while the southern portion that is currently undeveloped would be paved and used for additional outdoor storage space.

Exhibit 1: Proposed Project Conceptual Site Plan



Air Quality Impacts

South Coast Air Quality Management District Thresholds

The South Coast Air Quality Management District (SCAQMD) CEQA Air Quality Handbook provides significance thresholds for volatile organic compounds (VOC) (also referred to as reactive organic gases [ROG]), nitrogen oxides (NO_x), carbon monoxide (CO), sulfur oxides (SO_x), particulate matter 10 microns or less in diameter (PM₁₀), and particulate matter 2.5 microns or less in diameter (PM_{2.5}). The thresholds apply to both project construction and operation within the SCAQMD jurisdictional boundaries. If the SCAQMD thresholds are exceeded, a potentially significant impact could result.. If a project proposes development in excess of the established thresholds, as outlined in Table 1: South Coast Air Quality Management District Significance Thresholds, a significant air quality impact may occur.

Table 1: South Coast Air Quality Management District Significance Thresholds

Pollutant	Mass Daily Thresholds (pounds per day)	
	Construction	Operations
Nitrogen Oxides (NO _x)	100	55
Volatile Organic Compounds (VOC) ¹	75	55
Particulate Matter up to 10 Microns (PM ₁₀)	150	150
Particulate Matter up to 2.5 Microns (PM _{2.5})	55	55
Sulphur Oxides (SO _x)	150	150
Carbon Monoxide (CO)	550	550
Notes:		
1. VOCs and reactive organic gases (ROGs) are subsets of organic gases that are emitted from the incomplete combustion of hydrocarbons or other carbon-based fuels. Although they represent slightly different subsets of organic gases, they are used interchangeably for the purposes of this analysis.		
Source: South Coast Air Quality Management District, <i>South Coast AQMD Air Quality Significance Thresholds</i> , April 2019.		

Construction Emissions

Construction would generate short-term emissions of criteria air pollutants. The criteria pollutants of primary concern within the project area include O₃-precursor pollutants (i.e., ROG and NO_x) and PM₁₀ and PM_{2.5}. Construction-generated emissions are short term and of temporary duration, lasting only as long as construction activities occur, but would be considered a significant air quality impact if the volume of pollutants generated exceeds the SCAQMD’s thresholds of significance. Construction emissions for the proposed project are provided in Table 2: Construction-Related Emissions.

Table 2: Construction Related Emissions

Construction Year	Pollutant (Maximum Pounds per Day)					
	Reactive Organic Gases (ROG)	Nitrogen Oxide (NO _x)	Carbon Monoxide (CO)	Sulfur Dioxide (SO ₂)	Coarse Particulate Matter (PM ₁₀)	Fine Particulate Matter (PM _{2.5})
PROPOSED PROJECT: 48,653 SF OUTDOOR STORAGE						
2024	1.46	13.73	13.41	0.02	0.74	0.62
<i>SCAQMD Threshold</i>	<i>75</i>	<i>100</i>	<i>550</i>	<i>150</i>	<i>55</i>	<i>150</i>
Exceed SCAQMD Threshold?	No	No	No	No	No	No
Notes: SCAQMD Rule 403 Fugitive Dust applied. The Rule 403 reduction/credits include the following: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces two times daily; cover stock piles with tarps; water all haul roads twice daily; and limit speeds on unpaved roads to 15 miles per hour. Reductions percentages from the SCAQMD CEQA Handbook (Tables XI-A through XI-E) were applied.						
Source: CalEEMod version 2022.1. Refer to Appendix A: Air Quality and Greenhouse Gas Emissions Data for model outputs.						

Proposed Project: Construction of the proposed project is anticipated to begin in October 2024 and is estimated to be completed within approximately two months. As depicted in [Table 2](#), construction emissions from the proposed project would be below SCAQMD thresholds for all criteria pollutants and impacts would be considered less than significant.

Operational Emissions

Operational emissions would be associated with area sources (e.g., landscape maintenance equipment, architectural coatings, off-road equipment, etc.), energy sources, and mobile sources (i.e., motor vehicle use). Primary sources of operational criteria pollutants are from motor vehicle use and area sources. Long-term operational emissions attributable to the project are summarized in [Table 3: Operational Emissions](#) and are described in further detail below.

Area Source Emissions. Area source emissions would be generated due to on-site equipment, architectural coating, and landscaping.

Energy Source Emissions. Energy source emissions would be generated due to electricity and natural gas usage. Primary uses of electricity and natural gas would be for miscellaneous equipment, space heating and cooling, water heating, ventilation, lighting, appliances, and electronics.

Mobile Source Emissions. Mobile sources are emissions from motor vehicles, including tailpipe and evaporative emissions. Depending upon the pollutant being discussed, the potential air quality impact may be of either regional or local concern. For example, ROG, NO_x, PM₁₀, and PM_{2.5} are all pollutants of regional concern. NO_x and ROG react with sunlight to form O₃, known as photochemical smog. Additionally, wind currents readily transport PM₁₀ and PM_{2.5}. However, CO tends to be a localized pollutant, dispersing rapidly at the source.

Vehicle emissions are based on the trip generation for the proposed project prepared by Kimley-Horn (2024) and incorporated into CalEEMod as recommended by the SCAQMD. It is noted that modelling accounted for emissions from a fleet mix that contains heavy-duty trucks, medium-duty

trucks, light-duty trucks, and passenger vehicles to represent a worst-case conservative analysis for mobile source emissions.

Stationary Source Emissions. It is noted that all forklifts utilized on-site would be powered by electricity and therefore would not generate criteria pollutant emissions.

Table 3: Operational Emissions

Source	Maximum Pounds Per Day					
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
PROPOSED PROJECT SCENARIO: 48,653 SF OUTDOOR STORAGE						
Area Source Emissions	0.36	<0.01	0.47	<0.01	<0.01	<0.01
Energy Emissions	<0.01	0.07	0.06	<0.01	0.01	0.01
Mobile Emissions	0.13	1.95	2.10	0.02	0.74	0.21
Total Operational Emissions	0.49	2.02	2.63	0.02	0.74	0.21
<i>SCAQMD Threshold</i>	<i>55</i>	<i>55</i>	<i>550</i>	<i>150</i>	<i>150</i>	<i>55</i>
Threshold Exceeded?	No	No	No	No	No	No
ROG = Reactive Organic Gases; NO _x = Nitrogen Oxides; CO = Carbon Monoxide; SO ₂ = Sulfur Dioxide; PM ₁₀ = Particulate Matter 10 microns in diameter or less; PM _{2.5} = Particulate Matter 2.5 microns in diameter or less						
Source: CalEEMod version 2022.1. Refer to Appendix A for model outputs.						

Proposed Project: As depicted in [Table 3](#), the project’s operational emissions would not exceed SCAQMD thresholds for any criteria air pollutants. Therefore, long-term operational emissions for the proposed project would result in a less than significant impact.

Localized Construction Emissions

The nearest sensitive receptors are the single-family residential uses located approximately 745 feet (227 meters) north of the project site and across SR-60. To identify impacts to sensitive receptors, the SCAQMD recommends addressing LSTs for construction. The SCAQMD provided the *Final Localized Significance Threshold Methodology* (dated June 2003 [revised 2008]) for guidance. The LST methodology assists lead agencies in analyzing localized impacts associated with project-specific emissions.

