



KPC EHS Consultants, LLC

Mojave 68 Project
AIR QUALITY IMPACT ANALYSIS
CITY OF VICTORVILLE

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TABLE OF CONTENTS

1	INTRODUCTION	5
1.1	PROJECT LOCATION	5
1.2	PROJECT DESCRIPTION	5
2	ENVIRONMENTAL SETTING	8
2.1	MOJAVE DESERT AIR BASIN	8
2.2	REGIONAL CLIMATE AND METEOROLOGY	8
2.3	EXISTING AIR QUALITY	9
2.4	AIR POLLUTANTS AND HEALTH EFFECTS	10
2.5	REGIONAL AIR QUALITY	16
2.6	LOCAL AIR QUALITY	16
2.7	SENSITIVE RECEPTORS	17
2.8	REGULATORY BACKGROUND	19
2.9	APPLICABLE POLICIES AND PROGRAMS	22
3	POTENTIAL PROJECT AIR QUALITY IMPACTS	24
3.1	INTRODUCTION	24
3.2	THRESHOLDS OF SIGNIFICANCE	24
3.3	CALIFORNIA EMISSIONS ESTIMATOR MODEL	25
3.4	CONSTRUCTION EMISSIONS	25
3.5	OPERATIONAL EMISSIONS	27
3.6	CO “HOTSPOT” ANALYSIS	30
3.7	AIR QUALITY MANAGEMENT PLANNING	31
3.8	POTENTIAL IMPACTS TO SENSITIVE RECEPTORS	32
3.9	ODORS	32
3.10	CUMULATIVE IMPACTS	33
4	BEST MANAGEMENT PRACTICES	35
4.1	CONSTRUCTION	35
4.2	OPERATIONAL	36
5	CONCLUSION	37
6	REFERENCES	38

EXHIBITS

Exhibit 1-1: Location Map	6
Exhibit 1-2: Site Plan	7

TABLES

TABLE 2-1: AMBIENT AIR QUALITY STANDARDS.....	14
TABLE 2-2: ATTAINMENT STATUS OF CRITERIA POLLUTANTS IN THE MOJAVE DESERT AIR BASIN	16
TABLE 2-3: PROJECT AREA AIR QUALITY MONITORING SUMMARY 2019-2021	17
TABLE 2-4: PROJECT AREA SENSITIVE RECEPTORS.....	18
TABLE 3.2-1: SIGNIFICANT EMISSIONS THRESHOLDS	24
TABLE 3.4-1: CONSTRUCTION DURATION.....	26
TABLE 3.4-2: CONSTRUCTION EQUIPMENT ASSUMPTIONS.....	26
TABLE 3.4-3: CONSTRUCTION EMISSIONS SUMMARY (WITHOUT MITIGATION)	27
TABLE 3.5-1: SUMMARY OF PEAK OPERATIONAL EMISSIONS.....	30

APPENDICES

APPENDIX A: CALEEMOD CONSTRUCTION EMISSIONS MODEL OUTPUTS

APPENDIX B: TRAFFIC STUDY AND VEHICLE MILES TRAVELED (VMT) SCREENING

MEMORANDUM

APPENDIX C: CARB EMFAC OFFROAD2021 (V1.0.3) OUTPUTS

ACRONYMS & ABBREVIATIONS

°F	degrees Fahrenheit
µg/m ³	micrograms per cubic meter
AAQS	Ambient air quality standards
ADT	Average Daily Trips
AQMD	Air Quality Management District
AQMP	Air Quality Management Plan
ARB	California Air Resources Board
BACM	Best Available Control Measures
Basin	Mojave Desert Air Basin
BAU	Business-as-usual
BMPs	Best Management Practices
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
Caltrans	California Department of Transportation
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CH ₄	Methane
CO	Carbon Monoxide
CO ₂	Carbon Dioxide
CO ₂ e	Carbon Dioxide equivalents
CO ₂ e/yr	Carbon Dioxide equivalents per year
County	County of San Bernardino
DPM	Diesel Particulate Matter
EPA	Environmental Protection Agency
GHG	Greenhouse Gas
MDAQMD	Mojave Desert Air Quality Management District
MT CO ₂ e/yr	Metric tons of carbon dioxide equivalents per year
NAAQS	National Ambient Air Quality Standards
NO ₂	Nitrogen Dioxide
NO _x	Oxides of Nitrogen

O ₃	Ozone
Pb	Lead
PM ₁₀	Particulate Matter 10 microns in diameter
PM _{2.5}	Particulate Matter 2.5 microns in diameter
PPM	Parts Per Million
ROG	Reactive Organic Gases
SIPs	State Implementation Plans
SO ₂	Sulfur Dioxide
SRA	Source Receptor Area
TAC	Toxic Air Contaminant
TIA	Traffic Impact Analysis
TRU	Transport Refrigeration Unit
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compound

1 INTRODUCTION

This report presents the results of the Air Quality (AQ) Impact Analysis prepared by KPC EHS Consultants, LLC., for the proposed Mojave 68 Warehouse Project ("Project").

The purpose of this Analysis is to evaluate the potential impacts to air quality associated with construction and operation of the proposed Project and recommend measures to mitigate impacts considered potentially significant in comparison to thresholds established by the Mojave Desert Air Quality Management District (MDAQMD).

1.1 PROJECT LOCATION

The proposed Mojave 68 Warehouse Project is located on undeveloped land bordered by Mojave Drive on the south, Cactus Road on the north, Onyx Road on the east, and Mesa Linda Drive on the west in the City of Victorville, as shown on Exhibit 1-1. The Project site is bounded by land to the north, east, and west; with existing residential homes located south of the Project site in the City of Victorville. The County of San Bernardino Assessor's Parcel Numbers are 3128-621-02 thru 06.

1.2 PROJECT DESCRIPTION

The Project proposes development of approximately 1,097,300 square feet building with 845,840 square feet of unrefrigerated warehouse, 211,480 square feet refrigerated warehouse, and 40,000 square feet of office space uses, in addition to associated facilities, infrastructure, and improvements; such as fencing, gates, parking, landscaping, lighting, and walkways on an approximately 66.4-acre site, as shown on Exhibit 1-2.

A total of 187 truck dock doors are proposed; 94 along the eastern side of the building facing Onyx Road, and 93 truck dock doors are proposed along the western side of the building facing Mesa Linda Avenue. A total of 727 truck trailer parking spaces (10' x 53') are proposed on the east side of the building adjacent to Onyx Road and the west side of the building adjacent to Mesa Linda Avenue.

A total of 511 parking spaces for passenger vehicles are proposed in a parking lot on the south side of the building adjacent to Mojave Drive and parking lots on the north side of the building adjacent to Cactus Road.

For the purposes of this analysis, it has been assumed that the Project will be developed with an anticipated Opening Year as the 4th quarter of 2024.

EXHIBIT 1-1: LOCATION MAP

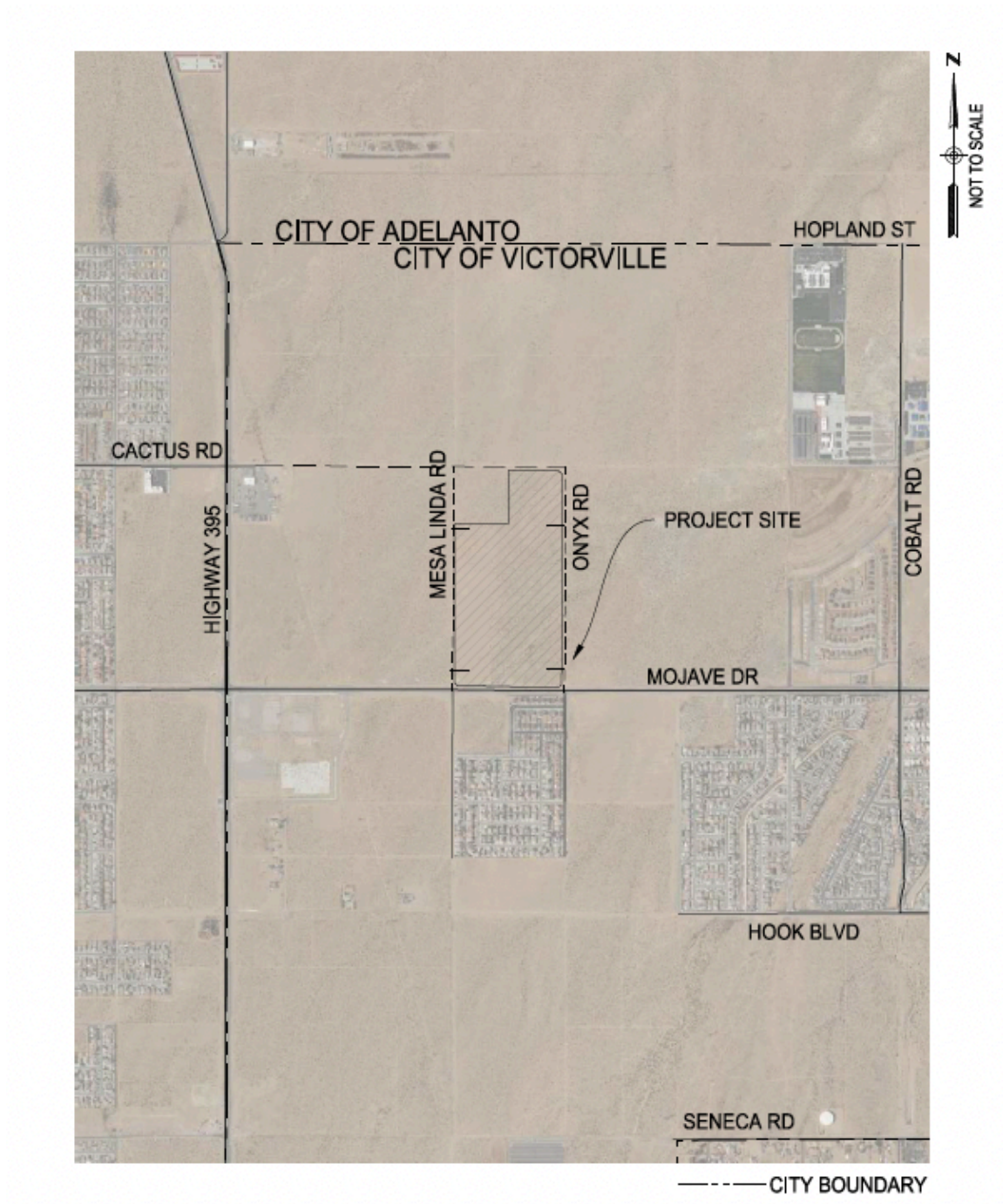
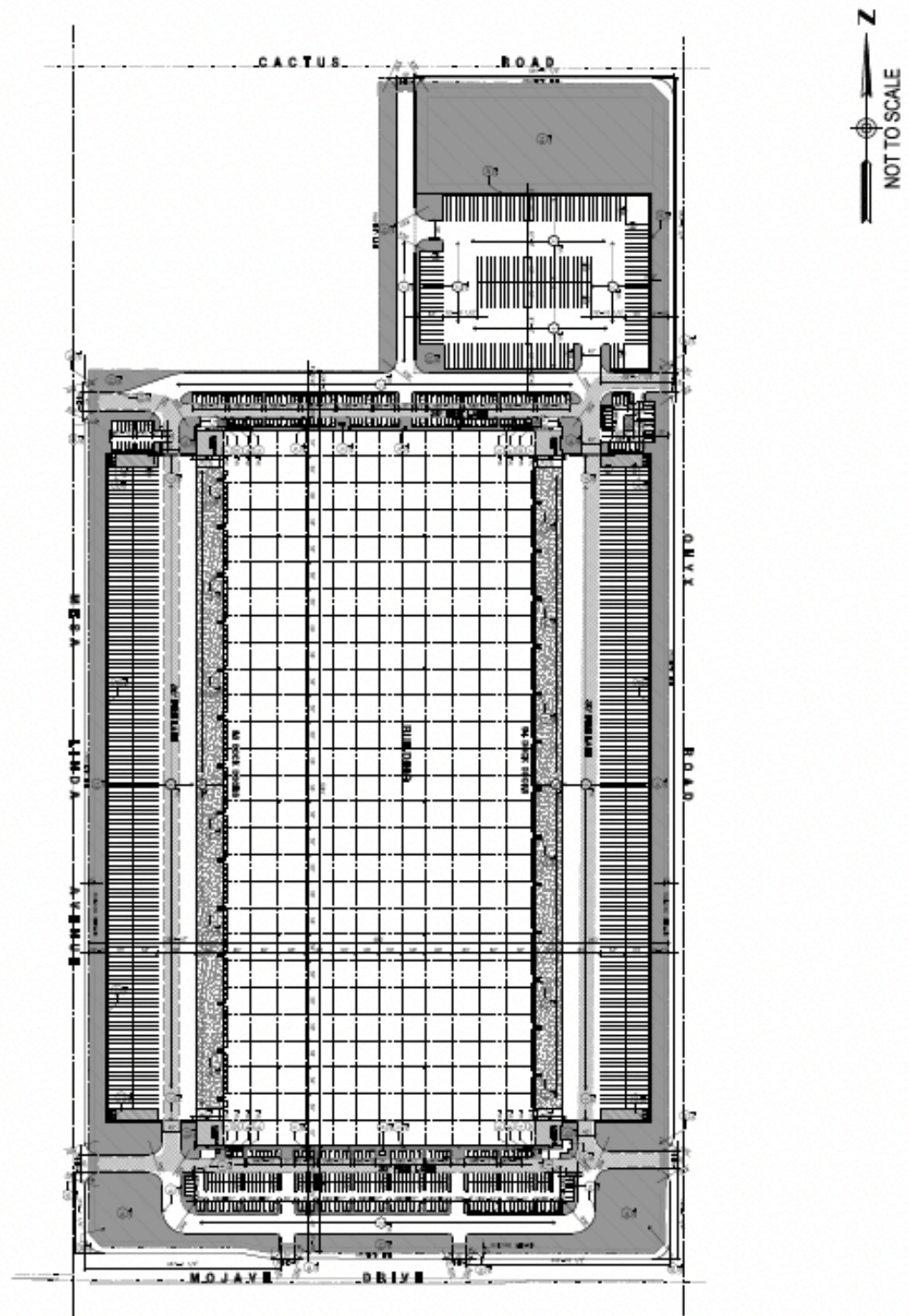


EXHIBIT 1-2: SITE PLAN



2 ENVIRONMENTAL SETTING

This section provides an overview of the existing air quality conditions in the Project area and Mojave Desert Air Basin region.

2.1 MOJAVE DESERT AIR BASIN

The Project site is located in the Mojave Desert Air Basin (MDAB) and is under the jurisdiction of the MDAQMD. The District has jurisdiction over the desert portion of San Bernardino County and the far eastern end of Riverside County. This region includes the incorporated communities of Adelanto, Apple Valley, Barstow, Blythe, Hesperia, Needles, Twentynine Palms, Victorville, and Yucca Valley. This region also includes the National Training Center at Fort Irwin, the Marine Corps Air Ground Combat Center, the Marine Corps Logistics Base, the eastern portion of Edwards Air Force Base, and a portion of the China Lake Naval Air Weapons Station.

The air quality assessment for the proposed Project includes estimating emissions associated with short-term construction and long-term operation of the proposed Project. The California Emissions Estimator Model (CalEEMod) v. 2020.4.0 is the modeling tool used in this analysis to assess the air quality impacts of the project. In addition, the MDAQMD created guidelines and requirements to conduct air quality analyses as contained in the MDAQMD's *California Environmental Quality Act and Federal Conformity Guidelines* (February 2020), and were adhered to in the assessment of air quality impacts for the proposed Project.

2.2 REGIONAL CLIMATE AND METEOROLOGY

Air quality in the Project area is not only determined by various emissions sources (mobile, area, construction, etc.) but is also affected by natural factors such as topography, meteorology, and climate including atmospheric conditions such as wind speed, wind direction, temperature, and rainfall.