Since CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily soil disturbance activity possible for each piece of equipment, [Table 4: Equipment-Specific Grading Rates](#), is used to determine the maximum daily disturbed acreage for comparison to LSTs. The appropriate SRA for the localized significance thresholds is the Pomona/Walnut Valley (SRA 10) since this area includes the project site. LSTs apply to CO, NO₂, PM₁₀, and PM_{2.5}. The SCAQMD produced look-up tables for projects that disturb areas less than or equal to 5 acres in size. As shown in [Table 4](#), construction of the proposed project is anticipated to disturb a maximum of 1.5 acres in a single day during the site preparation phase. As the LST guidance provides thresholds for projects disturbing 1-, 2-, and 5-acres in size and the thresholds increase with size of the site, the LSTs for a 1.5-acre threshold were interpolated and utilized for the proposed project.

Table 4: Equipment-Specific Grading Rates

Construction Phase	Equipment Type	Equipment Quantity	Acres Graded per 8-Hour Day	Operating Hours per Day	Acres Graded per Day
PROPOSED PROJECT: 48,653 SF OUTDOOR STORAGE					
Site Preparation	Tractors	1	0.5	8	0.5
	Grader	1	0.5	8	0.5
	Dozers	1	0.5	8	0.5
Total Acres Graded per Day					1.5
Notes:					
Source: CalEEMod version 2022.1 Refer to Appendix A for model outputs.					

LST thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. Therefore, LSTs for 200 meters were conservatively used in this analysis as the nearest sensitive receptors (single-family residential uses) are located approximately 227 meters to the north of the project site. [Table 5: Localized Significance of Construction Emissions](#), shows the results of localized emissions during construction. This table represents the worst-case scenario and are based on peak earthwork volumes anticipated.

Table 5: Localized Significance of Construction Emissions

Construction Activity	Pollutant (Maximum Pounds per Day) ¹			
	Nitrogen Oxide (NOx)	Carbon Monoxide (CO)	Coarse Particulate Matter (PM10)	Fine Particulate Matter (PM2.5)
PROPOSED PROJECT: 48,653 SF OUTDOOR STORAGE				
Site Preparation (2024)	13.69	12.93	0.65	0.59
Paving (2024)	4.90	6.53	0.23	0.21
<i>Maximum Emissions</i>	<i>13.69</i>	<i>12.93</i>	<i>0.65</i>	<i>0.59</i>
<i>SCAQMD Localized Screening Threshold (adjusted for 1.5 acres at 200 meters)</i>	<i>311</i>	<i>4,721</i>	<i>61</i>	<i>20</i>
Exceed SCAQMD Threshold?	No	No	No	No
Source: CalEEMod version 2022.1 Refer to Appendix A for model outputs.				

Proposed Project: As depicted in [Table 5](#), localized project construction emissions would not exceed SCAQMD thresholds. Impacts would be less than significant in this regard.

Localized Operational Emissions

The operational phase LST protocol is conservatively applied to both the area source and mobile source emissions for the proposed project. As the nearest receptor is located approximately 745 feet (227 meters) from the project site, LSTs for 200 meters for SRA 10 were conservatively used in this analysis. Although the total project site is 4.27 acres, the 4.5-acre LST threshold was conservatively assumed for the project, as the LSTs increase with the size of the site. Therefore, the 4.5-acre LSTs are conservative for evaluation of a 4.27-acre site.

The LST analysis only includes on-site sources. However, the CalEEMod model outputs do not separate on- and off-site emissions for mobile sources. For a worst-case scenario assessment, the emissions shown in [Table 6: Localized Significance of Operational Emissions](#), conservatively includes all on-site sources (e.g., area, energy, and stationary) and two percent of the new mobile sources since a portion of mobile sources could include trucks idling on-site.¹²

Table 6: Localized Significance of Operational Emissions

Activity	Pollutant (Maximum Pounds per Day)			
	Nitrogen Oxide (NO _x)	Carbon Monoxide (CO)	Coarse Particulate Matter (PM ₁₀)	Fine Particulate Matter (PM _{2.5})
PROPOSED PROJECT SCENARIO: 48,653 SF OUTDOOR STORAGE				
On-Site Emissions (Area, Energy, Mobile ¹)	0.12	0.57	0.02	0.01
SCAQMD Localized Screening Threshold (4.5 acres at 200 meters)	410	6,692	19	7
Exceed SCAQMD Threshold?	No	No	No	No
Notes:				
1. Conservatively assumes two percent of mobile emissions occur on-site.				
2. Conservatively assumes one percent of mobile emissions occur on-site.				
Source: CalEEMod version 2022.1. Refer to Appendix A for model outputs.				

Proposed Project: As depicted in [Table 6](#), the maximum daily emissions of these pollutants during operations of the proposed project would not result in significant concentrations of pollutants at nearby sensitive receptors. Impacts would be less than significant in this regard.

Greenhouse Gas Emissions

South Coast Air Quality Management District Thresholds

The City of Pomona has not adopted project-specific significance thresholds, and instead relies on SCAQMD’s recommended screening thresholds to determine the significance of a project’s GHG emissions. The SCAQMD’s adopted numerical threshold of 10,000 MTCO₂e/year for industrial stationary source emissions is typically selected as the significance criterion. However, the SCAQMD’s draft threshold of 3,000 MTCO₂e/year is based on a 90 percent capture rate of a large sampling of industrial facilities and therefore is appropriate for industrial and warehouse land use development projects. Therefore, this analysis conservatively utilizes 3,000 MTCO₂e per year as the GHG threshold.

Construction GHG Emissions

The proposed project would include direct and indirect GHG emissions from project construction and operations. Construction is considered a direct source since these emissions occur at the site.

¹¹ On-site mobile emissions account for approximately two percent of total mobile emissions based on the on-site trip length divided by the overall trip length.

² Emissions associated with travel to and from the project site is captured in the regional air quality analysis above.

The project would result in direct emissions of GHGs from construction. The approximate annual GHG emissions generated by construction equipment utilized for the project are depicted in [Table 7: Construction-Related Greenhouse Gas Emissions](#).

Table 7: Construction-Related Greenhouse Gas Emissions

Category	MTCO ₂ e/year
	Proposed Project
2024 Construction	34.26
<i>Total Construction Emissions</i>	<i>34.26</i>
30-Year Amortized Construction	1.14

Source: CalEEMod version 2022.1. Refer to [Appendix A](#) for model outputs.

Proposed Project: As depicted in [Table 7](#), the proposed project would result in the generation of approximately 34.26 MTCO₂e over the course of construction. Construction GHG emissions are typically summed and amortized over the lifetime of the project (assumed to be 30 years), then added to the operational emissions.³ The amortized project construction emissions would be approximately 1.14 MTCO₂e per year. Once construction is complete, the generation of these GHG emissions would cease.

Operational GHG Emissions

Operational or long-term emissions occur over the life of the proposed project. GHG emissions would result from direct emissions such as project generated vehicular traffic, on-site combustion of natural gas, and operation of any landscaping equipment. Operational GHG emissions would also result from indirect sources, such as off-site generation of electrical power over the life of the project, the energy required to convey water to, and wastewater from the site, the emissions associated with solid waste generated from the site, and any fugitive refrigerants from air conditioning or refrigerators. [Table 8: Total Project Greenhouse Gas Emissions](#), summarizes the total GHG emissions associated with proposed project.

³ The project lifetime is based on the standard 30-year assumption of the South Coast Air Quality Management District (South Coast Air Quality Management District, *Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #13*, August 26, 2009).

Table 8: Total Project Greenhouse Gas Emissions

Emissions Source	MTCO ₂ e per Year
	Proposed Project
Construction Amortized over 30 Years	1.14
Area Source	0.22
Energy	64.57
Mobile	289.85
Waste	3.11
Water & Wastewater	5.06
Refrigerants	<0.01
Total Project Emissions¹	363.94
SCAQMD Project Threshold	3,000
Threshold Exceeded?	No
Notes:	
1. Totals may be slightly off due to rounding.	
Source: CalEEMod version 2022.1. Refer to Appendix A for model data outputs.	