The District covers the majority of the Mojave Desert Air Basin (MDAB). The MDAB is an assemblage of mountain ranges interspersed with long broad valleys that often contain dry lakes. Many of the lower mountains which dot the vast terrain rise from 1,000 to 4,000 feet above the valley floor. Prevailing winds in the MDAB are out of the west and southwest. These prevailing winds are due to the proximity of the MDAB to coastal and central regions and the blocking nature of the Sierra Nevada mountains to the north; air masses pushed onshore in southern California by differential heating are channeled through the MDAB. The MDAB is separated from the southern California coastal and central California valley regions by mountains (highest elevation approximately 10,000 feet), whose passes form the main channels for these air masses. The Antelope Valley is bordered in the northwest by the Tehachapi Mountains, separated from the Sierra Nevadas in the north by the Tehachapi Pass (3,800 ft elevation). The Antelope Valley is bordered in the south by the San Gabriel Mountains, bisected by Soledad Canyon (3,300 ft).

The Mojave Desert is bordered in the southwest by the San Bernardino Mountains, separated from the San Gabriel Mountains by the Cajon Pass (4,200 ft). A lesser channel lies between the San Bernardino Mountains and the Little San Bernardino Mountains (the Morongo Valley).

The Palo Verde Valley portion of the Mojave Desert lies in the low desert, at the eastern end of

a series of valleys (notably the Coachella Valley) whose primary channel is the San Geronio Pass (2,300 ft) between the San Bernardino and San Jacinto Mountains.

During the summer the MDAB is generally influenced by a Pacific Subtropical High cell that sits off the coast, inhibiting cloud formation and encouraging daytime solar heating. The MDAB is rarely influenced by cold air masses moving south from Canada and Alaska, as these frontal systems are weak and diffuse prior to reaching the desert. Most desert moisture arrives from infrequent warm, moist and unstable air masses from the south. The MDAB averages between three and seven inches of precipitation per year (from 16 to 30 days with at least 0.01 inches of precipitation). The MDAB is classified as a dry-hot desert climate (BWh), with portions classified as dry-very hot desert (BWbh), to indicate at least three months have maximum average temperatures over 100.4° F.

The MDAB experiences changes with the seasons including in the winter freezing temperatures, strong winds and precipitation in the form of snow primarily above 5,000 ft in elevation, and rain below 5,000 ft. Most precipitation occurs between November and April. During summer, brief, high-intensity thunderstorms may occur suddenly and can cause high winds and localized flash flooding.

2.3 EXISTING AIR QUALITY

Existing air quality is measured at six air quality monitoring stations throughout the MDAQMD area. The MDAQMD monitors and collects information 24 hours a day, seven days a week on ambient levels of pollutants. The air quality is evaluated in the context of ambient air quality standards and validated and becomes part of the national air quality database. These standards are the levels of air quality that are considered safe, with an adequate margin of safety, to protect the public health and welfare. National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) currently in effect are shown in Table 2.4-1.

Whether a region's air quality is healthful or unhealthful is determined by comparing contaminant levels measured in the ambient air samples to the state and federal standards presented in Table 2.4-1. The air quality in a region is considered to be in attainment by the state if the measured ambient air pollutant levels for O₃, CO, SO₂, NO₂, PM₁₀, PM_{2.5}, and visibility reducing particles are not to be exceeded at any time in any consecutive three-year period; all other values are not to be equaled or exceeded. The air quality in a region is considered to be in attainment by federal standards if the measured ambient air pollutant levels for O₃, PM₁₀, PM_{2.5}, and those based on annual averages or arithmetic mean are not exceeded more than once per year. The O₃ standard is attained when the fourth highest eight- hour concentration in a year, averaged over three years, is equal to or less than the standard. For PM₁₀, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m³ is equal to or less than one. For PM_{2.5}, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard.

2.4 Air Pollutants and Health Effects

The following are brief descriptions of individual pollutants and pollutant classes that have been associated with a wide range of human health effects, including increased respiratory symptoms, hospitalization for heart or lung diseases, and premature death.

Criteria Pollutants

Criteria pollutants are air pollutants for which acceptable levels of exposure can be determined and an ambient air quality standard (AAQS) has been established by the U.S. Environmental Protection Agency (USEPA) and/or ARB. The criteria air pollutants of concern are nitrogen dioxide (NO₂), carbon monoxide (CO), particulate matter (PM), sulfur dioxide (SO₂), lead (Pb), and ozone (O₃), and their precursors. Federal and state AAQS are listed in Table 2.4-1. Presented below is a description of the air pollutants of concern.

The U.S. EPA and CARB periodically review new scientific data and may propose revisions to the standards as a result.

- **Ozone (O₃):** Is a highly reactive and unstable gas that is formed when volatile organic compounds (VOCs) and nitrogen oxides (NO_x), both byproducts of internal combustion engine exhaust, undergo slow photochemical reactions in the presence of sunlight (also produced by molecular oxygen in the presence of ultraviolet light or electrical discharge). A strong oxidant that is damaging at ground level but necessary at high altitude (in the stratosphere, where it absorbs dangerous ultraviolet light). Also considered an important greenhouse gas. Ozone concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are favorable to the formation of this pollutant.
- **Carbon Monoxide (CO):** Is a colorless, odorless gas produced by the incomplete combustion of carbon-containing fuels, such as gasoline or wood. CO concentrations tend to be the highest during the winter mornings, when little to no wind and surface-based inversions trap the pollutant at ground levels. Because CO is emitted directly from internal combustion engines, unlike ozone, motor vehicles operating at slow speeds are the primary source of CO in the Basin. The highest ambient CO concentrations are generally found near congested transportation corridors and intersections.
- **Nitrogen Oxides (Oxides of Nitrogen, or NO_x):** Nitrogen dioxide (NO₂), a reddish-brown gas, and nitric oxide (NO), a colorless, odorless gas, are formed from fuel combustion under high temperature or pressure. These compounds are referred to as nitrogen oxides, or NO_x. NO_x is a primary component of the photochemical smog reaction. NO_x also contributes to other pollution problems, including a high concentration of fine particulate matter (PM_{2.5}), poor visibility, and acid deposition (i.e., acid rain). NO₂ is a criteria air pollutant, and may result in numerous adverse health effects; it absorbs blue light, resulting in a brownish-red cast to the atmosphere and reduced visibility. Of the seven types of nitrogen oxide compounds, NO₂ is the most abundant in the atmosphere. As ambient concentrations of NO₂ are related to traffic density, commuters in heavy traffic may be exposed to higher concentrations of NO₂ than those indicated by regional monitors.
- **Sulfur Dioxide (SO₂):** Is a colorless, extremely irritating gas or liquid. It enters the

atmosphere as a pollutant mainly as a result of burning high sulfur-content fuel oils and coal and from chemical processes occurring at chemical plants and refineries. When SO₂ oxidizes in the atmosphere, it forms sulfates (SO₄). SO₂ irritates the respiratory tract, can injure lung tissue when combined with fine particulate matter (PM_{2.5}), and reduces visibility and the level of sunlight.

- **PM (Particulate Matter):** Particulate matter is the term used for a mixture of solid particles and liquid droplets found in the air. Coarse particles (PM₁₀) derive from a variety of sources, including windblown dust and grinding operations. Fuel combustion and resultant exhaust from power plants and diesel buses and trucks are primarily responsible for fine particle (PM_{2.5}) levels. Fine particles can also be formed in the atmosphere through chemical reactions. PM₁₀ can accumulate in the respiratory system and aggravate health problems (e.g., asthma). The EPA's scientific review concluded that PM_{2.5}, which penetrates deeply into the lungs, is more likely than PM₁₀ to contribute to the health effects listed in a number of recently published community epidemiological studies at concentrations that extend well below those allowed by the current PM₁₀ standards. These health effects include premature death and increased hospital admissions and emergency room visits (primarily among the elderly and individuals with cardiopulmonary disease), increased respiratory symptoms and disease (in children and individuals with cardiopulmonary disease [e.g., asthma]), decreased lung functions (particularly in children and individuals with asthma), and alterations in lung tissue and structure and in respiratory tract defense mechanisms.
- **Volatile Organic Compounds (VOC):** Volatile organic compounds are also referred to as reactive organic gases (ROG), are emitted by a selection of different gases and solids such as paints and lacquers, paint strippers, cleaning supplies, pesticides, building materials and furnishings, office equipment such as copiers and printers, correction fluids and carbonless copy paper, graphics and craft materials including glues and adhesives, permanent markers, and photographic solutions.

The VOCs, or solvents, are one of the key ingredients in coatings that contribute to ozone formation. VOCs are emitted from coatings from the containers themselves, as the material is applied and as the material dries on the surface. The VOC emissions from the materials can then mix in the air with other ground level pollutants (nitrogen oxide, carbon monoxide, sulfur dioxide, hydrocarbons...) and the energy from the sun acts upon this mixture to form the brown gunk in the air known as photochemical smog.¹

- **Lead (Pb):** Lead is a heavy metal that is highly persistent in the environment and is considered a criteria pollutant. In the past, the major sources of lead emissions were mainly due to historical use in motor vehicle fuel and primarily associated with lead smelting operations. Other stationary sources include waste incinerators, utilities, and lead-acid battery manufacturers. It should be noted that the Project does not include operational activities such as metal processing or lead acid battery manufacturing. As such, the Project is not anticipated to generate a quantifiable amount of lead emissions.

¹ SCAQMD VOCs – Volatile Organic Compounds <http://www.aqmd.gov/home/rules-compliance/compliance/vocs>

Health Effects of Air Pollutants

Ozone

Individuals exercising outdoors, children, and people with preexisting lung disease, such as asthma and chronic pulmonary lung disease, are considered to be the most susceptible sub- groups for ozone effects. Short-term exposure (lasting for a few hours) to ozone at levels typically observed in Southern California can result in breathing pattern changes, reduction of breathing capacity, increased susceptibility to infections, inflammation of the lung tissue, and some immunological changes. Elevated ozone levels are associated with increased school absences. In recent years, a correlation between elevated ambient ozone levels and increases in daily hospital admission rates, as well as mortality, has also been reported. An increased risk for asthma has been found in children who participate in multiple sports and live in communities with high ozone levels.

Ozone exposure under exercising conditions is known to increase the severity of the responses described above. Animal studies suggest that exposure to a combination of pollutants that includes ozone may be more toxic than exposure to ozone alone. Although lung volume and resistance changes observed after a single exposure diminish with repeated exposures, biochemical and cellular changes appear to persist, which can lead to subsequent lung structural changes.

Carbon Monoxide

Individuals with a deficient blood supply to the heart are the most susceptible to the adverse effects of CO exposure. The effects observed include earlier onset of chest pain with exercise, and electrocardiograph changes indicative of decreased oxygen supply to the heart. Inhaled CO has no direct toxic effect on the lungs, but exerts its effect on tissues by interfering with oxygen conditions, with an increased demand for oxygen supply can be adversely affected by exposure to CO. Individuals most at risk include fetuses, patients with diseases involving heart and blood vessels, and patients with chronic hypoxemia (oxygen deficiency) as seen at high altitudes.

Reduction in birth weight and impaired neurobehavioral development have been observed in animals chronically exposed to CO, resulting in COHb levels similar to those observed in smokers. Recent studies have found increased risks for adverse birth outcomes with exposure to elevated CO levels; these include pre-term births and heart abnormalities.

Particulate Matter

A consistent correlation between elevated ambient fine particulate matter (PM₁₀ and PM_{2.5}) levels and an increase in mortality rates, respiratory infections, number and severity of asthma attacks and the number of hospital admissions has been observed in different parts of the United States and various areas around the world. In recent years, some studies have reported an association between long-term exposure to air pollution dominated by fine particles and increased mortality, reduction in life-span, and an increased mortality from lung cancer.

Daily fluctuations in PM_{2.5} concentration levels have also been related to hospital admissions for acute respiratory conditions in children, to school and kindergarten absences, to a decrease in respiratory lung volumes in normal children, and to increased medication use in children and adults with asthma. Recent studies show lung function growth in children is reduced with long term exposure to particulate matter.

The elderly, people with pre-existing respiratory or cardiovascular disease, and children appear to

be more susceptible to the effects of high levels of PM₁₀ and PM_{2.5}.

Nitrogen Dioxide

Population-based studies suggest that an increase in acute respiratory illness, including infections and respiratory symptoms in children (not infants), is associated with long-term exposure to NO₂ at levels found in homes with gas stoves, which are higher than ambient levels found in Southern California. Increase in resistance to air flow and airway contraction is observed after short-term exposure to NO₂ in healthy subjects. Larger decreases in lung functions are observed in individuals with asthma or chronic obstructive pulmonary disease (e.g., chronic bronchitis, emphysema) than in healthy individuals, indicating a greater susceptibility of these sub-groups.

In animals, exposure to levels of NO₂ considerably higher than ambient concentrations result in increased susceptibility to infections, possibly due to the observed changes in cells involved in maintaining immune functions. The severity of lung tissue damage associated with high levels of ozone exposure increases when animals are exposed to a combination of ozone and NO₂.

Sulfur Dioxide

A few minutes of exposure to low levels of SO₂ can result in airway constriction in some asthmatics, all of whom are sensitive to its effects. In asthmatics, increase in resistance to air flow, as well as reduction in breathing capacity leading to severe breathing difficulties, are observed after acute exposure to SO₂. In contrast, healthy individuals do not exhibit similar acute responses even after exposure to higher concentrations of SO₂.

Animal studies suggest that despite SO₂ being a respiratory irritant, it does not cause substantial lung injury at ambient concentrations. However, very high levels of exposure can cause lung edema (fluid accumulation), lung tissue damage, and sloughing off of cells lining the respiratory tract.

Some population-based studies indicate that the mortality and morbidity effects associated with fine particles show a similar association with ambient SO₂ levels. In these studies, efforts to separate the effects of SO₂ from those of fine particles have not been successful. It is not clear whether the two pollutants act synergistically or one pollutant alone is the predominant factor.

Lead

Fetuses, infants, and children are more sensitive than others to the adverse effects of Pb exposure. Exposure to low levels of Pb can adversely affect the development and function of the central nervous system, leading to learning disorders, distractibility, inability to follow simple commands, and lower intelligence quotient. In adults, increased Pb levels are associated with increased blood pressure.

Pb poisoning can cause anemia, lethargy, seizures, and death; although it appears that there are no direct effects of Pb on the respiratory system. Pb can be stored in the bone from early age environmental exposure, and elevated blood Pb levels can occur due to breakdown of bone tissue during pregnancy, hyperthyroidism (increased secretion of hormones from the thyroid gland) and osteoporosis (breakdown of bony tissue). Fetuses and breast-fed babies can be exposed to higher levels of Pb because of previous environmental Pb exposure of their mothers.

TABLE 2-1: AMBIENT AIR QUALITY STANDARDS

Ambient Air Quality Standards						
Pollutant	Averaging Time	California Standards ¹		National Standards ²		
		Concentration ³	Method ⁴	Primary ^{3,5}	Secondary ^{3,6}	Method ⁷
Ozone (O ₃) ⁸	1 Hour	0.09 ppm (180 µg/m ³)	Ultraviolet Photometry	—	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.070 ppm (137 µg/m ³)		0.070 ppm (137 µg/m ³)		
Respirable Particulate Matter (PM10) ⁹	24 Hour	50 µg/m ³	Gravimetric or Beta Attenuation	150 µg/m ³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m ³		—		
Fine Particulate Matter (PM2.5) ⁹	24 Hour	—	—	35 µg/m ³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m ³	Gravimetric or Beta Attenuation	12.0 µg/m ³	15 µg/m ³	
Carbon Monoxide (CO)	1 Hour	20 ppm (23 mg/m ³)	Non-Dispersive Infrared Photometry (NDIR)	35 ppm (40 mg/m ³)	—	Non-Dispersive Infrared Photometry (NDIR)
	8 Hour	9.0 ppm (10 mg/m ³)		9 ppm (10 mg/m ³)	—	
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m ³)		—	—	
Nitrogen Dioxide (NO ₂) ¹⁰	1 Hour	0.18 ppm (339 µg/m ³)	Gas Phase Chemiluminescence	100 ppb (188 µg/m ³)	—	Gas Phase Chemiluminescence
	Annual Arithmetic Mean	0.030 ppm (57 µg/m ³)		0.053 ppm (100 µg/m ³)	Same as Primary Standard	
Sulfur Dioxide (SO ₂) ¹¹	1 Hour	0.25 ppm (655 µg/m ³)	Ultraviolet Fluorescence	75 ppb (196 µg/m ³)	—	Ultraviolet Fluorescence; Spectrophotometry (Pararosaniline Method)
	3 Hour	—		—	0.5 ppm (1300 µg/m ³)	
	24 Hour	0.04 ppm (105 µg/m ³)		0.14 ppm (for certain areas) ¹¹	—	
	Annual Arithmetic Mean	—		0.030 ppm (for certain areas) ¹¹	—	
Lead ^{12,13}	30 Day Average	1.5 µg/m ³	Atomic Absorption	—	—	High Volume Sampler and Atomic Absorption
	Calendar Quarter	—		1.5 µg/m ³ (for certain areas) ¹²	Same as Primary Standard	
	Rolling 3-Month Average	—		0.15 µg/m ³		
Visibility Reducing Particles ¹⁴	8 Hour	See footnote 14	Beta Attenuation and Transmittance through Filter Tape	No National Standards		
Sulfates	24 Hour	25 µg/m ³	Ion Chromatography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m ³)	Ultraviolet Fluorescence			
Vinyl Chloride ¹²	24 Hour	0.01 ppm (26 µg/m ³)	Gas Chromatography			

See footnotes on next page...

See footnotes on next page ...

For more information please call ARB-PIO at (916) 322-2990

California Air Resources Board (5/4/16)

Source: California Air Resources Board Ambient Air Quality Standards: https://ww2.arb.ca.gov/sites/default/files/2020-03/aqs2_0.pdf (accessed October 2022)

1. California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, and particulate matter (PM₁₀, PM_{2.5}, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
2. National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM₁₀, the 24 hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m³ is equal to or less than one. For PM_{2.5}, the 24 hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S. EPA for further clarification and current national policies.
3. Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
4. Any equivalent measurement method which can be shown to the satisfaction of the ARB to give equivalent results at or near the level of the air quality standard may be used.
5. National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.
6. National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.
7. Reference method as described by the U.S. EPA. An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the U.S. EPA.
8. On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.
9. On December 14, 2012, the national annual PM_{2.5} primary standard was lowered from 15 µg/m³ to 12.0 µg/m³. The existing national 24-hour PM_{2.5} standards (primary and secondary) were retained at 35 µg/m³, as was the annual secondary standard of 15 µg/m³. The existing 24-hour PM₁₀ standards (primary and secondary) of 150 µg/m³ also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.
10. To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national 1-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national 1-hour standard to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.
11. On June 2, 2010, a new 1-hour SO₂ standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO₂ national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.

Note that the 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.
12. The ARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.
13. The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard (1.5 µg/m³ as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.
14. In 1989, the ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

For more information please call ARB-PIO at (916) 322-2990

California Air Resources Board (5/4/16)

2.5 REGIONAL AIR QUALITY

The MDAQMD monitors levels of various criteria pollutants at six monitoring stations throughout the air district. No areas of the MDAB exceeded federal or state standards for NO₂, SO₂, CO, sulfates or lead. See Table 2-2, for attainment designations for the MDAB.

TABLE 2-2: ATTAINMENT STATUS OF CRITERIA POLLUTANTS IN THE MOJAVE DESERT AIR BASIN

Ambient Air Quality Standard	MDAQMD
One-hour Ozone (Federal) – <i>standard has been revoked</i>	Proposed attainment in 2014; historical classification Severe-17*
Eight-hour Ozone	Expected nonattainment; classified Severe-15**
Ozone (State)	Nonattainment; classified Moderate
PM ₁₀ 24-hour (Federal)	Nonattainment; classified Moderate (portion of MDAQMD in Riverside County is unclassifiable/attainment)
PM _{2.5} Annual (Federal)	Unclassified/attainment
PM _{2.5} 24-hour (Federal)	Unclassified/attainment
PM _{2.5} (State)	Nonattainment**
PM ₁₀ (State)	Nonattainment
Carbon Monoxide (State and Federal)	Unclassifiable/Attainment
Nitrogen Dioxide (State and Federal)	Unclassifiable/Attainment
Sulfur Dioxide (State and Federal)	Unclassifiable/Attainment
Lead (State and Federal)	Unclassifiable/Attainment
Particulate Sulfate (State)	Attainment
Hydrogen Sulfide (State)	Unclassified (Searles Valley Planning Area is nonattainment)
Visibility Reducing Particles (State)	Unclassified

*Note: Portion of MDAQMD outside of Southeast Desert Modified AQMA is unclassified/attainment

**Note: Portion of MDAQMD outside of Western Mojave Desert Ozone Nonattainment Area is unclassifiable/attainment

2.6 LOCAL AIR QUALITY

The nearest long-term air quality monitoring site in the Project area for Ozone (O₃), Nitrogen Dioxide (NO₂), Particulate Matter ≤ 10 Microns (PM₁₀), and Ultra-Fine Particulates (PM_{2.5}) was obtained from the Mojave Desert Air Quality Management District Victorville-Park Avenue monitoring station, located approximately 3.75 miles southeast of the project site in Victorville.

The most recent three (3) years of data available is shown on Table 2-3 and identifies the number of days ambient air quality standards were exceeded for the study area, which is considered to be representative of the local air quality at the Project site. Data for O₃, PM₁₀, and PM_{2.5} for 2019 through 2021 was obtained from CARB's iADAM Air Quality Data Statistics. Data for CO and NO₂ for 2019 through 2021 was obtained from CARB's Air Quality and Meteorological Information System (AQMIS). Additionally, data for SO₂ has been omitted as attainment is regularly met from

the Victorville Park Avenue Station.

TABLE 2-3: PROJECT AREA AIR QUALITY MONITORING SUMMARY 2019-2021

POLLUTANT	STANDARD	YEAR		
		2019	2020	2021
Ozone				
Maximum 1-Hour Concentration (ppm)		0.104	0.112	0.112
Maximum 8-Hour Concentration (ppm)		0.081	0.094	0.098
Number of Days Exceeding Federal 1-Hour Standard		0	0	0
Number of Days Exceeding State 1-Hour Standard	> 0.09 ppm	3	4	8
Number of Days Exceeding Federal 8-Hour Standard	> 0.070 ppm	29	35	34
Number of Days Exceeding State 8-Hour Standard	> 0.070 ppm	34	38	35
Carbon Monoxide (CO)				
Maximum 1-Hour Concentration	> 35 ppm	1.493	1.638	1.458
Nitrogen Dioxide (NO ₂)				
Maximum 1-Hour Concentration	> 0.100 ppm	0.146	0.141	0.139
Number of Days Exceeding State 1-Hour Standard	> 0.18 ppm	0	0	0
Particulate Matter ≤ 10 Microns (PM ₁₀)				
Maximum 24-Hour Concentration (µg/m ³)	> 150 µg/m ³	96.1	226.5	182.5
Annual Federal Arithmetic Mean (µg/m ³)		29	30	32
Number of Days Exceeding Federal 24-Hour Standard	> 150 µg/m ³	1.9	1.9	1.9
Particulate Matter ≤ 2.5 Microns (PM _{2.5})				
Maximum Federal 24-Hour Concentration (µg/m ³)	> 35 µg/m ³	17.8	48.4	87.1
Maximum State 24-Hour Concentration (µg/m ³)		20.0	48.7	87.1
Annual Federal Arithmetic Mean (µg/m ³)		7.9	8.2	9.0
Annual State Arithmetic Mean (µg/m ³)		9	10	10
Number of Samples Exceeding Federal 24-Hour Standard	> 35 µg/m ³	0	4	1

Source: Data for O₃, PM₁₀, and PM_{2.5} was obtained from CARB's iADAM. Data for CO and NO₂ was obtained from CARB's AQMIS. (October 2022)

2.7 SENSITIVE RECEPTORS

Some people, such as individuals with respiratory illnesses or impaired lung function because of other illnesses, persons over 65 years of age, and children under 14, are particularly sensitive to certain pollutants. Facilities and structures where these sensitive people live or spend considerable amounts of time are known as sensitive receptors. For the purposes of a CEQA analysis, the SCAQMD considers a sensitive receptor to be a receptor such as a residence, hospital, or convalescent facility where it is possible that an individual could remain for 24 hours. Commercial and industrial facilities are not included in the definition of sensitive receptor because employees typically are present for shorter periods of time, such as eight hours. Therefore, applying a 24-hour standard for PM₁₀ is appropriate not only because the averaging period for the state standard is 24 hours, but because the sensitive receptor would be present at the location for the full 24 hours.

The project site is bordered by State Route (SR) 60 to the north, the Santa Ana River to the east, 34th Street to the south, and Rubidoux Boulevard to the west. The nearest sensitive receptors to the proposed project site, with the highest potential to be adversely affected by the proposed project, are listed in Table 2-4.

TABLE 2-4: PROJECT AREA SENSITIVE RECEPTORS

Receptor Description	Distance and Direction from the Project
Existing Single-family Residences	South approximately 580 feet.
Under construction Single-family Residences	South approximately 450 feet.
Melva Davis Academy of Excellence	East approximately 2,800 feet
Gus Franklin, Jr. Elementary School	Northeast approximately 3,000 feet
West Creek Elementary School	East approximately 4,000 feet.
Future Single-family Residences	East approximately 2,800 feet.
Existing Single-family Residences	Southeast approximately 1,650 feet.

Source: Google Earth, 2022.

2.8 REGULATORY BACKGROUND

2.8.1 FEDERAL REGULATIONS

The Clean Air Act (CAA), passed in 1970, established the national air pollution control program. The basic elements of the CAA are the NAAQS for criteria air pollutants, hazardous air pollutants standards, state attainment plans, motor vehicle emissions standards, stationary source emissions standards and permits, acid rain control measures, stratospheric ozone protection, and enforcement provisions.

Criteria pollutants are defined as those pollutants for which the federal and state governments have established AAQS, or criteria, for outdoor concentrations in order to protect public health. The U.S. EPA is responsible for setting and enforcing the NAAQS for O₃, CO, NO_x, SO₂, PM₁₀, and lead.

The NAAQS are the maximum allowable concentrations of criteria pollutants, over specified averaging periods, to protect human health. The CAA requires that the USEPA establish NAAQS and reassess, at least every five years, whether they are adequate to protect public health, based on current scientific evidence. The NAAQS are divided into primary and secondary standards; the former standards are set to protect human health within an adequate margin of safety, and the latter to protect environmental values, such as plant and animal life.

Data collected at permanent monitoring stations are used by the USEPA to classify regions as “attainment” or “nonattainment,” depending on whether the regions have met the requirements stated in the primary NAAQS. Nonattainment areas are subject to additional restrictions, as required by the USEPA.

The 1990 amendments to the CAA that identify specific emission reduction goals for areas not meeting the NAAQS require a demonstration of reasonable further progress toward attainment and incorporate additional sanctions for failure to attain or to meet interim milestones. The sections of the CAA most directly applicable to the development of the Project site include Title I (Non-Attainment Provisions) and Title II (Mobile Source Provisions). Title I provisions were established with the goal of attaining the NAAQS for the following criteria pollutants O₃, NO₂, SO₂, PM₁₀, CO, PM_{2.5}, and lead. The NAAQS were amended in July 1997 to include an additional standard for O₃ and to adopt a NAAQS for PM_{2.5}.

Mobile source emissions are regulated in accordance with Title II provisions. These provisions require the use of cleaner burning gasoline and other cleaner burning fuels such as methanol and natural gas. Automobile manufacturers are also required to reduce tailpipe emissions of hydrocarbons and nitrogen oxides (NO_x). NO_x is a collective term that includes all forms of nitrogen oxides (NO, NO₂, NO₃) which are emitted as byproducts of the combustion process.

2.8.2 CALIFORNIA REGULATIONS

The State of California began to set CAAQS in 1969 under the mandate of the Mulford-Carrell Act. There were no attainment deadlines for the CAAQS originally. However, the State Legislature passed the California Clean Air Act (CCAA) in 1988 to establish air quality goals, planning mechanisms, regulatory strategies, and standards of progress to promote their attainment. The ARB, which became part of the California Environmental Protection Agency (CalEPA) in 1991, is

responsible for ensuring implementation of the CCAA, responding to the federal CAA, and for regulating emissions from motor vehicles and consumer products.

The CARB established the CAAQS for all pollutants for which the federal government has NAAQS and, in addition, establishes standards for sulfates, visibility, hydrogen sulfide, and vinyl chloride. However, at this time, hydrogen sulfide and vinyl chloride are not measured at any monitoring stations in the MDAB because they are not considered to be a regional air quality problem. Generally, the CAAQS are more stringent than the NAAQS.

Local air quality management districts, such as the MDAQMD, regulate air emissions from stationary sources such as commercial and industrial facilities. All air pollution control districts have been formally designated as attainment or non-attainment for each CAAQS. Under the Federal Clean Air Act, state and local authorities have primary responsibility for assuring that their respective regions are in attainment of, or have a verifiable plan to attain, the NAAQS. The Federal Clean Air Act also provides state and local agencies authority to promulgate more stringent ambient air quality standards.

Under the provisions of the federal and California Clean Air Act (CCAA), air quality districts in areas not in attainment of the NAAQS or CAAQS are required to prepare an AQMP. An AQMP establishes an area-specific program to control existing and proposed sources of air emissions so that the NAAQS or CAAQS may be attained by the applicable target date. CARB and EPA are required to designate areas of the state as "attainment", "nonattainment", or "unclassified" for state and federal ambient air quality standards. An attainment designation for an area signifies that pollutant concentrations did not violate the standard for that pollutant. A nonattainment designation indicates that a pollutant concentration violated the standard at least once, excluding those occasions when a violation was caused by an extraordinary event. An unclassified designation indicates a lack of adequate air quality data or other information on which to base an attainment or nonattainment designation.

California Code of Regulations

The California Code of Regulations (CCR) is the official compilation and publication of regulations adopted, amended or repealed by the state agencies pursuant to the Administrative Procedure Act (APA). The CCR includes regulations that pertain to air quality emissions. Specifically, Section 2485 in Title 13 of the CCR states that the idling of all diesel-fueled commercial vehicles (weighing over 10,000 pounds) during construction shall be limited to five minutes at any location. In addition, Section 93115 in Title 17 of the CCR states that operation of any stationary, diesel-fueled, compression-ignition engines shall meet specified fuel and fuel additive requirements and emission standards.

ARB Regulation for In-Use-Off-Road Diesel Vehicles

On July 26, 2007, the ARB adopted a regulation to reduce DPM and NO_x emissions from in-use (existing) off-road heavy-duty diesel vehicles in California. Such vehicles are used in construction, mining, and industrial operations. The regulation limits idling to no more than 5 consecutive minutes, requires reporting and labeling, and requires disclosure of the regulation upon vehicle sale. Performance requirements of the rule are based on a fleet's average NO_x emissions, which can be met by replacing older vehicles with newer, cleaner vehicles or by applying exhaust retrofits. The regulation was amended in 2010 to delay the original timeline of the performance

requirements, making the first compliance deadline January 1, 2014, for large fleets (over 5,000 horsepower), 2017 for medium fleets (2,501-5,000 horsepower), and 2019 for small fleets (2,500 horsepower or less).