Proposed Project: As depicted in [Table 8](#), the proposed project would generate approximately 363.94 MTCO₂e/year, which is well below the SCAQMD’s screening threshold of 3,000 MTCO₂e/yr. Therefore, project related operational GHG emissions would be less than significant.

Conclusion

As discussed above, the proposed project would exceed any applicable air quality or GHG emissions thresholds. Therefore air quality and GHG emissions impacts would be less than significant.

Appendix A

Air Quality and Greenhouse Gas Emissions Data

1000 Walnut Storage Yard (Construction) Detailed Report

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8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	1000 Walnut Storage Yard (Construction)
Construction Start Date	10/1/2024
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.60
Precipitation (days)	18.8
Location	34.02251740323182, -117.73500620298094
County	Los Angeles-South Coast
City	Pomona
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	5085
EDFZ	7
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas
App Version	2022.1.1.24

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
Parking Lot	81.8	1000sqft	1.88	0.00	0.00	0.00	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

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

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.74	1.46	13.7	13.4	0.02	0.65	0.16	0.74	0.59	0.04	0.62	—	2,164	2,164	0.09	0.02	0.02	2,172
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.17	0.14	1.17	1.29	< 0.005	0.06	0.02	0.07	0.05	< 0.005	0.05	—	206	206	0.01	< 0.005	0.03	207
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.03	0.03	0.21	0.23	< 0.005	0.01	< 0.005	0.01	0.01	< 0.005	0.01	—	34.1	34.1	< 0.005	< 0.005	< 0.005	34.3

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	1.74	1.46	13.7	13.4	0.02	0.65	0.16	0.74	0.59	0.04	0.62	—	2,164	2,164	0.09	0.02	0.02	2,172

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.17	0.14	1.17	1.29	< 0.005	0.06	0.02	0.07	0.05	< 0.005	0.05	—	206	206	0.01	< 0.005	0.03	207
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.03	0.03	0.21	0.23	< 0.005	0.01	< 0.005	0.01	0.01	< 0.005	0.01	—	34.1	34.1	< 0.005	< 0.005	< 0.005	34.3

3. Construction Emissions Details

3.1. Site Preparation (2024) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.70	1.43	13.7	12.9	0.02	0.65	—	0.65	0.59	—	0.59	—	2,064	2,064	0.08	0.02	—	2,071
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.09	0.90	0.85	< 0.005	0.04	—	0.04	0.04	—	0.04	—	136	136	0.01	< 0.005	—	136
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.16	0.16	< 0.005	0.01	—	0.01	0.01	—	0.01	—	22.5	22.5	< 0.005	< 0.005	—	22.5

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.03	0.04	0.48	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	100	100	< 0.005	< 0.005	0.01	102	
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	6.70	6.70	< 0.005	< 0.005	0.01	6.79	
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.11	1.11	< 0.005	< 0.005	< 0.005	1.12	
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	

3.3. Paving (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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.63	0.53	4.90	6.53	0.01	0.23	—	0.23	0.21	—	0.21	—	992	992	0.04	0.01	—	995
Paving	0.25	0.25	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.27	0.36	< 0.005	0.01	—	0.01	0.01	—	0.01	—	54.4	54.4	< 0.005	< 0.005	—	54.5
Paving	0.01	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.05	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	9.00	9.00	< 0.005	< 0.005	—	9.03
Paving	< 0.005	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.06	0.07	0.80	0.00	0.00	0.16	0.16	0.00	0.04	0.04	—	167	167	0.01	0.01	0.02	169
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	< 0.005	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	9.30	9.30	< 0.005	< 0.005	0.02	9.43
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.54	1.54	< 0.005	< 0.005	< 0.005	1.56
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

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

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

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

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

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

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

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

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

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Site Preparation	Site Preparation	10/1/2024	11/1/2024	5.00	24.0	—
Paving	Paving	11/2/2024	12/1/2024	5.00	20.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Graders	Diesel	Average	1.00	8.00	148	0.41
Site Preparation	Rubber Tired Dozers	Diesel	Average	1.00	7.00	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.00	84.0	0.37
Paving	Cement and Mortar Mixers	Diesel	Average	1.00	6.00	10.0	0.56
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	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.00	84.0	0.37

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	—	—	—	—
Site Preparation	Worker	7.50	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10.2	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
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

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Paving	0.00	0.00	0.00	0.00	1.88

5.6.2. Construction Earthmoving Control Strategies

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

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Parking Lot	1.88	100%

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

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres
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5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres
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5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)
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6. Climate Risk Detailed Report

6.1. Climate Risk Summary

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	19.0	annual days of extreme heat
Extreme Precipitation	5.10	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	0.00	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters

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

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	2	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	0	0	N/A
Wildfire	1	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

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

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

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	2	1	1	3
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	1	1	2

Wildfire	1	1	1	2
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

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

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

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

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

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

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	74.1
AQ-PM	92.2
AQ-DPM	94.5
Drinking Water	96.1
Lead Risk Housing	93.0
Pesticides	3.90
Toxic Releases	62.4
Traffic	92.8
Effect Indicators	—
CleanUp Sites	25.6

Groundwater	22.1
Haz Waste Facilities/Generators	26.7
Impaired Water Bodies	23.9
Solid Waste	24.8
Sensitive Population	—
Asthma	82.0
Cardio-vascular	78.2
Low Birth Weights	61.9
Socioeconomic Factor Indicators	—
Education	85.2
Housing	58.8
Linguistic	50.5
Poverty	63.6
Unemployment	39.2

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	37.98280508
Employed	38.86821506
Median HI	50.39137688
Education	—
Bachelor's or higher	7.04478378
High school enrollment	100
Preschool enrollment	30.89952521
Transportation	—

Auto Access	74.57975106
Active commuting	14.29488002
Social	—
2-parent households	68.2150648
Voting	9.559861414
Neighborhood	—
Alcohol availability	29.35968177
Park access	50.07057616
Retail density	78.14705505
Supermarket access	7.442576671
Tree canopy	30.61722058
Housing	—
Homeownership	79.23777749
Housing habitability	29.20569742
Low-inc homeowner severe housing cost burden	19.64583601
Low-inc renter severe housing cost burden	12.53689208
Uncrowded housing	16.28384448
Health Outcomes	—
Insured adults	17.41306301
Arthritis	59.3
Asthma ER Admissions	21.4
High Blood Pressure	64.8
Cancer (excluding skin)	74.5
Asthma	43.1
Coronary Heart Disease	28.5
Chronic Obstructive Pulmonary Disease	45.1
Diagnosed Diabetes	16.9

Life Expectancy at Birth	43.3
Cognitively Disabled	56.3
Physically Disabled	50.9
Heart Attack ER Admissions	23.2
Mental Health Not Good	24.7
Chronic Kidney Disease	20.1
Obesity	21.1
Pedestrian Injuries	19.6
Physical Health Not Good	19.5
Stroke	34.3
Health Risk Behaviors	—
Binge Drinking	52.5
Current Smoker	34.1
No Leisure Time for Physical Activity	23.1
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	48.8
Elderly	79.3
English Speaking	42.4
Foreign-born	69.7
Outdoor Workers	26.0
Climate Change Adaptive Capacity	—
Impervious Surface Cover	66.7
Traffic Density	87.3
Traffic Access	66.3
Other Indices	—

Hardship	77.9
Other Decision Support	—
2016 Voting	18.3

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	88.0
Healthy Places Index Score for Project Location (b)	29.0
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
Construction: Construction Phases	Project construction would start in October 2024 and take approximately 2 months.
Construction: Dust From Material Movement	No material movement

1000 Walnut Storage Yard Project (Operations) Detailed Report

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8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	1000 Walnut Storage Yard Project (Operations)
Operational Year	2024
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.60
Precipitation (days)	18.8
Location	34.022776061735456, -117.73505227586244
County	Los Angeles-South Coast
City	Pomona
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	5085
EDFZ	7
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas
App Version	2022.1.1.24

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
General Office Building	10.7	1000sqft	0.25	10,721	33,722	0.00	—	—

Parking Lot	142	1000sqft	3.25	0.00	0.00	0.00	—	—
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1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.4. Operations Emissions Compared Against Thresholds

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

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.59	0.49	1.94	2.63	0.02	0.03	0.71	0.74	0.03	0.19	0.21	9.02	2,098	2,107	1.04	0.23	4.68	2,208
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.51	0.41	2.02	2.00	0.02	0.03	0.71	0.74	0.03	0.19	0.21	9.02	2,078	2,087	1.04	0.23	0.15	2,184
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.56	0.46	2.04	2.36	0.02	0.03	0.71	0.73	0.03	0.18	0.21	9.02	2,084	2,093	1.04	0.23	2.04	2,191
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.10	0.08	0.37	0.43	< 0.005	< 0.005	0.13	0.13	< 0.005	0.03	0.04	1.49	345	347	0.17	0.04	0.34	363

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
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1000 Walnut Storage Yard Project (Operations) Detailed Report, 5/31/2024

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.22	0.13	1.86	2.10	0.02	0.02	0.71	0.74	0.02	0.19	0.21	—	1,694	1,694	0.09	0.22	4.66	1,766
Area	0.36	0.36	< 0.005	0.47	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.92	1.92	< 0.005	< 0.005	—	1.92
Energy	0.01	< 0.005	0.07	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	—	388	388	0.04	< 0.005	—	390
Water	—	—	—	—	—	—	—	—	—	—	—	3.65	14.8	18.4	0.38	0.01	—	30.5
Waste	—	—	—	—	—	—	—	—	—	—	—	5.37	0.00	5.37	0.54	0.00	—	18.8
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.03	0.03
Total	0.59	0.49	1.94	2.63	0.02	0.03	0.71	0.74	0.03	0.19	0.21	9.02	2,098	2,107	1.04	0.23	4.68	2,208
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.22	0.13	1.95	1.94	0.02	0.02	0.71	0.74	0.02	0.19	0.21	—	1,676	1,676	0.09	0.22	0.12	1,744
Area	0.28	0.28	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.01	< 0.005	0.07	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	—	388	388	0.04	< 0.005	—	390
Water	—	—	—	—	—	—	—	—	—	—	—	3.65	14.8	18.4	0.38	0.01	—	30.5
Waste	—	—	—	—	—	—	—	—	—	—	—	5.37	0.00	5.37	0.54	0.00	—	18.8
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.03	0.03
Total	0.51	0.41	2.02	2.00	0.02	0.03	0.71	0.74	0.03	0.19	0.21	9.02	2,078	2,087	1.04	0.23	0.15	2,184
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.22	0.13	1.96	1.98	0.02	0.02	0.71	0.73	0.02	0.18	0.20	—	1,680	1,680	0.09	0.22	2.01	1,751
Area	0.34	0.33	< 0.005	0.32	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.31	1.31	< 0.005	< 0.005	—	1.32
Energy	0.01	< 0.005	0.07	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	—	388	388	0.04	< 0.005	—	390
Water	—	—	—	—	—	—	—	—	—	—	—	3.65	14.8	18.4	0.38	0.01	—	30.5
Waste	—	—	—	—	—	—	—	—	—	—	—	5.37	0.00	5.37	0.54	0.00	—	18.8
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.03	0.03
Total	0.56	0.46	2.04	2.36	0.02	0.03	0.71	0.73	0.03	0.18	0.21	9.02	2,084	2,093	1.04	0.23	2.04	2,191

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.04	0.02	0.36	0.36	< 0.005	< 0.005	0.13	0.13	< 0.005	0.03	0.04	—	278	278	0.01	0.04	0.33	290
Area	0.06	0.06	< 0.005	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.22	0.22	< 0.005	< 0.005	—	0.22
Energy	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	64.2	64.2	0.01	< 0.005	—	64.6
Water	—	—	—	—	—	—	—	—	—	—	—	0.60	2.45	3.05	0.06	< 0.005	—	5.06
Waste	—	—	—	—	—	—	—	—	—	—	—	0.89	0.00	0.89	0.09	0.00	—	3.11
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005
Total	0.10	0.08	0.37	0.43	< 0.005	< 0.005	0.13	0.13	< 0.005	0.03	0.04	1.49	345	347	0.17	0.04	0.34	363

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.22	0.13	1.86	2.10	0.02	0.02	0.71	0.74	0.02	0.19	0.21	—	1,694	1,694	0.09	0.22	4.66	1,766
Total	0.22	0.13	1.86	2.10	0.02	0.02	0.71	0.74	0.02	0.19	0.21	—	1,694	1,694	0.09	0.22	4.66	1,766
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

General Office Building	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.22	0.13	1.95	1.94	0.02	0.02	0.71	0.74	0.02	0.19	0.21	—	1,676	1,676	0.09	0.22	0.12	1,744
Total	0.22	0.13	1.95	1.94	0.02	0.02	0.71	0.74	0.02	0.19	0.21	—	1,676	1,676	0.09	0.22	0.12	1,744
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.04	0.02	0.36	0.36	< 0.005	< 0.005	0.13	0.13	< 0.005	0.03	0.04	—	278	278	0.01	0.04	0.33	290
Total	0.04	0.02	0.36	0.36	< 0.005	< 0.005	0.13	0.13	< 0.005	0.03	0.04	—	278	278	0.01	0.04	0.33	290

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	182	182	0.02	< 0.005	—	184
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	118	118	0.01	< 0.005	—	119
Total	—	—	—	—	—	—	—	—	—	—	—	—	301	301	0.03	< 0.005	—	303
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	182	182	0.02	< 0.005	—	184
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	118	118	0.01	< 0.005	—	119
Total	—	—	—	—	—	—	—	—	—	—	—	—	301	301	0.03	< 0.005	—	303
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	30.2	30.2	< 0.005	< 0.005	—	30.4
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	19.6	19.6	< 0.005	< 0.005	—	19.7
Total	—	—	—	—	—	—	—	—	—	—	—	—	49.8	49.8	< 0.005	< 0.005	—	50.1

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	0.01	< 0.005	0.07	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	—	87.1	87.1	0.01	< 0.005	—	87.3
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.01	< 0.005	0.07	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	—	87.1	87.1	0.01	< 0.005	—	87.3
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	0.01	< 0.005	0.07	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	—	87.1	87.1	0.01	< 0.005	—	87.3

Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.01	< 0.005	0.07	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	—	87.1	87.1	0.01	< 0.005	—	87.3
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	14.4	14.4	< 0.005	< 0.005	—	14.5
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
Total	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	14.4	14.4	< 0.005	< 0.005	—	14.5

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	0.24	0.24	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.04	0.04	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.08	0.08	< 0.005	0.47	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.92	1.92	< 0.005	< 0.005	—	1.92
Total	0.36	0.36	< 0.005	0.47	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.92	1.92	< 0.005	< 0.005	—	1.92
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Consum Products	0.24	0.24	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architect ural Coatings	0.04	0.04	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	0.28	0.28	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consum er Products	0.04	0.04	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architect ural Coatings	0.01	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landsca pe Equipme nt	0.01	0.01	< 0.005	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.22	0.22	< 0.005	< 0.005	—	0.22
Total	0.06	0.06	< 0.005	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.22	0.22	< 0.005	< 0.005	—	0.22