The latest amendments to the Truck and Bus regulation became effective on December 31, 2014. The amended regulation requires diesel trucks and buses that operate in California to be upgraded to reduce emissions. Newer heavier trucks and buses must meet PM filter requirements beginning January 1, 2012. Lighter and older heavier trucks must be replaced starting January 1, 2015. By January 1, 2023, nearly all trucks and buses will need to have 2010 model year engines or equivalent.

The regulation applies to nearly all privately and federally owned diesel-fueled trucks and buses and to privately and publicly owned school buses with a gross vehicle weight rating greater than 14,000 pounds. The regulation provides a variety of flexibility options tailored to fleets operating low use vehicles, fleets operating in selected vocations like agricultural and construction, and small fleets of three or fewer trucks.²

California Attorney General's Bureau of Environmental Justice, (Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act)

The document builds on upon the California Attorney General's Bureau of Environmental Justice (Bureau) reviews of proposed warehouse project for compliance with CEQA. The document includes input from comment letters, and knowledge gained from the Bureau's review of warehouse projects across the State. The document provides guidance to lead agencies providing information on feasible best practices and mitigation measures, adapted from actual warehouse projects in the State.

2.8.3 AIR QUALITY MANAGEMENT PLANNING

Currently, the NAAQS and CAAQS are exceeded in most parts of the MDAB. In regard to the NAAQS, the Project region within the MDAB is in nonattainment for ozone (8-hour) and PM₁₀. For the CAAQS, the Project region within the MDAB is in nonattainment for ozone (1-hour and 8-hour), PM₁₀, and PM_{2.5}. In response, the MDAQMD has adopted a series of Air Quality Management Plans (AQMPs) to meet the state and federal ambient air quality standards (15). AQMPs are updated regularly in order to more effectively reduce emissions, accommodate growth, and to minimize any negative fiscal impacts of air pollution control on the economy. A detailed discussion on the AQMP and Project consistency with the AQMP is provided in Section 3.7.

² California Air Resources Board (ARB). 2015. On-Road Heavy-Duty Diesel Vehicles (In-Use) Regulation. Website: <https://ww2.arb.ca.gov/our-work/programs/truck-and-bus-regulation/about>. Accessed November 15, 2022.

2.9 Applicable Policies and Programs

MDAQMD

The Mojave Desert Air Quality Management District maintains a set of Rules & Regulations to improve and maintain healthy air quality for the entire population within their jurisdiction. When developing new regulations, the MDAQMD must comply with complex procedures established by statutes in federal and state codes. The following are some of the Rules that would apply to the project:

Rule 201 Permit to Construct A person shall not build, erect, install, alter or replace any equipment, the use of which may cause the issuance of air contaminants or the use of which may eliminate, reduce or control the issuance of air contaminants without first obtaining written authorization for such construction from the Air Pollution Control Officer. A permit to construct shall remain in effect until the permit to operate the equipment for which the application was filed is granted or denied, or the application is canceled.

Rule 203 Permit to Operate A person shall not operate or use any equipment, the use of which may cause the issuance of air contaminants or the use of which may reduce or control the issuance of air contaminants, without first obtaining a written permit from the Air Pollution Control Office. The equipment shall not be operated contrary to the conditions specified in the permit to operate.

Rule 204 Permit Conditions To assure compliance with all applicable regulations, the Air Pollution Control Officer may impose written conditions on any permit. Commencing work or operation under such a permit shall be deemed acceptance of all the conditions so specified.

Rule 401 Visible Emissions The purpose of the Rule is to provide limits for the visible emissions from sources within the District.

Rule 402 Nuisance A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

Rule 403 Fugitive Dust Control The purpose of this rule is to reduce the amount of PM10 entrained in the ambient air from anthropogenic Fugitive Dust sources within the District by requiring actions to prevent, reduce, or mitigate Fugitive Dust.

Rule 1113 Architectural Coatings. The purpose of this rule is to limit the quantity of Volatile Organic Compounds (VOC) in Architectural Coatings

City of Victorville General Plan Policies and Implementation Measures

Local air quality within Victorville varies from place to place and depends on both regional wind patterns and proximity to local pollution sources. The City of Victorville General Plan, principally through its Air Quality Element, contains a variety of policies and implementation measures that address air quality improvement. The following policies and implementation measures would apply to the project.

Policy 6.1.1: Encourage planning and development activities, that reduce the number and length of single occupant automobile trips.

- **Implementation Measure 6.1.1.1:** Require large projects (exceeding 150,000 square feet of development) to incorporate Transportation Demand Management (TDM) techniques, such as promoting carpooling and transit, as a condition of project approval.
- **Implementation Measure 6.1.1.2:** Require dust abatement actions for all new construction and redevelopment projects.

Policy 7.2.1: Support energy conservation by requiring sustainable building design and development for new residential, commercial, and industrial projects.

- **Implementation Measure 7.2.1.2:** Minimize energy use of new residential, commercial, and industrial projects by requiring high efficiency heating, lighting, and other appliances, such as cooking equipment, refrigerators, furnaces, overhead and area lighting, and low NOx water heaters.
- **Implementation Measure 7.2.1.3:** Require drought tolerant landscaping in all new private developments.

3 POTENTIAL PROJECT AIR QUALITY IMPACTS

3.1 INTRODUCTION

The Project has been evaluated to determine if it will violate an air quality standard or contribute to an existing or projected air quality violation. Additionally, the Project has been evaluated to determine if it will result in a cumulatively considerable net increase of a criteria pollutant for which the MDAB is non-attainment under an applicable federal or state ambient air quality standard. The significance of these potential impacts is described in the following section.

3.2 THRESHOLDS OF SIGNIFICANCE

The criteria used to determine the significance of potential Project-related air quality impacts are taken from the Initial Study Checklist in Appendix G of the State CEQA Guidelines, California Code of Regulations §15000, et seq. Based on these thresholds, a project would result in a significant impact related to air quality if it would (1):

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

The MDAQMD has developed regional significance thresholds for regulated pollutants, shown below in Table 3.2-1. The MDAQMD's CEQA And Federal Conformity Guidelines (February 2020) indicate that any projects in the MDAB with daily regional emissions that exceed any of the indicated thresholds should be considered as having an individually and cumulatively significant air quality impact.

TABLE 3.2-1: SIGNIFICANT EMISSIONS THRESHOLDS

Criteria Pollutant	Annual Threshold (short tons)	Daily Threshold (pounds)
Greenhouse Gases (CO ₂ e)	100,000	548,000
Carbon Monoxide (CO)	100	548
Oxides of Nitrogen (NO _x)	25	137
Volatile Organic Compounds (VOC)	25	137
Oxides of Sulfur (SO _x)	25	137
Particulate Matter (PM ₁₀)	15	82
Particulate Matter (PM _{2.5})	12	65
Hydrogen Sulfide (H ₂ S)	10	54
Lead (Pb)	0.6	3

3.3 CALIFORNIA EMISSIONS ESTIMATOR MODEL

Land uses such as the proposed Project affect air quality through construction-source and operational- source emissions.

The SCAQMD in conjunction with the California Air Pollution Control Officers Association (CAPCOA) and other California air districts, released the latest version of the California Emissions Estimator Model (CalEEMod) version 2020.4.0. The purpose of this model is to calculate construction and operational-source criteria pollutant (NO_x, VOC, PM₁₀, PM_{2.5}, SO_x, and CO) and greenhouse gas (GHG) emissions from direct and indirect sources; and quantify applicable air quality and GHG reductions achieved from mitigation measures. Accordingly, the latest version of CalEEMod has been used for this Project to determine construction, operational air quality, and GHG emissions. Datasheet outputs from the model runs are provided in Appendix A.

3.4 CONSTRUCTION EMISSIONS

Construction activities associated with the Project will result in emissions of CO, VOCs, NO_x, SO_x, PM₁₀, and PM_{2.5}. Construction related emissions are expected from the following construction activities:

- Site Preparation
- Grading
- Building Construction
- Paving
- Architectural Coating
- Materials Deliveries and Construction Workers Commuting

Construction is expected to commence in September 2023 and will last through September 2024, approximately 13 months. Construction duration by phase is shown on Table 3.4-1. The construction schedule utilized in the analysis represents a “worst-case” analysis scenario should construction occur any time after the respective dates since emission factors for construction decrease as time passes and the analysis year increases due to emission regulations becoming more stringent.³ The duration of construction activity and associated equipment represents a reasonable approximation of the expected construction fleet as required per CEQA guidelines. Site specific construction fleet may vary due to specific project needs at the time of construction. The duration of construction activity was based on an estimated schedule for the various construction phases from the Project applicant and a scheduled 2024 opening year. The associated construction equipment was based on CalEEMod 2020.4.0 defaults. Please refer to specific detailed modeling inputs/outputs contained in Appendix A of this analysis. A detailed summary of construction equipment assumptions by phase is provided at Table 3.4-2.

³ As shown in the California Emissions Estimator Model (CalEEMod) User’s Guide Version 2020.4.0, Section 4.3 “OFFROAD Equipment” as the analysis year increases, emission factors for the same equipment pieces decrease due to the natural turnover of older equipment being replaced by newer less polluting equipment and new regulatory requirements.

TABLE 3.4-1: CONSTRUCTION DURATION

Phase Name	Start Date	End Date	Days
Site Preparation	09/01/2023	10/12/2023	30
Grading	10/13/2023	12/23/2023	51
Building Construction	12/23/2023	09/30/2024	201
Paving	06/01/2024	09/30/2024	86
Architectural Coatings	06/01/2024	09/30/2024	86

TABLE 3.4-2: CONSTRUCTION EQUIPMENT ASSUMPTIONS

Activity	Equipment	Number	Hours Per Day
Site Preparation	Rubber Tired Dozers	3	8
	Tractors/Loaders/Backhoes	4	8
Graders	Excavators	2	8
	Graders	1	8
	Rubber Tired Dozers	1	8
	Scrapers	2	8
	Tractors/Loaders/Backhoes	2	8
Building Construction	Cranes	1	7
	Forklifts	3	8
	Generator Sets	1	8
	Tractors/Loaders/Backhoes	3	7
	Welders	1	8
Paving	Pavers	2	8
	Paving Equipment	2	8
	Rollers	2	8
Architectural Coating	Air Compressors	1	6

Dust is typically a major concern during rough grading activities. Because such emissions are not amenable to collection and discharge through a controlled source, they are called “fugitive emissions”. Fugitive dust emissions rates vary as a function of many parameters (soil silt, soil moisture, wind speed, area disturbed, number of vehicles, depth of disturbance or excavation, etc.). CalEEMod was utilized to calculate fugitive dust emissions resulting from this phase of activity.

Construction emissions for construction worker vehicles traveling to and from the Project site, as well as vendor trips (construction materials delivered to the Project site) were estimated based on information CalEEMod model defaults.

3.4.1 CONSTRUCTION EMISSIONS SUMMARY

MDAQMD Rules that are currently applicable during construction activity for this Project include but are not limited to: Rule 1113 (Architectural Coatings) and Rule 403 (Fugitive Dust). It should be noted that Best Available Control Measures (BACMs) are not mitigation as they are standard regulatory requirements.

Impacts without Mitigation

The estimated maximum daily construction emissions without mitigation are summarized on Table 3.4-3. Detailed construction model outputs are presented in Appendix A, the highest emissions modeled from summer or winter are presented in the table. Under the anticipated schedule and equipment scenarios, emissions resulting from the Project construction would not exceed thresholds established by the MDAQMD for emissions of any criteria pollutant. As such, the Project will have a less than significant impact during on-going construction activity and no mitigation is required.

TABLE 3.4-3: CONSTRUCTION EMISSIONS SUMMARY (WITHOUT MITIGATION)

Year	Emissions (pounds per day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
2023	8.13	62.10	71.05	0.21	21.34	11.31
2024	66.78	36.13	60.96	0.17	10.61	3.72
Maximum Daily Emissions	66.78	62.10	71.05	0.21	21.34	11.31
MDAQMD Regional Threshold	137	137	548	137	82	65
Threshold Exceeded?	NO	NO	NO	NO	NO	NO

3.5 OPERATIONAL EMISSIONS

Operational activities associated with the proposed Project will result in emissions of VOC, NO_x, CO, SO_x, PM₁₀, and PM_{2.5}. Operational emissions would be expected from the following primary sources:

- Area Source Emissions
- Energy Source Emissions
- Mobile Source Emissions
- Transport Refrigeration Unit (TRU) Emissions

3.5.1 AREA SOURCE EMISSIONS

Architectural Coatings

Over a period of time the buildings that are part of this Project will be subject to emissions resulting from the evaporation of solvents contained in paints, varnishes, primers, and other surface coatings as part of Project maintenance. The emissions associated with architectural coatings were calculated using the CalEEMod model.

Consumer Products

Consumer products include, but are not limited to detergents, cleaning compounds, polishes, personal care products, and lawn and garden products. Many of these products contain organic compounds which when released in the atmosphere can react to form ozone and other

photochemically reactive pollutants. The emissions associated with use of consumer products were calculated based on assumptions provided in the CalEEMod model. In the case of the commercial uses proposed by the Project, no substantive on-site use of consumer products is anticipated.

Landscape Maintenance Equipment

Landscape maintenance equipment would generate emissions from fuel combustion and evaporation of unburned fuel. Equipment in this category would include lawnmowers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain the landscaping of the Project. The emissions associated with landscape maintenance equipment were calculated based on assumptions provided in the CalEEMod model.

3.5.2 ENERGY SOURCE EMISSIONS

Combustion Emissions Associated with Natural Gas and Electricity

Electricity and natural gas are used by almost every project. Criteria pollutant emissions are emitted through the generation of electricity and consumption of natural gas. However, because electrical generating facilities for the Project area are located either outside the region (state) or offset through the use of pollution credits (RECLAIM) for generation within the MDAB, criteria pollutant emissions from offsite generation of electricity is generally excluded from the evaluation of significance and only natural gas use is considered. The emissions associated with natural gas use were calculated using the CalEEMod model.

3.5.3 MOBILE SOURCE EMISSIONS

Vehicles

Project-related operational air quality impacts derive primarily from vehicle trips generated by the Project. Trip characteristics for operational truck and passenger vehicle totals are available from the Traffic Study Scope and Vehicle Miles Traveled (VMT) Screening Memorandum (Appendix B).

Fugitive Dust Related to Vehicular Travel

Vehicles traveling on paved roads would be a source of fugitive emissions due to the generation of road dust inclusive of tire wear particulates. The emissions estimates for travel on paved roads were calculated using the CalEEMod model.

3.5.4 TRANSPORT REFRIGERATION UNITS (TRU)

Transport Refrigeration Units (TRU) are refrigeration systems powered by diesel internal combustion engines (ICEs) designed to refrigerate or heat perishable products that are transported in various containers, including vans, trucks, semi-truck trailers, and shipping containers.

To account for the operations of TRUs on-site the number of refrigerated trucks/trailers was estimated using the Traffic Study and Vehicle Miles Traveled (VMT) Screening Memo from David Evans and Associates, dated September 26, 2022. According to the Memo's Trip Generation Table the average daily trips for the Cold Storage portion of the building would be approximately 97 trucks per day. For determining emissions from the TRUs they were estimated to be 50 horsepower (HP) units operating on diesel fuel for a period of 4 hours on-site. The 4-hour operational time is a

worse-case scenario as typical TRUs range from 9 to 36 horsepower⁴, and emissions can be substantially reduced through the implementation of MM-AQ-6, which requires installation of electrical plugs for electric transport units at each dock door servicing the Cold Storage portion of the Project.

To calculate the emissions for the TRUs the CARB EMFAC OFFROAD2021 (v1.0.3) was used to obtain emissions factors and multiplied by the daily number of trucks and the estimated hours of on-site operation. The output table for emissions factors is included as Appendix C.