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	—	3.65	14.8	18.4	0.38	0.01	—	30.5
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00

Total	—	—	—	—	—	—	—	—	—	—	—	3.65	14.8	18.4	0.38	0.01	—	30.5
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	—	3.65	14.8	18.4	0.38	0.01	—	30.5
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	3.65	14.8	18.4	0.38	0.01	—	30.5
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	—	0.60	2.45	3.05	0.06	< 0.005	—	5.06
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	0.60	2.45	3.05	0.06	< 0.005	—	5.06

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	—	5.37	0.00	5.37	0.54	0.00	—	18.8
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	5.37	0.00	5.37	0.54	0.00	—	18.8

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	—	5.37	0.00	5.37	0.54	0.00	—	18.8
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	5.37	0.00	5.37	0.54	0.00	—	18.8
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	—	0.89	0.00	0.89	0.09	0.00	—	3.11
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	0.89	0.00	0.89	0.09	0.00	—	3.11

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.03	0.03
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.03	0.03
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.03	0.03
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.03	0.03
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005

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	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Sequest	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Remove d	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
General Office Building	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	71.0	71.0	71.0	25,915	901	901	901	328,901

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	16,082	5,361	8,493

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)
General Office Building	191,051	349	0.0330	0.0040	271,739
Parking Lot	124,005	349	0.0330	0.0040	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
General Office Building	1,905,484	472,937
Parking Lot	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
General Office Building	9.97	—
Parking Lot	0.00	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
General Office Building	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
General Office Building	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
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5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor
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5.16.2. Process Boilers

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

Equipment Type	Fuel Type
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5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres
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5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres
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5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)
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6. Climate Risk Detailed Report

6.1. Climate Risk Summary

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	19.0	annual days of extreme heat
Extreme Precipitation	5.10	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	0.00	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about $\frac{3}{4}$ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters

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

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	2	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	0	0	N/A
Wildfire	1	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

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

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

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

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

Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

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

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

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

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

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

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	74.1
AQ-PM	92.2
AQ-DPM	94.5
Drinking Water	96.1
Lead Risk Housing	93.0
Pesticides	3.90
Toxic Releases	62.4
Traffic	92.8
Effect Indicators	—
CleanUp Sites	25.6
Groundwater	22.1
Haz Waste Facilities/Generators	26.7
Impaired Water Bodies	23.9

Solid Waste	24.8
Sensitive Population	—
Asthma	82.0
Cardio-vascular	78.2
Low Birth Weights	61.9
Socioeconomic Factor Indicators	—
Education	85.2
Housing	58.8
Linguistic	50.5
Poverty	63.6
Unemployment	39.2

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	37.98280508
Employed	38.86821506
Median HI	50.39137688
Education	—
Bachelor's or higher	7.04478378
High school enrollment	100
Preschool enrollment	30.89952521
Transportation	—
Auto Access	74.57975106
Active commuting	14.29488002
Social	—

2-parent households	68.2150648
Voting	9.559861414
Neighborhood	—
Alcohol availability	29.35968177
Park access	50.07057616
Retail density	78.14705505
Supermarket access	7.442576671
Tree canopy	30.61722058
Housing	—
Homeownership	79.23777749
Housing habitability	29.20569742
Low-inc homeowner severe housing cost burden	19.64583601
Low-inc renter severe housing cost burden	12.53689208
Uncrowded housing	16.28384448
Health Outcomes	—
Insured adults	17.41306301
Arthritis	59.3
Asthma ER Admissions	21.4
High Blood Pressure	64.8
Cancer (excluding skin)	74.5
Asthma	43.1
Coronary Heart Disease	28.5
Chronic Obstructive Pulmonary Disease	45.1
Diagnosed Diabetes	16.9
Life Expectancy at Birth	43.3
Cognitively Disabled	56.3
Physically Disabled	50.9

Heart Attack ER Admissions	23.2
Mental Health Not Good	24.7
Chronic Kidney Disease	20.1
Obesity	21.1
Pedestrian Injuries	19.6
Physical Health Not Good	19.5
Stroke	34.3
Health Risk Behaviors	—
Binge Drinking	52.5
Current Smoker	34.1
No Leisure Time for Physical Activity	23.1
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	48.8
Elderly	79.3
English Speaking	42.4
Foreign-born	69.7
Outdoor Workers	26.0
Climate Change Adaptive Capacity	—
Impervious Surface Cover	66.7
Traffic Density	87.3
Traffic Access	66.3
Other Indices	—
Hardship	77.9
Other Decision Support	—
2016 Voting	18.3

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	88.0
Healthy Places Index Score for Project Location (b)	29.0
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
Operations: Vehicle Data	Updated per trip generation prepared for the project.
Operations: Fleet Mix	Updated to match Fleet Mix for ITE code 151 (mini warehouse)

TECHNICAL MEMORANDUM

To: Andrew Greybar, Senior Project Manager, Exeter

From: Sarah Miller and Ryan Chiene, Kimley-Horn and Associates, Inc.

Date: June 6, 2024

Subject: Walnut Avenue Outdoor Storage Yard – Noise Analysis

Purpose

The purpose of this technical memorandum is to quantify the noise levels associated with the proposed Walnut Avenue Storage Outdoor Yard Project (“project” or “proposed project”).

Project Location

The approximately-4.27-acre subject property consists of one parcel identified as Assessor Parcel Number (APN) 8330-013-048 situated at 1000 Walnut Avenue, in the southern portion of the City of Pomona, California (City), at southeast corner of the Ficus Street at Walnut Avenue intersection. The project site is bounded by industrial and warehousing developments to the north, east, south, and west and a railroad at the southern boundary of the project site. Regional vehicular access is provided via State Route 60 (SR-60), located approximately 500 feet to the north of the project site. Local access into the project site is provided via one driveway on Ficus Street.

Project Description

Proposed Project: The project site is currently developed with an industrial vocational training facility, surface parking, and ornamental landscaping. The project proposes the operation of an outdoor storage yard covering approximately 48,653 square feet (SF) of the total project site; see [Exhibit 1: Conceptual Site Plan](#). The northern portion of the site with the office building, surface parking lot, and ornamental landscaping would be maintained, while the southern portion that is currently undeveloped would be paved and used for additional outdoor storage space.

Exhibit 1: Proposed Project Conceptual Site Plan



Regulatory Setting

City of Pomona General Plan.

The City of Pomona General Plan Noise & Safety Element (Noise Element) contains noise and land use compatibility standards for various land uses throughout the City.¹ According to the Noise Element, the normally acceptable noise standard for residential land uses (low density single-family, duplex, and mobile homes) is 60 CNEL, 70 CNEL for commercial land uses (office buildings, business commercial, and professional), and 75 CNEL for industrial land uses (industrial, manufacturing utilities, and agriculture).

City of Pomona Development Code

Article VII.- Noise and Vibration Control. The Pomona Municipal Code contains the following provisions related to noise and vibration:

Sec 18-305 – Exemptions. The following activities shall be exempted from this article:

- 3) Noise sources associated with or vibration created by construction, repair, remodeling or grading of any real property or during authorized seismic surveys, provided such activities do not take place between the hours of 8:00 p.m. and 7:00 a.m. on weekdays, including Saturday, or at any time on Sunday or a federal holiday, and provided the noise level created by such activities do not exceed the noise standard of 65 dB(A) plus the limits specified in Section 18-311(b) as measured on residential property and any vibration created does not endanger the public health, welfare and safety.