3.5.5 ON-SITE EQUIPMENT EMISSIONS

Industrial warehouse project commonly requires cargo handling equipment (CHE) to move empty containers and empty chassis to and from the various pieces of cargo handling equipment that receive and distribute containers. The most common type of cargo handling equipment is the yard truck which is designed for moving cargo containers. Yard trucks are also known as yard goats, utility tractors (UTRs), hustlers, yard hostlers, and yard tractors. Yard trucks have a horsepower (hp) range of approximately 175 hp to 200 hp. Based on surveys conducted by the SCAQMD; high-cube warehouse projects typically have 3.6-yard trucks per million square feet of building space. For the Project, on-site modeled operational equipment includes four (4) 200 hp yard tractors operating at 8 hours a day for 365 days of the year. In addition to the use of yard trucks operating at the Project site, forklifts and pallet jacks are also common pieces of equipment used in warehouse operations. As part of the Project's design, all on-site outdoor CHE (including yard trucks, hostlers, yard goats), will be powered by compressed natural gas, propane, or electric engines while all forklift and pallet jacks will be electric powered. Using the CalEEMod program the emissions from UTRs were calculated using the Tractor/Loader/Backhoe equipment, operating at 200 HP on CNG. Using the SCAQMD's study on high-cube warehouses forklifts/pallet jacks are based on 0.12 per 1,000 square feet of building area, therefore the Project includes 120 forklifts/pallet jacks operating at 8 hours a day for 365 days of the year interior to the building. For purposes of the AQA forklifts and pallet jacks are assumed to be electric consistent with industry standards.

⁴ California Air Resources Board (CARB) Transport Refrigeration Unit retrieved November 23, 2022 from: <https://ww2.arb.ca.gov/our-work/programs/transport-refrigeration-unit/about>

3.5.6 OPERATIONAL EMISSIONS SUMMARY

Operational-source emissions are summarized on Table 3.5-1. Detailed operational model outputs are presented in Appendix A.

TABLE 3.5-1: SUMMARY OF PEAK OPERATIONAL EMISSIONS

Operational Activities – Summer	Emissions (pounds per day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Area Source	30.83	<0.01	0.17	<0.01	<0.01	<0.01
Energy Source	0.38	3.43	2.88	0.02	0.26	0.26
Mobile	3.51	16.19	36.63	0.15	12.48	3.48
UTRs/Forklifts/Pallet Jacks	0.57	5.77	8.91	0.01	0.26	0.24
TRU	1.52	1.24	0.20	<0.01	0.03	0.03
Total Maximum Daily Emissions	36.81	26.64	48.79	0.20	13.04	4.02
MDAQMD Regional Threshold	137	137	548	137	82	65
Threshold Exceeded?	NO	NO	NO	NO	NO	NO
Operational Activities – Winter	Emissions (pounds per day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Area Source	30.83	<0.01	0.17	<0.01	<0.01	<0.01
Energy Source	0.38	3.43	2.88	0.02	0.26	0.26
Mobile	2.87	17.18	32.20	0.14	12.48	3.48
UTRs/Forklifts/Pallet Jacks	0.57	5.77	8.91	0.01	0.26	0.24
TRU	1.52	1.24	0.20	<0.01	0.03	0.028
Total Maximum Daily Emissions	36.17	27.63	44.36	0.20	13.04	4.02
MDAQMD Regional Threshold	137	137	548	137	82	65
Threshold Exceeded?	NO	NO	NO	NO	NO	NO

3.6 CO “HOTSPOT” ANALYSIS

As discussed below, the Project would not result in potentially adverse CO concentrations or “hotspots.” Further, detailed modeling of Project-specific carbon monoxide (CO) “hot spots” is not needed to reach this conclusion.

The Basin is designated attainment under the CAAQS and NAAQS for CO. An adverse CO hotspot would occur if an exceedance of the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm were to occur.

It has long been recognized that CO hotspots are caused by vehicular emissions, primarily when idling at congested intersections. Due to changing regulations vehicle emissions standards have become increasingly stringent in the last twenty years. Currently, the allowable CO emissions standard in California is a maximum of 3.4 grams/mile for passenger cars (there are requirements for certain vehicles that are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of increasingly sophisticated and efficient emissions control technologies, CO concentration in Basin have steadily declined.

The SCAQMD, as part of their 2003 AQMP, conducted modeling for CO Hotspot Analysis at multiple congested intersections in their South Coast Air Basin, including the intersection of Wilshire Boulevard and Veteran Avenue, considered one of the most congested intersections in Southern

California with an ADT of approximately 100,000 vehicles. The CO concentrations modeled by the SCAQMD's analysis identified all traffic induced CO levels below Federal and State thresholds. As the CO hotspots were not modeled at an intersection that accommodates over 100,000 vehicles per day, it can be reasonably deduced that CO hotspots would not be experienced at any intersections in the vicinity of the proposed project.

The project would be approximately 0.5 miles to State Highway 395 as the major traffic route. As shown in 2020 Traffic Volumes on California State Highways (Caltrans 2020), average daily trips (ADT) are 22,700 on State Highway 395. As shown in the Traffic Study Scope and Vehicle Miles Traveled (VMT) Screening Memorandum (Appendix B), the project would generate 1,696 average daily trips on weekdays, which is nominal representing an approximately 7.5 % increase compared to traffic on State Highway 395. Therefore, the project would not contribute a significant increase in traffic to the adjacent roadways and would not cause an impact to intersection operations.

Given the extremely low level of CO concentrations in the project area and no project-traffic related impacts at any intersections, project-related vehicle emissions are not expected to result in the CO concentrations exceeding the State or federal CO standards.

3.7 AIR QUALITY MANAGEMENT PLANNING

The Federal Particulate Matter Attainment Plan and Ozone Attainment Plan for the Mojave Desert set forth a comprehensive set of programs that will lead the MDAB into compliance with federal and state air quality standards. The control measures and related emission reduction estimates within the Federal Particulate Matter Attainment Plan and Ozone Attainment Plan are based upon emissions projections for a future development scenario derived from land use, population, and employment characteristics defined in consultation with local governments. Accordingly, conformance with these attainment plans for development projects is determined by demonstrating compliance with: 1) local land use plans and/or population projections, 2) all MDAQMD Rules and Regulations; and 3) demonstrating that the project will not increase the frequency or severity of a violation in the federal or state ambient air quality standards.

The General Plan land use designation for the Project site is Light Industrial (LI). The LI land use designation is characterized by industrial development either located in industrial and/or business parks or in mixed industrial/business park use areas. The Project applicant proposes land uses that are consistent with development anticipated under the site's existing General Plan industrial land use designation. Additionally, the Project site is within the M-1 (Light Industrial) zoning district. The M-1 district is intended to provide appropriately located areas for the establishment of industrial uses and directly related activities which will foster a mutually beneficial and compatible pattern of industrial land uses. A warehouse/distribution facility is permitted by right land use on the M-1 district subject to approval of a Site Plan. The Project would therefore conform to local land use plans.

The Project would be required to comply with all applicable MDAQMD Rules and Regulations, including, but not limited to Rules 401, 402, 403, and 461.

As presented in Section 3.4.1, Project construction and operational-source emissions would not exceed applicable MDAQMD regional thresholds as such impacts would be less than significant.

AQMP Consistency Conclusion

The Project would conform to local land use plans. The Project would comply with all applicable MDAQMD Rules and Regulations. Project operational-source emissions have the potential to increase the frequency or severity of a violation in the federal or state ambient air quality standards. On this basis, the Project is considered to potentially conflict with the Federal Particulate Matter Attainment Plan and Ozone Attainment Plan for the Mojave Desert. The potential for the Project to conflict with an applicable AQMP is therefore considered significant and unavoidable.

3.8 POTENTIAL IMPACTS TO SENSITIVE RECEPTORS

The potential impact of Project-generated air pollutant emissions at sensitive receptors has also been considered. Sensitive receptors can include uses such as long-term health care facilities, rehabilitation centers, and retirement homes. Residences, schools, playgrounds, child care centers, and athletic facilities can also be considered as sensitive receptors.

MDAQMD Guidelines state that the following project types located within a specified distance to an existing or planned sensitive receptor land use must be evaluated to determine exposure of substantial pollutant concentrations to sensitive receptors:

- Any industrial project within 1,000 feet;
- A distribution center (40 or more trucks per day) within 1,000 feet;
- A major transportation project (50,000 or more vehicles per day) within 1,000 feet;
- A dry cleaner using perchloroethylene within 500 feet;
- A gasoline dispensing facility within 300 feet.

The proposed Project consists of a 1,097,300 square foot high-cube warehouse building, with approximately 845,840 square feet unrefrigerated warehouse, 211,460 square feet refrigerated warehouse, and 40,000 square feet of general office space. The project's estimated truck traffic is approximately 350 ADT, with the closest sensitive receptors being located at the residential development to the south across Mojave Drive less than 1,000 feet away. Future residential development south of Mojave Drive between Onyx Road and Mesa Linda Avenue will place sensitive receptors within less than 200 feet, as such the Project applicant is conducting a Health Risk Analysis in a separate technical document to determine potential health risk created by the project and increased truck traffic.

The proposed Project would not result in a CO "hotspot" as a result of Project related traffic during ongoing operations, the Project's health impact will be included in a separate analysis. Additionally, results of the regional analysis indicate that the Project will not exceed the MDAQMD significance thresholds during construction or operations. The Project does not otherwise propose or require uses or activities that would result in or create substantial pollutant concentrations. On this basis, the potential for the Project to expose sensitive receptors to substantial pollutant concentrations is considered less-than-significant.

3.9 ODORS

The potential for the Project to generate objectionable odors has also been considered. Land uses generally associated with odor complaints include:

- Agricultural uses (livestock and farming)

- Wastewater treatment plants
- Food processing plants
- Chemical plants
- Composting operations
- Refineries
- Landfills
- Dairies
- Fiberglass molding facilities

The Project does not propose or require land uses that would be substantive sources of objectionable odors. Potential temporary and intermittent odors may result from construction equipment exhaust, the application of asphalt and architectural coatings. Temporary and intermittent construction-source emissions are controlled through existing requirements and industry BMPs addressing proper storage of and application construction materials.

Over the life of the Project, odors may result from storage of municipal solid waste pending its transport to area landfills. Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the City's solid waste regulations.

The proposed Project would also be required to comply with MDAQMD Rule 402. Rule 402 provides that "[a] person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property." Based on the preceding, the potential for the Project to create objectionable odors affecting a substantial number of people is considered less-than-significant.

3.10 CUMULATIVE IMPACTS

The MDAQMD relies on the SCAQMD guidance for determining cumulative impacts. The SCAQMD has recognized that there is typically insufficient information to quantitatively evaluate the cumulative contributions of multiple projects because each project applicant has no control over nearby projects.

The SCAQMD published a report on how to address cumulative impacts from air pollution: *White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution* (22). In this report the AQMD clearly states (Page D-3):

"...the AQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or EIR. The only case where the significance thresholds for project specific and cumulative impacts differ is the Hazard Index (HI) significance threshold for toxic air contaminant (TAC) emissions. The project specific (project increment) significance threshold is $HI > 1.0$ while the cumulative (facility-wide) is $HI > 3.0$. It should be noted that the HI is only one of three TAC emission significance thresholds considered (when applicable) in a CEQA analysis. The other two are the maximum individual cancer risk (MICR) and the cancer burden, both of which use the same significance thresholds (MICR of 10 in 1 million and cancer burden of 0.5) for project specific and cumulative impacts.

Projects that exceed the project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable. This is the reason project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant.”

Individual projects that do not generate operational or construction emissions that exceed the MDAQMD’s recommended daily thresholds for project-specific impacts would also not cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment, and, therefore, would not be considered to have a significant, adverse air quality impact. As previously noted, the Project construction-source and operational-source air pollutant emissions would not exceed applicable MDAQMD regional thresholds. As such, Project construction and operational-source emissions are considered less than significant.

4 BEST MANAGEMENT PRACTICES

4.1 CONSTRUCTION

The construction emissions as shown in Table 3.4-3 indicate that no MDAQMD Thresholds will be exceeded without mitigation. The Project will be required to comply with all applicable MDAQMD Rules (Section 2.9). Additionally, per MDAQMD past project reviews and in order to ensure emissions impacts from the construction phases will be reduced to the extent feasible the following Management Practices or Best Management Practices (BMP) are recommended:

BMP-AQ-1 Dust Control Plan: Prior to the issuance of a grading permit the developer is required to prepare and submit to the MDAQMD, prior to the commencing of earth-moving activity, a dust control plan that describes all applicable dust control measures that will be implemented at the Project Site.

BMP-AQ-2 Dust Control: Prior to the issuance of a grading permit and commencement of construction the following signage shall be erected and located within 50 feet of each project site entrance:

A minimum 48-inch high by 96-inch-wide sign, meeting the specified minimum text height, black text on white background, on 1-inch A/C laminated plywood board, with the lower edge between 6 and 7 feet above grade, with the contact's name of a responsible official for the site and a local or toll-free number that is accessible 24 hours per day. The sign shall contain the following information:

Site name *(4-inch text)*

Project Name/Project Number *(4-inch text)*

IF YOU SEE DUST COMING FROM 4-inch text

THIS PROJECT CALL: *(4-inch text)*

[Contact Name], PHONE NUMBER: XXX-XXX-XXXX *(6-inch text)*

If you do not receive a response, Please Call *(3-inch text)*

The MDAQMD at 1-800-635-4617 *(3-inch text)*

BMP-AQ-3 Maintain Moist Disturbed Surfaces: During all phases of construction a water truck shall be used to maintain moist disturbed surfaces and actively spread water during visible dusting episodes to minimize fugitive dust emissions. For projects with exposed sand or fine deposits (and for projects that expose such soils through earthmoving), chemical stabilization or covering with a stabilizing layer of gravel will be required to eliminate visible dust/sand from sand/fines deposits.

BMP-AQ-4 Wind Fencing: All perimeter fencing shall be wind fencing or the equivalent, to a minimum of four feet of height or the top of all perimeter fencing. The owner/operator shall maintain the wind fencing as needed to keep it intact and remove windblown dropout. This wind fencing requirement may be superseded by local ordinance, rule, or project-specific biological mitigation prohibiting wind fencing.

BMP-AQ-5 Track out Prevention: All maintenance and access vehicular roads and parking areas shall be stabilized with chemical, gravel, or asphaltic pavement sufficient to eliminate visible fugitive dust from vehicular travel and wind erosion. Actions shall be taken to prevent project-related track out onto paved surfaces, and clean any project-related track out within 24 hours. All earthen surfaces within the project area shall be stabilized by natural or irrigated vegetation,

compaction, chemical, or other means sufficient to prohibit visible fugitive dust from wind erosion.

4.2 OPERATIONAL

The operational emissions as shown in Table 3.5-1 indicate that no MDAQMD Thresholds will be exceeded without mitigation. The Project will be required to comply with all applicable MDAQMD Rules and not limited to those discussed in Section 2.9. The project must also adhere to the City of Victorville General Plan Policies and Implementation Measures. Additionally, per the California Attorney General's Bureau of Environmental Justice, *Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act*, in order to ensure emissions impacts from the operational phases will be reduced to the extent feasible and comply with the City of Victorville General Plan the following Management Practices or Best Management Practices (BMPs) are recommended:

BMP-AQ-6 TRU Electrical Connections: Electrical hookups shall be provided as part of the tenant improvements for any tenant that requires cold storage. The electrical hookups shall be provided at loading bays for truckers to plug in any onboard auxiliary equipment and power refrigeration units while their truck is stopped.

BMP-AQ-7 Truck Access Gate Signage: All truck access gates and loading docks within the project site shall have a sign posted that states:

- Truck drivers shall turn off engines when not in use.
- Truck drivers shall shut down the engine after five minutes of continuous idling operation once the vehicle is stopped, the transmission is set to "neutral" or "park", and the parking brake is engaged.
- Telephone numbers of the building facilities manager and CARB to report Violations.