Sec 18-310 – Designated Noise Zones. The properties described in this article are hereby assigned to the following noise zones as described in Table 1: City of Pomona Designated Noise Zones.

Table 1: City of Pomona Designated Noise Zones

Noise Zone	Land Use
Noise Zone 1	Single-family residential properties
Noise Zone 2	Multiple-family residential properties
Noise Zone 3	Commercial properties
Noise Zone 4	Industrial properties
Noise Zone 5	High traffic corridors

Source: City of Pomona, *City of Pomona Development Code*, https://library.municode.com/ca/pomona/codes/city_code?nodeId=SPAGEOR_CH18EN_ARTVIINOVICO_S18-311EXNOST, accessed June 4, 2024.

¹ See Figure 7-G.1: Community Noise Exposure City of Pomona of the *City of Pomona 2014 General Plan*.

Sec 18-311 – Exterior Noise Standards.

- a) The following noise standards shown in Table 2: City of Pomona Exterior Noise Standards, unless otherwise specifically indicated, shall apply to all property within a designated noise zone:

Table 2: City of Pomona Exterior Noise Standards

Noise Zone	Time Interval	Allowable Exterior Noise Level
1	10:00 PM to 7:00 AM	50 dB(A)
	7:00 AM to 10:00 PM	60 dB(A)
2	10:00 PM to 7:00 AM	50 dB(A)
	7:00 AM to 10:00 PM	65 dB(A)
3	10:00 PM to 7:00 AM	60 dB(A)
	7:00 AM to 10:00 PM	65 dB(A)
4	Any	70 dB(A)
5	Any	70 dB(A)

Source: City of Pomona, *City of Pomona Development Code*, https://library.municode.com/ca/pomona/codes/city_code?nodemd=SPAGEOR_CH18EN_ARTVIINOVICO_S18-311EXNOST, accessed June 4, 2024.

- b) It shall be unlawful for any person at any location within the incorporated area of the city to create any noise or to allow the creation of any noise on property owned, leased, occupied or otherwise controlled by such person which causes the noise level, when measured on any other property, to exceed the following:
1. The noise standard for a cumulative period of more than 30 minutes in any hour;
 2. The noise standard plus five dB(A) for a cumulative period of more than 15 minutes in any hour;
 3. The noise standard plus ten dB(A) for a cumulative period of more than five minutes in any hour;
 4. The noise standard plus 15 dB(A) for a cumulative period of more than one minute in any hour; or
 5. The noise standard plus 20 dB(A) for any period of time.
- c) If the ambient noise level exceeds any of the noise limit categories in subsections (b)(1) through (4) of this section, the cumulative period applicable to such category shall be increased to reflect such ambient noise level. If the ambient noise level exceeds the noise limit category in subsection (b)(5) of this section, the maximum allowable noise level under such category shall be increased to reflect the maximum ambient noise level.
- d) If the measurement location is on a boundary between two different noise zones, the lower noise level standard applicable to the noise zone shall apply.

- e) If the intruding noise source is continuous and cannot reasonably be discontinued or stopped for a time period whereby the ambient noise level can be determined, the measured noise level obtained while the source is in operation shall be compared directly to the allowable noise level standards as specified respective to the measurement location's designated land use and for the time of day the noise level is measured. The reasonableness of temporarily discontinuing the noise generation by an intruding noise source shall be determined by the chief of police for the purpose of establishing the existing ambient noise level at the measurement location.

Sec 18-312 – Interior Noise Standards.

- a) The following noise standard shown in Table 3: City of Pomona Interior Noise Standards, unless otherwise specifically indicated, shall apply to all residential property within all noise zones:

Table 3: City of Pomona Interior Noise Standards

Noise Zone	Type of Land Use	Time Interval	Allowable Interior Noise Level
All	Residential	10:00 PM to 7:00 AM	40 dB(A)
		7:00 AM to 10:00 PM	50 dB(A)

Source: City of Pomona, City of Pomona Development Code, https://library.municode.com/ca/pomona/codes/city_code?nodeId=SPAGEOR_CH18EN_ARTVIINOVICO_S18-311EXNOST, accessed June 4, 2024.

Noise-Sensitive Receptors

The project site is immediately surrounded by industrial uses to the north, south, east, and west; however, noise-sensitive receptors (i.e., single-family residential uses) are located 745 feet north (north of State Route 60); see Exhibit 2: Sensitive Receptors. This analysis analyzes impacts at the nearest noise-sensitive receptors. All other sensitive receptors are located at greater distances with intervening buildings and structures providing attenuation of noise from the Project. Noise impacts to these receptors would therefore be negligible and will not be analyzed further in the noise analysis below.

Exhibit 2: Sensitive Receptors



Exhibit 2, Sensitive Receptors

Construction Noise Analysis

The FHWA Roadway Construction Noise Model (RCNM) was used to calculate the worst-case construction noise levels at nearby sensitive receptors (i.e., residential uses) during construction for the proposed project; see [Table 4: Project Construction Noise Levels](#). When calculating construction noise, the loudest piece of equipment was assumed to operate at the property line nearest to the studied receptor while all other equipment anticipated for each individual construction phase is assumed to operate at an average distance to the receptor. This methodology accounts for equipment operating throughout the project site and not at a fixed location for extended periods of time while also taking into account equipment operating at points nearest to the receptor.² The nearest residential receptors under the proposed project are the single-family residential uses located approximately 745 feet north of the project boundary and 945 feet from the center of construction activity.

Table 4: Project Construction Noise Levels

Construction Phase	Receptor Location				Worst Case Modeled Exterior Noise Level (dBA L _{eq}) ³	Noise Threshold (dBA L _{eq})	Exceeded?
	Land Use	Direction	Distance (feet)				
			Average ¹	To Property Line ²			
PROPOSED PROJECT- 48,653 SF OUTDOOR STORAGE							
Site Preparation	Residential	North	945	745	45.1	65	No
Paving	Residential	North	945	745	46.0	65	No
Notes:							
1. Average distance is the measured from the nearest receptors to the center of the project construction site.							
2. Distance measured from the property line of the sensitive receptor to the property line of the project site.							
3. The residential receptors assumed a minimum 15 dBA reduction due to the building to the north and SR-60 highway that stand between the construction noise source and residential receptor which completely shields the noise source (Federal Highway Administration, <i>Roadway Construction Noise Model User's Guide Final Report</i> , 2006).							
Source: Federal Highway Administration, <i>Roadway Construction Noise Model</i> , 2006. Refer to Appendix A: Noise Calculations for noise modeling data.							

Proposed Project: As depicted in [Table 4](#), construction noise levels for the proposed project would range between 45.1 dBA and 46.0 dBA at the nearest residential receptors and would not exceed the City’s construction noise threshold of 65 dBA.

Operational Noise – Stationary Sources

The proposed project would create new sources of stationary noise in the project site vicinity. The proposed project are assumed to operate 24 hours a day to represent worst-case conservative operational noise conditions. The major noise sources associated with the project are presented in [Table 5: Operational Noise Levels](#) and including the following:

- Mechanical equipment (i.e., heating, ventilation, and air conditioning [HVAC] equipment);

² Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, September 2018.

- Truck loading/unloading noise ((trucks’ diesel engines, exhaust systems, and brakes during low gear shifting braking activities; backing up toward the docks/storage areas, etc.);
- Truck back-up alarms (trucks reversing would produce noise from back-up alarms);
- Electric cargo forklift operations (used for loading and unloading activities); and
- Parking areas (i.e., car door slamming, car radios, engine start-up, and car pass-by).