MM-AQ-8 Transport Demand Management Program: Prior to issuance of occupancy permits, the Project operator shall prepare and submit a Transportation Demand Management (TDM) program detailing strategies that would reduce the use of single occupant vehicles by employees by increasing the number of trips by walking, bicycle, carpool, vanpool and transit. The TDM shall include, but is not limited to the following:

- Provide a transportation information center and on-site TDM coordinator to educate residents, employers, employees, and visitors of surrounding transportation options;
- Promote bicycling and walking through design features such as showers for employees, self-service bicycle repair area, etc. around the project site.
- Provide on-site car share amenities for employees who make only occasional use of a vehicle, as well as others who would like occasional access to a vehicle of a different type than they use day-to-day;
- Promote and support carpool/vanpool/rideshare use through parking incentives and administrative support, such as ride-matching service; and
- Incorporate incentives for using alternative travel modes, such as preferential load/unload areas or convenient designated parking spaces for carpool/vanpool users.

5 CONCLUSION

CONSTRUCTION-SOURCE EMISSIONS

REGIONAL IMPACTS

For regional emissions, the Project will not exceed the significance thresholds for construction established by the Mojave Desert Air Quality Management District (MDAQMD). Thus, a less than significant impact would occur for Project-related construction-source emissions. BMPs AQ-1 through AQ-5 are included per recommendations included in previous project reviews from the MDAQMD.

Odors

Existing requirements and BMPs addressing construction equipment operations, and construction material use, storage, and disposal act to minimize odor impacts that may result from construction activities. Moreover, construction-source odor emissions would be temporary, short-term, and intermittent in nature and would not result in persistent impacts that would affect substantial numbers of people. Moreover, MDAQMD Rule 402 acts to prevent occurrences of odor nuisances. Potential construction-source odor impacts are therefore considered less- than-significant.

OPERATIONAL-SOURCE EMISSIONS

REGIONAL IMPACTS

For regional emissions, the Project will not exceed the significance thresholds for operational-source emissions established by the Mojave Desert Air Quality Management District (MDAQMD). Thus, a less than significant impact would occur for Project-related operational-source emissions. BMPs AQ-6 and AQ-7 are included per recommendations included in the California Attorney General's Bureau of Environmental Justice, *Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act*. Mitigation Measure (MM) AQ-8 is included to comply with the City of Victorville General Plan Policies and Implementation Measures.

The proposed Project would not result in a significant CO "hotspot." Project gasoline station operations would not create or result in hazardous emissions that would adversely affect sensitive receptors. The Project does not otherwise propose or require uses or activities that would result in or create substantial pollutant concentrations. On this basis, the potential for the Project to expose sensitive receptors to substantial pollutant concentrations is considered less-than-significant.

ODORS

The Project does not propose uses or activities that would result in potentially significant operational-source odor impacts. Potential sources of operational odors generated by the Project would include disposal of miscellaneous refuse. Consistent with County requirements, all Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with solid waste regulations. Moreover, MDAQMD Rule 402 acts to prevent occurrences of odor nuisances. Potential operational-source odor impacts are therefore considered less-than-significant.

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APPENDIX A:

CALEEMOD EMISSIONS MODEL OUTPUTS

APPENDIX A:

CALEEMOD EMISSIONS MODEL OUTPUTS

Victorville-IPG Mojave 68 Project - Mojave Desert AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Victorville-IPG Mojave 68 Project
Mojave Desert AQMD Air District, Summer

1.0 Project Characteristics**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	40.00	1000sqft	0.92	40,000.00	0
Refrigerated Warehouse-No Rail	211.46	1000sqft	4.85	211,460.00	0
Unrefrigerated Warehouse-No Rail	845.84	1000sqft	19.42	845,840.00	0
Other Asphalt Surfaces	1.71	Acre	1.71	74,487.60	0
Parking Lot	511.00	Space	4.60	204,400.00	0
Parking Lot	8.85	Acre	8.85	385,506.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.6	Precipitation Freq (Days)	30
Climate Zone	10			Operational Year	2024
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Land use per site plan and narrative

Construction Phase - No demolition phase; schedule per applicant

Grading - Acres graded and import per earthwork volume ananlysis

Architectural Coating - VOC per MDAQMD Rules

Vehicle Trips - Trip rate per traffic study scope dated: 9/26/2022

Woodstoves - No wood fireplaces

Victorville-IPG Mojave 68 Project - Mojave Desert AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Area Coating - VOC per MDAQMD Rule 1113

Construction Off-road Equipment Mitigation - Construction mitigation for fugitive dust

Area Mitigation - Coatings Mitigation VOC 10g/L Low VOC cleaning supplies if available

Water Mitigation - use low flow fixtures

Fleet Mix - Fleet mix per traffic study scope dated: 9/26/2022

Operational Off-Road Equipment - Forklifts / Pallet jacks - for interior movement of goods (electric)

Yard dogs (T/L/B) for trailer movement modeled as CNG - no diesel.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	50.00
tblArchitecturalCoating	EF_Parking	250.00	50.00
tblArchitecturalCoating	EF_Residential_Exterior	250.00	50.00
tblArchitecturalCoating	EF_Residential_Interior	250.00	50.00
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	250	10
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	250	10
tblAreaMitigation	UseLowVOCPaintParkingCheck	False	True
tblAreaMitigation	UseLowVOCPaintParkingValue	250	10
tblAreaMitigation	UseLowVOCPaintResidentialExteriorValue	250	10
tblAreaMitigation	UseLowVOCPaintResidentialInteriorValue	250	10
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	20
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	20
tblConstructionPhase	NumDays	75.00	51.00
tblConstructionPhase	NumDays	740.00	201.00
tblConstructionPhase	NumDays	55.00	86.00
tblConstructionPhase	NumDays	55.00	86.00
tblFleetMix	HHD	0.02	0.00
tblFleetMix	HHD	0.02	0.00
tblFleetMix	HHD	0.02	0.12

Victorville-IPG Mojave 68 Project - Mojave Desert AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblFleetMix	HHD	0.02	0.12
tblFleetMix	LDA	0.53	0.00
tblFleetMix	LDA	0.53	0.00
tblFleetMix	LDA	0.53	0.80
tblFleetMix	LDA	0.53	0.80
tblFleetMix	LDT1	0.06	0.00
tblFleetMix	LDT1	0.06	0.00
tblFleetMix	LDT1	0.06	0.00
tblFleetMix	LDT1	0.06	0.00
tblFleetMix	LDT2	0.17	0.00
tblFleetMix	LDT2	0.17	0.00
tblFleetMix	LDT2	0.17	0.00
tblFleetMix	LDT2	0.17	0.00
tblFleetMix	LHD1	0.03	0.00
tblFleetMix	LHD1	0.03	0.00
tblFleetMix	LHD1	0.03	0.00
tblFleetMix	LHD1	0.03	0.00
tblFleetMix	LHD2	7.6920e-003	0.00
tblFleetMix	LHD2	7.6920e-003	0.00
tblFleetMix	LHD2	7.6920e-003	0.03
tblFleetMix	LHD2	7.6920e-003	0.03
tblFleetMix	MCY	0.03	0.00
tblFleetMix	MCY	0.03	0.00
tblFleetMix	MCY	0.03	0.00
tblFleetMix	MCY	0.03	0.00
tblFleetMix	MDV	0.14	0.00
tblFleetMix	MDV	0.14	0.00
tblFleetMix	MDV	0.14	0.00
tblFleetMix	MDV	0.14	0.00

Victorville-IPG Mojave 68 Project - Mojave Desert AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblFleetMix	MH	5.4230e-003	0.00
tblFleetMix	MH	5.4230e-003	0.00
tblFleetMix	MH	5.4230e-003	0.00
tblFleetMix	MH	5.4230e-003	0.00
tblFleetMix	MHD	6.1550e-003	0.00
tblFleetMix	MHD	6.1550e-003	0.00
tblFleetMix	MHD	6.1550e-003	0.05
tblFleetMix	MHD	6.1550e-003	0.05
tblFleetMix	OBUS	4.8300e-004	0.00
tblFleetMix	OBUS	4.8300e-004	0.00
tblFleetMix	OBUS	4.8300e-004	0.00
tblFleetMix	OBUS	4.8300e-004	0.00
tblFleetMix	SBUS	9.2800e-004	0.00
tblFleetMix	SBUS	9.2800e-004	0.00
tblFleetMix	SBUS	9.2800e-004	0.00
tblFleetMix	SBUS	9.2800e-004	0.00
tblFleetMix	UBUS	1.5800e-004	0.00
tblFleetMix	UBUS	1.5800e-004	0.00
tblFleetMix	UBUS	1.5800e-004	0.00
tblFleetMix	UBUS	1.5800e-004	0.00
tblGrading	AcresOfGrading	153.00	225.00
tblOperationalOffRoadEquipment	OperDaysPerYear	260.00	365.00
tblOperationalOffRoadEquipment	OperDaysPerYear	260.00	365.00
tblOperationalOffRoadEquipment	OperFuelType	Diesel	Electrical
tblOperationalOffRoadEquipment	OperFuelType	Diesel	CNG
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	120.00
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	4.00
tblTripsAndVMT	HaulingTripNumber	0.00	576.00
tblVehicleTrips	ST_TR	1.74	1.40

Victorville-IPG Mojave 68 Project - Mojave Desert AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblVehicleTrips	SU_TR	1.74	1.40
tblVehicleTrips	WD_TR	1.74	1.40

2.0 Emissions Summary

Victorville-IPG Mojave 68 Project - Mojave Desert AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**2.1 Overall Construction (Maximum Daily Emission)****Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	8.1290	61.3528	71.0459	0.2084	19.8049	2.2695	21.3390	10.1417	2.1069	11.3071	0.0000	20,891.05 43	20,891.05 43	2.7369	1.0697	21,278.25 62
2024	66.7785	35.4623	60.9600	0.1728	9.3371	1.2750	10.6121	2.5212	1.1942	3.7154	0.0000	17,410.23 90	17,410.23 90	1.5271	0.9612	17,734.84 31
Maximum	66.7785	61.3528	71.0459	0.2084	19.8049	2.2695	21.3390	10.1417	2.1069	11.3071	0.0000	20,891.05 43	20,891.05 43	2.7369	1.0697	21,278.25 62

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	8.1290	61.3528	71.0459	0.2084	11.1538	2.2695	13.4233	3.9729	2.1069	5.5203	0.0000	20,891.05 43	20,891.05 43	2.7369	1.0697	21,278.25 62
2024	66.7785	35.4623	60.9600	0.1728	7.7759	1.2750	9.0509	2.1380	1.1942	3.3322	0.0000	17,410.23 90	17,410.23 90	1.5271	0.9612	17,734.84 31
Maximum	66.7785	61.3528	71.0459	0.2084	11.1538	2.2695	13.4233	3.9729	2.1069	5.5203	0.0000	20,891.05 43	20,891.05 43	2.7369	1.0697	21,278.25 62

Victorville-IPG Mojave 68 Project - Mojave Desert AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	35.04	0.00	29.66	51.74	0.00	41.07	0.00	0.00	0.00	0.00	0.00	0.00

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.8264	1.5000e-003	0.1650	1.0000e-005		5.9000e-004	5.9000e-004		5.9000e-004	5.9000e-004		0.3543	0.3543	9.2000e-004		0.3774
Energy	0.3775	3.4317	2.8826	0.0206		0.2608	0.2608		0.2608	0.2608		4,118.0223	4,118.0223	0.0789	0.0755	4,142.4937
Mobile	3.5051	16.1867	36.6317	0.1497	12.2863	0.1913	12.4776	3.3018	0.1815	3.4833		15,435.7000	15,435.7000	0.3000	1.2701	15,821.7003
Offroad	0.5734	5.7695	8.9062	0.0124		0.2648	0.2648		0.2436	0.2436	0.0000	1,202.1734	1,202.1734	0.3888		1,211.8936
Total	35.2824	25.3894	48.5854	0.1828	12.2863	0.7175	13.0038	3.3018	0.6865	3.9883	0.0000	20,756.2500	20,756.2500	0.7687	1.3456	21,176.4650

Victorville-IPG Mojave 68 Project - Mojave Desert AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	22.2609	1.5000e-003	0.1650	1.0000e-005		5.9000e-004	5.9000e-004		5.9000e-004	5.9000e-004		0.3543	0.3543	9.2000e-004		0.3774
Energy	0.3775	3.4317	2.8826	0.0206		0.2608	0.2608		0.2608	0.2608		4,118.0223	4,118.0223	0.0789	0.0755	4,142.4937
Mobile	3.5051	16.1867	36.6317	0.1497	12.2863	0.1913	12.4776	3.3018	0.1815	3.4833		15,435.7000	15,435.7000	0.3000	1.2701	15,821.7003
Offroad	0.5734	5.7695	8.9062	0.0124		0.2648	0.2648		0.2436	0.2436	0.0000	1,202.1734	1,202.1734	0.3888		1,211.8936
Total	26.7168	25.3894	48.5854	0.1828	12.2863	0.7175	13.0038	3.3018	0.6865	3.9883	0.0000	20,756.2500	20,756.2500	0.7687	1.3456	21,176.4650

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	24.28	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	9/1/2023	10/12/2023	5	30	
2	Grading	Grading	10/13/2023	12/23/2023	5	51	
3	Building Construction	Building Construction	12/23/2023	9/30/2024	5	201	
4	Paving	Paving	6/1/2024	9/30/2024	5	86	

Victorville-IPG Mojave 68 Project - Mojave Desert AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5	Architectural Coating	Architectural Coating	6/1/2024	9/30/2024	5	86
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Acres of Grading (Site Preparation Phase): 45**Acres of Grading (Grading Phase): 225****Acres of Paving: 15.16****Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 1,645,950; Non-Residential Outdoor: 548,650; Striped Parking Area: 39,864 (Architectural Coating – sqft)****OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Victorville-IPG Mojave 68 Project - Mojave Desert AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	576.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	736.00	289.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	147.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

3.2 Site Preparation - 2023**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	2.6595	27.5242	18.2443	0.0381		1.2660	1.2660		1.1647	1.1647		3,687.308 1	3,687.308 1	1.1926		3,717.121 9
Total	2.6595	27.5242	18.2443	0.0381	19.6570	1.2660	20.9230	10.1025	1.1647	11.2672		3,687.308 1	3,687.308 1	1.1926		3,717.121 9

Victorville-IPG Mojave 68 Project - Mojave Desert AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.2 Site Preparation - 2023****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0657	0.0351	0.5089	1.3300e-003	0.1479	7.0000e-004	0.1486	0.0392	6.4000e-004	0.0399		134.7499	134.7499	3.7300e-003	3.5400e-003	135.8980
Total	0.0657	0.0351	0.5089	1.3300e-003	0.1479	7.0000e-004	0.1486	0.0392	6.4000e-004	0.0399		134.7499	134.7499	3.7300e-003	3.5400e-003	135.8980

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.6662	0.0000	7.6662	3.9400	0.0000	3.9400			0.0000			0.0000
Off-Road	2.6595	27.5242	18.2443	0.0381		1.2660	1.2660		1.1647	1.1647	0.0000	3,687.3081	3,687.3081	1.1926		3,717.1219
Total	2.6595	27.5242	18.2443	0.0381	7.6662	1.2660	8.9323	3.9400	1.1647	5.1047	0.0000	3,687.3081	3,687.3081	1.1926		3,717.1219

Victorville-IPG Mojave 68 Project - Mojave Desert AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.2 Site Preparation - 2023****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0657	0.0351	0.5089	1.3300e-003	0.1222	7.0000e-004	0.1229	0.0329	6.4000e-004	0.0336		134.7499	134.7499	3.7300e-003	3.5400e-003	135.8980
Total	0.0657	0.0351	0.5089	1.3300e-003	0.1222	7.0000e-004	0.1229	0.0329	6.4000e-004	0.0336		134.7499	134.7499	3.7300e-003	3.5400e-003	135.8980

3.3 Grading - 2023**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					10.7008	0.0000	10.7008	3.8154	0.0000	3.8154			0.0000			0.0000
Off-Road	3.3217	34.5156	28.0512	0.0621		1.4245	1.4245		1.3105	1.3105		6,011.4777	6,011.4777	1.9442		6,060.0836
Total	3.3217	34.5156	28.0512	0.0621	10.7008	1.4245	12.1253	3.8154	1.3105	5.1259		6,011.4777	6,011.4777	1.9442		6,060.0836

Victorville-IPG Mojave 68 Project - Mojave Desert AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.3 Grading - 2023****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0293	1.1415	0.3432	6.2900e-003	0.1982	0.0160	0.2141	0.0544	0.0153	0.0697		665.9433	665.9433	1.5300e-003	0.1047	697.1728
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0730	0.0390	0.5655	1.4800e-003	0.1643	7.8000e-004	0.1651	0.0436	7.1000e-004	0.0443		149.7221	149.7221	4.1500e-003	3.9300e-003	150.9978
Total	0.1023	1.1804	0.9087	7.7700e-003	0.3625	0.0168	0.3792	0.0980	0.0160	0.1140		815.6654	815.6654	5.6800e-003	0.1086	848.1706

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.1733	0.0000	4.1733	1.4880	0.0000	1.4880			0.0000			0.0000
Off-Road	3.3217	34.5156	28.0512	0.0621		1.4245	1.4245		1.3105	1.3105	0.0000	6,011.4777	6,011.4777	1.9442		6,060.0836
Total	3.3217	34.5156	28.0512	0.0621	4.1733	1.4245	5.5978	1.4880	1.3105	2.7985	0.0000	6,011.4777	6,011.4777	1.9442		6,060.0836

Victorville-IPG Mojave 68 Project - Mojave Desert AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.3 Grading - 2023****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0293	1.1415	0.3432	6.2900e-003	0.1683	0.0160	0.1843	0.0470	0.0153	0.0623		665.9433	665.9433	1.5300e-003	0.1047	697.1728
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0730	0.0390	0.5655	1.4800e-003	0.1357	7.8000e-004	0.1365	0.0366	7.1000e-004	0.0373		149.7221	149.7221	4.1500e-003	3.9300e-003	150.9978
Total	0.1023	1.1804	0.9087	7.7700e-003	0.3040	0.0168	0.3208	0.0836	0.0160	0.0996		815.6654	815.6654	5.6800e-003	0.1086	848.1706

3.4 Building Construction - 2023**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061

Victorville-IPG Mojave 68 Project - Mojave Desert AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.4 Building Construction - 2023****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.4456	9.8370	5.0319	0.0571	1.9602	0.1000	2.0602	0.5645	0.0956	0.6602		5,998.927 9	5,998.927 9	0.0266	0.8164	6,242.877 6
Worker	2.6866	1.4349	20.8101	0.0545	6.0461	0.0285	6.0746	1.6037	0.0263	1.6300		5,509.773 3	5,509.773 3	0.1526	0.1447	5,556.718 4
Total	3.1322	11.2719	25.8421	0.1116	8.0063	0.1285	8.1348	2.1682	0.1219	2.2901		11,508.70 13	11,508.70 13	0.1791	0.9611	11,799.59 60

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.209 9	2,555.209 9	0.6079		2,570.406 1
Total	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.209 9	2,555.209 9	0.6079		2,570.406 1

Victorville-IPG Mojave 68 Project - Mojave Desert AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.4 Building Construction - 2023****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.4456	9.8370	5.0319	0.0571	1.6813	0.1000	1.7813	0.4961	0.0956	0.5917		5,998.927 9	5,998.927 9	0.0266	0.8164	6,242.877 6
Worker	2.6866	1.4349	20.8101	0.0545	4.9952	0.0285	5.0237	1.3458	0.0263	1.3720		5,509.773 3	5,509.773 3	0.1526	0.1447	5,556.718 4
Total	3.1322	11.2719	25.8421	0.1116	6.6764	0.1285	6.8049	1.8418	0.1219	1.9637		11,508.70 13	11,508.70 13	0.1791	0.9611	11,799.59 60

3.4 Building Construction - 2024**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.698 9	2,555.698 9	0.6044		2,570.807 7
Total	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.698 9	2,555.698 9	0.6044		2,570.807 7

Victorville-IPG Mojave 68 Project - Mojave Desert AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.4 Building Construction - 2024****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.4299	9.7239	4.8519	0.0558	1.9602	0.0994	2.0596	0.5645	0.0951	0.6596		5,868.2378	5,868.2378	0.0253	0.7976	6,106.5571
Worker	2.4856	1.2714	19.2650	0.0527	6.0461	0.0269	6.0730	1.6037	0.0248	1.6285		5,325.1870	5,325.1870	0.1374	0.1341	5,368.5691
Total	2.9155	10.9953	24.1169	0.1085	8.0063	0.1263	8.1326	2.1682	0.1199	2.2881		11,193.4248	11,193.4248	0.1627	0.9317	11,475.1261

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769	0.0000	2,555.6989	2,555.6989	0.6044		2,570.8077
Total	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769	0.0000	2,555.6989	2,555.6989	0.6044		2,570.8077

Victorville-IPG Mojave 68 Project - Mojave Desert AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.4 Building Construction - 2024****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.4299	9.7239	4.8519	0.0558	1.6813	0.0994	1.7807	0.4961	0.0951	0.5912		5,868.2378	5,868.2378	0.0253	0.7976	6,106.5571
Worker	2.4856	1.2714	19.2650	0.0527	4.9952	0.0269	5.0221	1.3458	0.0248	1.3705		5,325.1870	5,325.1870	0.1374	0.1341	5,368.5691
Total	2.9155	10.9953	24.1169	0.1085	6.6764	0.1263	6.8028	1.8418	0.1199	1.9617		11,193.4248	11,193.4248	0.1627	0.9317	11,475.1261

3.5 Paving - 2024**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.4619					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.4500	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.5472	2,207.5472	0.7140		2,225.3963

Victorville-IPG Mojave 68 Project - Mojave Desert AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.5 Paving - 2024****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0507	0.0259	0.3926	1.0700e-003	0.1232	5.5000e-004	0.1238	0.0327	5.0000e-004	0.0332		108.5296	108.5296	2.8000e-003	2.7300e-003	109.4138
Total	0.0507	0.0259	0.3926	1.0700e-003	0.1232	5.5000e-004	0.1238	0.0327	5.0000e-004	0.0332		108.5296	108.5296	2.8000e-003	2.7300e-003	109.4138

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.547 2	2,207.547 2	0.7140		2,225.396 3
Paving	0.4619					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.4500	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.547 2	2,207.547 2	0.7140		2,225.396 3

Victorville-IPG Mojave 68 Project - Mojave Desert AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.5 Paving - 2024****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0507	0.0259	0.3926	1.0700e-003	0.1018	5.5000e-004	0.1024	0.0274	5.0000e-004	0.0279		108.5296	108.5296	2.8000e-003	2.7300e-003	109.4138
Total	0.0507	0.0259	0.3926	1.0700e-003	0.1018	5.5000e-004	0.1024	0.0274	5.0000e-004	0.0279		108.5296	108.5296	2.8000e-003	2.7300e-003	109.4138

3.6 Architectural Coating - 2024**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	60.2136					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	60.3944	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443

Victorville-IPG Mojave 68 Project - Mojave Desert AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.6 Architectural Coating - 2024****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.4964	0.2539	3.8478	0.0105	1.2076	5.3700e-003	1.2129	0.3203	4.9500e-003	0.3253		1,063.5903	1,063.5903	0.0274	0.0268	1,072.2550
Total	0.4964	0.2539	3.8478	0.0105	1.2076	5.3700e-003	1.2129	0.3203	4.9500e-003	0.3253		1,063.5903	1,063.5903	0.0274	0.0268	1,072.2550

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	60.2136					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	60.3944	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443

Victorville-IPG Mojave 68 Project - Mojave Desert AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.6 Architectural Coating - 2024****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.4964	0.2539	3.8478	0.0105	0.9977	5.3700e-003	1.0031	0.2688	4.9500e-003	0.2737		1,063.5903	1,063.5903	0.0274	0.0268	1,072.2550
Total	0.4964	0.2539	3.8478	0.0105	0.9977	5.3700e-003	1.0031	0.2688	4.9500e-003	0.2737		1,063.5903	1,063.5903	0.0274	0.0268	1,072.2550

4.0 Operational Detail - Mobile**4.1 Mitigation Measures Mobile**

Victorville-IPG Mojave 68 Project - Mojave Desert AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	3.5051	16.1867	36.6317	0.1497	12.2863	0.1913	12.4776	3.3018	0.1815	3.4833		15,435.7000	15,435.7000	0.3000	1.2701	15,821.7003
Unmitigated	3.5051	16.1867	36.6317	0.1497	12.2863	0.1913	12.4776	3.3018	0.1815	3.4833		15,435.7000	15,435.7000	0.3000	1.2701	15,821.7003

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	389.60	88.40	28.00	704,772	704,772
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Refrigerated Warehouse-No Rail	448.30	448.30	448.30	1,308,803	1,308,803
Unrefrigerated Warehouse-No Rail	1,184.18	1,184.18	1184.18	3,457,215	3,457,215
Total	2,022.07	1,720.87	1,660.47	5,470,790	5,470,790

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4
Other Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

Victorville-IPG Mojave 68 Project - Mojave Desert AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Refrigerated Warehouse-No	9.50	7.30	7.30	59.00	0.00	41.00	92	5	3
Unrefrigerated Warehouse-No	9.50	7.30	7.30	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Office Building	0.530590	0.056931	0.174803	0.137616	0.029294	0.007692	0.006155	0.022126	0.000483	0.000158	0.027801	0.000928	0.005423
Other Asphalt Surfaces	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000
Parking Lot	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000
Refrigerated Warehouse-No Rail	0.795700	0.000000	0.000000	0.000000	0.000000	0.034600	0.046400	0.123300	0.000000	0.000000	0.000000	0.000000	0.000000
Unrefrigerated Warehouse-No Rail	0.795700	0.000000	0.000000	0.000000	0.000000	0.034600	0.046400	0.123300	0.000000	0.000000	0.000000	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Victorville-IPG Mojave 68 Project - Mojave Desert AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.3775	3.4317	2.8826	0.0206		0.2608	0.2608		0.2608	0.2608		4,118.0223	4,118.0223	0.0789	0.0755	4,142.4937
NaturalGas Unmitigated	0.3775	3.4317	2.8826	0.0206		0.2608	0.2608		0.2608	0.2608		4,118.0223	4,118.0223	0.0789	0.0755	4,142.4937

5.2 Energy by Land Use - NaturalGas**Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Office Building	375.89	4.0500e-003	0.0369	0.0310	2.2000e-004		2.8000e-003	2.8000e-003		2.8000e-003	2.8000e-003		44.2224	44.2224	8.5000e-004	8.1000e-004	44.4852
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	29969.4	0.3232	2.9382	2.4681	0.0176		0.2233	0.2233		0.2233	0.2233		3,525.8101	3,525.8101	0.0676	0.0646	3,546.7622
Unrefrigerated Warehouse-No Rail	4657.91	0.0502	0.4567	0.3836	2.7400e-003		0.0347	0.0347		0.0347	0.0347		547.9898	547.9898	0.0105	0.0101	551.2462
Total		0.3775	3.4317	2.8826	0.0206		0.2608	0.2608		0.2608	0.2608		4,118.0223	4,118.0223	0.0789	0.0755	4,142.4937

Victorville-IPG Mojave 68 Project - Mojave Desert AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**5.2 Energy by Land Use - NaturalGas****Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Office Building	0.37589	4.0500e-003	0.0369	0.0310	2.2000e-004		2.8000e-003	2.8000e-003		2.8000e-003	2.8000e-003		44.2224	44.2224	8.5000e-004	8.1000e-004	44.4852
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	29.9694	0.3232	2.9382	2.4681	0.0176		0.2233	0.2233		0.2233	0.2233		3,525.8101	3,525.8101	0.0676	0.0646	3,546.7622
Unrefrigerated Warehouse-No Rail	4.65791	0.0502	0.4567	0.3836	2.7400e-003		0.0347	0.0347		0.0347	0.0347		547.9898	547.9898	0.0105	0.0101	551.2462
Total		0.3775	3.4317	2.8826	0.0206		0.2608	0.2608		0.2608	0.2608		4,118.0223	4,118.0223	0.0789	0.0755	4,142.4937

6.0 Area Detail**6.1 Mitigation Measures Area**

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

No Hearths Installed

Use Low VOC Cleaning Supplies

Victorville-IPG Mojave 68 Project - Mojave Desert AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	22.2609	1.5000e-003	0.1650	1.0000e-005		5.9000e-004	5.9000e-004		5.9000e-004	5.9000e-004		0.3543	0.3543	9.2000e-004		0.3774
Unmitigated	30.8264	1.5000e-003	0.1650	1.0000e-005		5.9000e-004	5.9000e-004		5.9000e-004	5.9000e-004		0.3543	0.3543	9.2000e-004		0.3774

6.2 Area by SubCategory**Unmitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	7.0937					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	23.7176					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0152	1.5000e-003	0.1650	1.0000e-005		5.9000e-004	5.9000e-004		5.9000e-004	5.9000e-004		0.3543	0.3543	9.2000e-004		0.3774
Total	30.8265	1.5000e-003	0.1650	1.0000e-005		5.9000e-004	5.9000e-004		5.9000e-004	5.9000e-004		0.3543	0.3543	9.2000e-004		0.3774

Victorville-IPG Mojave 68 Project - Mojave Desert AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**6.2 Area by SubCategory****Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2838					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	21.9619					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0152	1.5000e-003	0.1650	1.0000e-005		5.9000e-004	5.9000e-004		5.9000e-004	5.9000e-004		0.3543	0.3543	9.2000e-004		0.3774
Total	22.2609	1.5000e-003	0.1650	1.0000e-005		5.9000e-004	5.9000e-004		5.9000e-004	5.9000e-004		0.3543	0.3543	9.2000e-004		0.3774

7.0 Water Detail**7.1 Mitigation Measures Water**

Install Low Flow Bathroom Faucet

Install Low Flow Toilet

Use Water Efficient Irrigation System

8.0 Waste Detail**8.1 Mitigation Measures Waste****9.0 Operational Offroad**

Victorville-IPG Mojave 68 Project - Mojave Desert AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
Forklifts	120	8.00	365	89	0.20	Electrical
Tractors/Loaders/Backhoes	4	8.00	365	97	0.37	CNG

UnMitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	lb/day										lb/day					
Forklifts	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Tractors/Loaders/Backhoes	0.5734	5.7695	8.9062	0.0124		0.2648	0.2648		0.2436	0.2436	0.0000	1,202.173 4	1,202.173 4	0.3888		1,211.893 6
Total	0.5734	5.7695	8.9062	0.0124		0.2648	0.2648		0.2436	0.2436	0.0000	1,202.173 4	1,202.173 4	0.3888		1,211.893 6

10.0 Stationary Equipment**Fire Pumps and Emergency Generators**

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

Victorville-IPG Mojave 68 Project - Mojave Desert AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Victorville-IPG Mojave 68 Project - Mojave Desert AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**Victorville-IPG Mojave 68 Project****Mojave Desert AQMD Air District, Winter****1.0 Project Characteristics****1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	40.00	1000sqft	0.92	40,000.00	0
Refrigerated Warehouse-No Rail	211.46	1000sqft	4.85	211,460.00	0
Unrefrigerated Warehouse-No Rail	845.84	1000sqft	19.42	845,840.00	0
Other Asphalt Surfaces	1.71	Acre	1.71	74,487.60	0
Parking Lot	511.00	Space	4.60	204,400.00	0
Parking Lot	8.85	Acre	8.85	385,506.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.6	Precipitation Freq (Days)	30
Climate Zone	10			Operational Year	2024
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Land use per site plan and narrative