Table 5: Operational Noise Levels

Receiving Land Use ²	Noise Level at Receptor by Source (dBA L _{eq}) ¹					City Noise Standards (dBA)			
	Mechanical Equipment	Truck Loading	Forklifts	Backup Alarms	Parking	Day	Exceeds Standard?	Night	Exceeds Standard?
PROPOSED PROJECT: 48,653 SF OUTDOOR STORAGE									
Industrial Uses (East or West) ³	49.1	66.5	57.0	69.8	27.7	70	No	70	No
Commercial Uses (Northeast) ³	36.4	52.4	42.9	55.7	17.1	65	No	60	No
Single-Family Residential (North) ⁴	12.8	30.9	21.4	34.2	10.7	60	No	50	No
Notes:									
1. Noise levels were calculated based on sound propagation characteristics of 6 dBA per doubling of distance and the distance from the noise source to the nearest receiving land use/property. Noise calculations can be found in Appendix A .									
2. Noise levels were calculated to the nearest industrial use/property. The noise levels for mechanical equipment and parking were calculated for the industrial use to the east and the noise levels for truck loading, forklifts, and back-up alarms were calculated for the industrial use to the west.									
3. Noise levels at industrial and commercial uses conservatively do not account for attenuation from intervening buildings and structures.									
4. Noise calculations for this receptor include a minimum 15 dBA reduction from the existing buildings and SR-60 between the noise source and receptor.									

Mechanical Equipment. Mechanical equipment (e.g., HVAC equipment) would be utilized by the proposed project. Mechanical equipment typically generates noise levels of approximately 52 dBA at 50 feet.³

Proposed Project: Mechanical equipment is positioned on the rooftop of the existing office building in the northeastern corner of the project site, approximately 70 feet from the industrial receptors to the east, 300 feet from the commercial receptors to the northeast, and 815 feet from the nearest sensitive receptor (single-family residences) to the north. Based on distance attenuation, mechanical equipment noise levels would attenuate to approximately 12.8 dBA at the single-family residential uses, 36.4 dBA at the commercial uses, and 49.1 dBA at the industrial uses and would not exceed the City’s daytime or nighttime noise standards; see [Table 5](#).

Truck Loading/Unloading. During loading and unloading activities, noise would be generated by the trucks’ diesel engines, exhaust systems, and brakes during low gear shifting braking activities; backing

³ Elliott H. Berger, Rick Neitzel, and Cynthia A. Kladden, *Noise Navigator Sound Level Database with Over 1700 Measurement Values*, June 26, 2015.

up towards storage areas (i.e., the truck loading areas); dropping down pallets; and maneuvering away from the storage areas. Typically, heavy truck operations generate a noise level of 70 dBA at a distance of 50 feet.⁴ It is noted that modelling accounted for noise from heavy-duty trucks to represent worst-case conservative operational noise conditions. Therefore, noise levels from medium- or light-duty truck loading and unloading activities would likely result in lower noise levels than those presented below.

Proposed Project: Truck loading or unloading activities for the proposed project would commonly occur in the exterior storage areas in the northwest, southwest, and southeast portions of the project site (see [Exhibit 1](#)), approximately 75 feet from the industrial receptors to the east, 380 feet from the commercial receptors to the northeast, and 805 feet from the nearest sensitive receptor (single-family residences) to the north. Based on distance attenuation, noise levels from truck loading operations would attenuate to approximately 30.9 dBA at the single-family residential uses, 52.4 dBA at the commercial uses, and 66.5 dBA at the industrial uses and would not exceed the City's daytime and/or nighttime noise standards; see [Table 5](#).

Cargo Forklift Operations. Cargo forklifts would be used for loading and unloading activities for the proposed project. Cargo forklifts generate noise levels of approximately 85 dBA at 3 feet.⁵

Proposed Project: Cargo forklifts would operate occur in the exterior storage areas located in the northwest, southwest, and southeast portions of the project site (see [Exhibit 1](#)), approximately 75 feet from the industrial receptors to the east, 380 feet from the commercial receptors to the northeast, and 805 feet from the nearest sensitive receptor (single-family residences) to the north. Based on distance attenuation, noise levels from cargo forklift operations would be approximately 21.4 dBA at the single-family residential uses, 42.9 dBA at the commercial uses, and 57.0 dBA at the industrial uses and would not exceed the City's daytime and nighttime noise standards (see [Table 5](#)).

Truck Back-Up Alarms. Medium and heavy-duty trucks driving within the project site or reversing into the truck loading areas would produce noise from back-up alarms (also known as back-up beepers). Back-up beepers produce a typical volume of 97 dBA at one meter from the source.⁶ It is noted that back-up beeper noise is short in duration (lasting only a few seconds) and would occur intermittently throughout the day/night.

Proposed Project: Back-up beepers would commonly occur during truck loading and unloading activities at the exterior storage areas in the northwest, southwest, and southeast portions of the project site (see [Exhibit 1](#)), approximately 75 feet from the industrial receptors to the east, 380 feet from the commercial receptors to the northeast, and 805 feet from the

⁴ Ibid.

⁵ Noise Testing Workplace Noise Consultants, *Warehouse & Forklift Workplace Noise Levels*, <https://www.noisetesting.info/blog/warehouse-forklift-workplace-noise-levels/>, accessed June 4, 2024.

⁶ Environmental Health Perspectives, *Vehicle Motion Alarms: Necessity, Noise Pollution, or Both?* <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC3018517/>, accessed June 4, 2024.

nearest sensitive receptor (single-family residences) to the north. Based on distance attenuation, the noise level from back-up beepers would be approximately 34.2 dBA at the single-family residential uses, 55.7 dBA at the commercial uses, and 69.8 dBA at the industrial uses (see [Table 5](#)). It is also noted that back-up beeper noise is short in duration (ranging from a few seconds to one minute) and Section 18-311(b)(3) of the Pomona Municipal Code allows for exceedances ranging from 5 dBA to 15 dBA above the City's noise standards depending on the cumulative duration of the noise source in any hour.

Parking Noise. Parking lot noise was estimated using the methodology recommended by the Federal Transit Administration (FTA) for the general assessment of stationary transit noise sources. Using the methodology, the project's peak hourly noise level that would be generated by the on-site parking levels was estimated using the FTA equation for a parking lot and using the FTA's reference noise level of 92 dBA SEL⁷ at 50 feet from the noise source.

Proposed Project: The proposed project would provide a total of 36 parking spaces. According to the trip generation table prepared for the project by Kimley-Horn (2024), the project would generate up to 7 trips during the peak hour. Parking would be located approximately 115 feet from the industrial receptors to the east, 390 feet from the commercial receptors to the northeast, and 815 feet from the nearest sensitive receptor (single-family residences) to the north. Consequently, parking lot noise at the nearest receptors would be 10.7 dBA at the single-family residential uses, 17.1 dBA at the commercial uses, and 27.7 dBA at the industrial uses and would not exceed the City's daytime and nighttime noise standards City's daytime and nighttime noise standards (see [Table 5](#)).

Operational Noise - Off-Site Traffic Noise

Project implementation would result in increased traffic volumes along nearby roadway segments as shown in the trip generation table prepared by Kimley-Horn (2024). In general, a traffic noise increase of less than 3 dBA is barely perceptible to people, while a 5-dBA increase is readily noticeable.⁸ Generally, traffic volumes on project area roadways would have to approximately double (i.e., a 100 percent increase) for the resulting traffic noise levels to increase by 3 dBA. For the purposes of this analysis, permanent increases in traffic noise levels of less than 3 dBA would be less than significant. Walnut Avenue experiences traffic volumes of approximately 913 average daily vehicles per day and Ficus Street experiences approximately 843 average daily vehicles per day.⁹

Proposed Project: Based on the trip generation table prepared for the project by Kimley-Horn (2024), the project would generate approximately 71 daily trips which represents an increase of 7.8 percent along Walnut Avenue and 8.4 percent along Ficus Avenue. As such, the project

⁷ Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, September 2018.

⁸ Federal Highway Administration, *Highway Traffic Noise Analysis and Abatement Policy and Guidance, Noise Fundamentals*, https://www.fhwa.dot.gov/environMent/noise/regulations_and_guidance/polguide/polguide02.cfm, accessed June 4, 2024.

⁹ Based on traffic data from: ReplicaHQ. (2022). *Replica Annual Average Daily Traffic (AADT) Data*. Retrieved from: <https://www.replicahq.com/aadt>, accessed June 4, 2024.

would not result in a traffic noise impact as it takes a doubling (or 100 percent increase) in traffic volumes to result in a barely noticeable increase of 3 dBA.

Conclusion

As discussed above, the proposed project would not exceed the City's noise standards for adjacent industrial or commercial properties or the nearest residential uses. Both scenarios would comply with the Pomona Municipal Code and Noise Element standards and a less than significant impact would occur.

Appendix A

Noise Calculations

Project **1000 Walnut Ave Storage Yard**
Construction Noise Impact on Sensitive Receptors

Parameters

Construction Hours:	Daytime hours (7 am to 7 pm)	8
	Evening hours (7 pm to 10 pm)	0
	Nighttime hours (10 pm to 7 am)	0
Leq to L10 factor		3

	Average Distance (feet)	Distance to Property Line (feet)	Shielding
2 Residential	945	745	15

RECEPTOR 2

Construction Phase	Equipment Type	No. of Equip.	Reference Acoustical Usage Factor	Noise Level at 50ft per Unit, Lmax	Noise Level at Receptor 2, Lmax	Noise Level at Receptor 2, Leq
Site Preparation	Dozer	1	40%	82	41.2	37.2
	Tractor	1	40%	84	43.5	39.5
	* Grader	1	40%	85	46.5	42.6
	Combined LEQ					45.1
Paving	Drum Mixer	1	50%	80	39.5	36.5
	Paver	1	50%	77	36.7	33.7
	Paving equipment All Other Equipment > 5 HP	1	50%	85	46.5	43.5
	Roller	1	20%	80	39.5	32.5
	Tractor	1	40%	84	43.5	39.5
	Combined LEQ	0	#N/A	#N/A	0.0	0.0
Maximum Noise Level					46.0	

Source for Ref. Noise Levels: RCNM, 2005

* Loudest piece of equipment measured from the construction boundary nearest to the receptor.

** source

**Project: 1000 Walnut Avenue - Outdoor Storage
Mechanical Equipment Noise Calculations**

Receptor	Reference Level (dBA)	Reference Distance (feet) ¹	Distance to Receptor (feet) ²	Level at Receptor (dBA) ³
Industrial	52	50	70	49.1
Commercial	52	50	300	36.4
Residential ⁴	52	50	815	12.8

1. Source for reference level: Elliott H. Berger, Rick Neitzel, and Cynthia A. Kladden, Noise Navigator Sound Level Database with Over 1700 Measurement Values, June 26, 2015.

2. Distance estimated using location of rooftop equipment as indicated on Roof Plan

3. Calculated using the inverse square law formula for sound attenuation: $dBA_2 = dBA_1 + 20\log(d_1/d_2)$, where dBA_2 = estimated noise level at receptor; dBA_1 = reference noise level; d_1 = reference distance; d_2 = receptor location distance.

4. Noise calculation includes a minimum 15 dBA reduction from the building stands between the noise source and receptor and completely shields the noise source.

**Project: 1000 Walnut Avenue - Outdoor Storage
Truck and Loading Dock Noise Calculations**

Receptor	Reference Level (dBA)	Reference Distance (feet) ¹	Distance to Receptor (feet) ²	Level at Receptor (dBA) ³
Industrial	70	50	75	66.5
Commercial	70	50	380	52.4
Residential	70	50	805	30.9

1. Source for reference level: Elliott H. Berger, Rick Neitzel, and Cynthia A. Kladden, Noise Navigator Sound Level Database with Over 1700 Measurement Values, June 26, 2015.
 2. Distance estimated using location of loading doc as indicated in the conceptual site plan.
 3. Calculated using the inverse square law formula for sound attenuation: $dBA_2 = dBA_1 + 20\log(d_1/d_2)$, where dBA_2 = estimated noise level at receptor; dBA_1 = reference noise level; d_1 = reference distance; d_2 = receptor location distance.
 4. Noise calculation includes a minimum 15 dBA reduction from the building stands between the noise source and receptor and completely shields the noise source.

Project: 1000 Walnut Avenue - Outdoor Storage
Cargo Forklift Noise Calculations

Receptor	Reference Level (dBA)	Reference Distance (feet) ¹	Distance to Receptor (feet) ²	Level at Receptor (dBA) ³
Industrial	85	3	75	57.0
Commercial	85	3	380	42.9
Residential	85	3	805	21.4

1. Source for reference level: Noise Testing Workplace Noise Consultants, Warehouse & Forklift Workplace Noise Levels, <https://www.noisetesting.info/blog/warehouse-forklift-workplace-noise-levels/>, accessed May, 2024.
2. Distance estimated using location of loading doc as indicated in the conceptual site plan.
3. Calculated using the inverse square law formula for sound attenuation: $dBA_2 = dBA_1 + 20\log(d_1/d_2)$, where dBA_2 = estimated noise level at receptor; dBA_1 = reference noise level; d_1 = reference distance; d_2 = receptor location distance.
4. Noise calculation includes a minimum 15 dBA reduction from the building stands between the noise source and receptor and completely shields the noise source.

**Project: 1000 Walnut Avenue - Outdoor Storage
Backup Alarm Noise Calculations**

Receptor	Reference Level (dBA)	Reference Distance (feet) ¹	Distance to Receptor (feet) ²	Level at Receptor (dBA) ³
Industrial	97	3.28	75	69.8
Commercial	97	3.28	380	55.7
Residential	97	3.28	805	34.2

1. Source for reference level: Environmental Health Perspectives, Vehicle Motion Alarms: Necessity, Noise Pollution, or Both? <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC3018517/>, accessed May, 2024.

2. Distance estimated using location of loading doc as indicated in the conceptual site plan.

3. Calculated using the inverse square law formula for sound attenuation: $dBA_2 = dBA_1 + 20\text{Log}(d_1/d_2)$, where dBA_2 = estimated noise level at receptor; dBA_1 = reference noise level; d_1 = reference distance; d_2 = receptor location distance.

4. Noise calculation includes a minimum 15 dBA reduction from the building stands between the noise source and receptor and completely shields the noise source.

Project: 1000 Walnut Avenue - Outdoor Storage
Parking Noise Calculations

Receptor	Reference Level (dBA)	Reference Distance (feet) ¹	Distance to Receptor (feet) ²	Level at Receptor (dBA) ³
Industrial	34.9	50	115	27.7
Commercial	34.9	50	390	17.1
Residential	34.9	50	815	10.7

1. Source for reference level: Using the Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, September 2018 reference noise level of 92 dBA SEL and the Project's highest peak hour vehicle trips would generate noise levels of approximately 38.7 dBA

2. Distance estimated using location of parking areas as indicated in the conceptual site plan.

3. Calculated using the inverse square law formula for sound attenuation: $dBA_2 = dBA_1 + 20\text{Log}(d_1/d_2)$, where dBA_2 = estimated noise level at receptor; dBA_1 = reference noise level; d_1 = reference distance; d_2 = receptor location distance.