Construction Phase - No demolition phase; schedule per applicant

Grading - Acres graded and import per earthwork volume ananlysis

Architectural Coating - VOC per MDAQMD Rules

Vehicle Trips - Trip rate per traffic study scope dated: 9/26/2022

Woodstoves - No wood fireplaces

Victorville-IPG Mojave 68 Project - Mojave Desert AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Area Coating - VOC per MDAQMD Rule 1113

Construction Off-road Equipment Mitigation - Construction mitigation for fugitive dust

Area Mitigation - Coatings Mitigation VOC 10g/L Low VOC cleaning supplies if available

Water Mitigation - use low flow fixtures

Fleet Mix - Fleet mix per traffic study scope dated: 9/26/2022

Operational Off-Road Equipment - Forklifts / Pallet jacks - for interior movement of goods (electric)

Yard dogs (T/L/B) for trailer movement modeled as CNG - no diesel.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	50.00
tblArchitecturalCoating	EF_Parking	250.00	50.00
tblArchitecturalCoating	EF_Residential_Exterior	250.00	50.00
tblArchitecturalCoating	EF_Residential_Interior	250.00	50.00
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	250	10
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	250	10
tblAreaMitigation	UseLowVOCPaintParkingCheck	False	True
tblAreaMitigation	UseLowVOCPaintParkingValue	250	10
tblAreaMitigation	UseLowVOCPaintResidentialExteriorValue	250	10
tblAreaMitigation	UseLowVOCPaintResidentialInteriorValue	250	10
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	20
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	20
tblConstructionPhase	NumDays	75.00	51.00
tblConstructionPhase	NumDays	740.00	201.00
tblConstructionPhase	NumDays	55.00	86.00
tblConstructionPhase	NumDays	55.00	86.00
tblFleetMix	HHD	0.02	0.00
tblFleetMix	HHD	0.02	0.00
tblFleetMix	HHD	0.02	0.12

Victorville-IPG Mojave 68 Project - Mojave Desert AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblFleetMix	HHD	0.02	0.12
tblFleetMix	LDA	0.53	0.00
tblFleetMix	LDA	0.53	0.00
tblFleetMix	LDA	0.53	0.80
tblFleetMix	LDA	0.53	0.80
tblFleetMix	LDT1	0.06	0.00
tblFleetMix	LDT1	0.06	0.00
tblFleetMix	LDT1	0.06	0.00
tblFleetMix	LDT1	0.06	0.00
tblFleetMix	LDT2	0.17	0.00
tblFleetMix	LDT2	0.17	0.00
tblFleetMix	LDT2	0.17	0.00
tblFleetMix	LDT2	0.17	0.00
tblFleetMix	LHD1	0.03	0.00
tblFleetMix	LHD1	0.03	0.00
tblFleetMix	LHD1	0.03	0.00
tblFleetMix	LHD1	0.03	0.00
tblFleetMix	LHD2	7.6920e-003	0.00
tblFleetMix	LHD2	7.6920e-003	0.00
tblFleetMix	LHD2	7.6920e-003	0.03
tblFleetMix	LHD2	7.6920e-003	0.03
tblFleetMix	MCY	0.03	0.00
tblFleetMix	MCY	0.03	0.00
tblFleetMix	MCY	0.03	0.00
tblFleetMix	MCY	0.03	0.00
tblFleetMix	MDV	0.14	0.00
tblFleetMix	MDV	0.14	0.00
tblFleetMix	MDV	0.14	0.00
tblFleetMix	MDV	0.14	0.00

Victorville-IPG Mojave 68 Project - Mojave Desert AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblFleetMix	MH	5.4230e-003	0.00
tblFleetMix	MH	5.4230e-003	0.00
tblFleetMix	MH	5.4230e-003	0.00
tblFleetMix	MH	5.4230e-003	0.00
tblFleetMix	MHD	6.1550e-003	0.00
tblFleetMix	MHD	6.1550e-003	0.00
tblFleetMix	MHD	6.1550e-003	0.05
tblFleetMix	MHD	6.1550e-003	0.05
tblFleetMix	OBUS	4.8300e-004	0.00
tblFleetMix	OBUS	4.8300e-004	0.00
tblFleetMix	OBUS	4.8300e-004	0.00
tblFleetMix	OBUS	4.8300e-004	0.00
tblFleetMix	SBUS	9.2800e-004	0.00
tblFleetMix	SBUS	9.2800e-004	0.00
tblFleetMix	SBUS	9.2800e-004	0.00
tblFleetMix	SBUS	9.2800e-004	0.00
tblFleetMix	UBUS	1.5800e-004	0.00
tblFleetMix	UBUS	1.5800e-004	0.00
tblFleetMix	UBUS	1.5800e-004	0.00
tblFleetMix	UBUS	1.5800e-004	0.00
tblGrading	AcresOfGrading	153.00	225.00
tblOperationalOffRoadEquipment	OperDaysPerYear	260.00	365.00
tblOperationalOffRoadEquipment	OperDaysPerYear	260.00	365.00
tblOperationalOffRoadEquipment	OperFuelType	Diesel	Electrical
tblOperationalOffRoadEquipment	OperFuelType	Diesel	CNG
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	120.00
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	4.00
tblTripsAndVMT	HaulingTripNumber	0.00	576.00
tblVehicleTrips	ST_TR	1.74	1.40

Victorville-IPG Mojave 68 Project - Mojave Desert AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblVehicleTrips	SU_TR	1.74	1.40
tblVehicleTrips	WD_TR	1.74	1.40

2.0 Emissions Summary

Victorville-IPG Mojave 68 Project - Mojave Desert AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**2.1 Overall Construction (Maximum Daily Emission)****Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	7.8265	62.0953	66.9439	0.2023	19.8049	2.2698	21.3393	10.1417	2.1072	11.3071	0.0000	20,278.35 52	20,278.35 52	2.7386	1.0761	20,667.48 78
2024	66.4582	36.1307	56.4647	0.1658	9.3371	1.2753	10.6124	2.5212	1.1945	3.7157	0.0000	16,704.46 51	16,704.46 51	1.5298	0.9674	17,030.98 80
Maximum	66.4582	62.0953	66.9439	0.2023	19.8049	2.2698	21.3393	10.1417	2.1072	11.3071	0.0000	20,278.35 52	20,278.35 52	2.7386	1.0761	20,667.48 78

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	7.8265	62.0953	66.9439	0.2023	11.1538	2.2698	13.4236	3.9729	2.1072	5.5206	0.0000	20,278.35 52	20,278.35 52	2.7386	1.0761	20,667.48 78
2024	66.4582	36.1307	56.4647	0.1658	7.7759	1.2753	9.0512	2.1380	1.1945	3.3325	0.0000	16,704.46 51	16,704.46 51	1.5298	0.9674	17,030.98 80
Maximum	66.4582	62.0953	66.9439	0.2023	11.1538	2.2698	13.4236	3.9729	2.1072	5.5206	0.0000	20,278.35 52	20,278.35 52	2.7386	1.0761	20,667.48 78

Victorville-IPG Mojave 68 Project - Mojave Desert AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	35.04	0.00	29.66	51.74	0.00	41.07	0.00	0.00	0.00	0.00	0.00	0.00

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.8264	1.5000e-003	0.1650	1.0000e-005		5.9000e-004	5.9000e-004		5.9000e-004	5.9000e-004		0.3543	0.3543	9.2000e-004		0.3774
Energy	0.3775	3.4317	2.8826	0.0206		0.2608	0.2608		0.2608	0.2608		4,118.0223	4,118.0223	0.0789	0.0755	4,142.4937
Mobile	2.8706	17.1825	32.1984	0.1407	12.2863	0.1917	12.4780	3.3018	0.1819	3.4837		14,526.1915	14,526.1915	0.3124	1.2793	14,915.2396
Offroad	0.5734	5.7695	8.9062	0.0124		0.2648	0.2648		0.2436	0.2436	0.0000	1,202.1734	1,202.1734	0.3888		1,211.8936
Total	34.6479	26.3852	44.1522	0.1737	12.2863	0.7179	13.0042	3.3018	0.6869	3.9887	0.0000	19,846.7415	19,846.7415	0.7811	1.3548	20,270.0043

Victorville-IPG Mojave 68 Project - Mojave Desert AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**2.2 Overall Operational****Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	22.2609	1.5000e-003	0.1650	1.0000e-005		5.9000e-004	5.9000e-004		5.9000e-004	5.9000e-004		0.3543	0.3543	9.2000e-004		0.3774
Energy	0.3775	3.4317	2.8826	0.0206		0.2608	0.2608		0.2608	0.2608		4,118.0223	4,118.0223	0.0789	0.0755	4,142.4937
Mobile	2.8706	17.1825	32.1984	0.1407	12.2863	0.1917	12.4780	3.3018	0.1819	3.4837		14,526.1915	14,526.1915	0.3124	1.2793	14,915.2396
Offroad	0.5734	5.7695	8.9062	0.0124		0.2648	0.2648		0.2436	0.2436	0.0000	1,202.1734	1,202.1734	0.3888		1,211.8936
Total	26.0823	26.3852	44.1522	0.1737	12.2863	0.7179	13.0042	3.3018	0.6869	3.9887	0.0000	19,846.7415	19,846.7415	0.7811	1.3548	20,270.0043

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	24.72	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	9/1/2023	10/12/2023	5	30	
2	Grading	Grading	10/13/2023	12/23/2023	5	51	
3	Building Construction	Building Construction	12/23/2023	9/30/2024	5	201	
4	Paving	Paving	6/1/2024	9/30/2024	5	86	

Victorville-IPG Mojave 68 Project - Mojave Desert AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5	Architectural Coating	Architectural Coating	6/1/2024	9/30/2024	5	86
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Acres of Grading (Site Preparation Phase): 45**Acres of Grading (Grading Phase): 225****Acres of Paving: 15.16****Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 1,645,950; Non-Residential Outdoor: 548,650; Striped Parking Area: 39,864 (Architectural Coating – sqft)****OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Victorville-IPG Mojave 68 Project - Mojave Desert AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	576.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	736.00	289.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	147.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

3.2 Site Preparation - 2023**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	2.6595	27.5242	18.2443	0.0381		1.2660	1.2660		1.1647	1.1647		3,687.308 1	3,687.308 1	1.1926		3,717.121 9
Total	2.6595	27.5242	18.2443	0.0381	19.6570	1.2660	20.9230	10.1025	1.1647	11.2672		3,687.308 1	3,687.308 1	1.1926		3,717.121 9

Victorville-IPG Mojave 68 Project - Mojave Desert AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.2 Site Preparation - 2023****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0593	0.0361	0.4069	1.1800e-003	0.1479	7.0000e-004	0.1486	0.0392	6.4000e-004	0.0399		119.7291	119.7291	3.8000e-003	3.6000e-003	120.8967
Total	0.0593	0.0361	0.4069	1.1800e-003	0.1479	7.0000e-004	0.1486	0.0392	6.4000e-004	0.0399		119.7291	119.7291	3.8000e-003	3.6000e-003	120.8967

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.6662	0.0000	7.6662	3.9400	0.0000	3.9400			0.0000			0.0000
Off-Road	2.6595	27.5242	18.2443	0.0381		1.2660	1.2660		1.1647	1.1647	0.0000	3,687.3081	3,687.3081	1.1926		3,717.1219
Total	2.6595	27.5242	18.2443	0.0381	7.6662	1.2660	8.9323	3.9400	1.1647	5.1047	0.0000	3,687.3081	3,687.3081	1.1926		3,717.1219

Victorville-IPG Mojave 68 Project - Mojave Desert AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.2 Site Preparation - 2023****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0593	0.0361	0.4069	1.1800e-003	0.1222	7.0000e-004	0.1229	0.0329	6.4000e-004	0.0336		119.7291	119.7291	3.8000e-003	3.6000e-003	120.8967
Total	0.0593	0.0361	0.4069	1.1800e-003	0.1222	7.0000e-004	0.1229	0.0329	6.4000e-004	0.0336		119.7291	119.7291	3.8000e-003	3.6000e-003	120.8967

3.3 Grading - 2023**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					10.7008	0.0000	10.7008	3.8154	0.0000	3.8154			0.0000			0.0000
Off-Road	3.3217	34.5156	28.0512	0.0621		1.4245	1.4245		1.3105	1.3105		6,011.4777	6,011.4777	1.9442		6,060.0836
Total	3.3217	34.5156	28.0512	0.0621	10.7008	1.4245	12.1253	3.8154	1.3105	5.1259		6,011.4777	6,011.4777	1.9442		6,060.0836

Victorville-IPG Mojave 68 Project - Mojave Desert AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.3 Grading - 2023****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0268	1.2095	0.3512	6.3000e-003	0.1982	0.0160	0.2142	0.0544	0.0153	0.0697		667.2716	667.2716	1.4100e-003	0.1049	698.5606
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0658	0.0401	0.4521	1.3200e-003	0.1643	7.8000e-004	0.1651	0.0436	7.1000e-004	0.0443		133.0323	133.0323	4.2300e-003	4.0000e-003	134.3297
Total	0.0926	1.2496	0.8033	7.6200e-003	0.3625	0.0168	0.3792	0.0980	0.0160	0.1140		800.3039	800.3039	5.6400e-003	0.1089	832.8903

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.1733	0.0000	4.1733	1.4880	0.0000	1.4880			0.0000			0.0000
Off-Road	3.3217	34.5156	28.0512	0.0621		1.4245	1.4245		1.3105	1.3105	0.0000	6,011.4777	6,011.4777	1.9442		6,060.0836
Total	3.3217	34.5156	28.0512	0.0621	4.1733	1.4245	5.5978	1.4880	1.3105	2.7985	0.0000	6,011.4777	6,011.4777	1.9442		6,060.0836

Victorville-IPG Mojave 68 Project - Mojave Desert AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.3 Grading - 2023****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0268	1.2095	0.3512	6.3000e-003	0.1683	0.0160	0.1843	0.0470	0.0153	0.0624		667.2716	667.2716	1.4100e-003	0.1049	698.5606
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0658	0.0401	0.4521	1.3200e-003	0.1357	7.8000e-004	0.1365	0.0366	7.1000e-004	0.0373		133.0323	133.0323	4.2300e-003	4.0000e-003	134.3297
Total	0.0926	1.2496	0.8033	7.6200e-003	0.3040	0.0168	0.3208	0.0836	0.0160	0.0996		800.3039	800.3039	5.6400e-003	0.1089	832.8903

3.4 Building Construction - 2023**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061

Victorville-IPG Mojave 68 Project - Mojave Desert AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.4 Building Construction - 2023****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.4164	10.4700	5.2068	0.0572	1.9602	0.1003	2.0605	0.5645	0.0959	0.6605		6,015.774 8	6,015.774 8	0.0253	0.8200	6,260.774 5
Worker	2.4230	1.4753	16.6386	0.0484	6.0461	0.0285	6.0746	1.6037	0.0263	1.6300		4,895.588 9	4,895.588 9	0.1556	0.1472	4,943.333 3
Total	2.8395	11.9452	21.8454	0.1057	8.0063	0.1288	8.1351	2.1682	0.1222	2.2904		10,911.36 36	10,911.36 36	0.1809	0.9672	11,204.10 78

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.209 9	2,555.209 9	0.6079		2,570.406 1
Total	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.209 9	2,555.209 9	0.6079		2,570.406 1

Victorville-IPG Mojave 68 Project - Mojave Desert AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.4 Building Construction - 2023****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.4164	10.4700	5.2068	0.0572	1.6813	0.1003	1.7816	0.4961	0.0959	0.5920		6,015.774 8	6,015.774 8	0.0253	0.8200	6,260.774 5
Worker	2.4230	1.4753	16.6386	0.0484	4.9952	0.0285	5.0237	1.3458	0.0263	1.3720		4,895.588 9	4,895.588 9	0.1556	0.1472	4,943.333 3
Total	2.8395	11.9452	21.8454	0.1057	6.6764	0.1288	6.8053	1.8418	0.1222	1.9640		10,911.36 36	10,911.36 36	0.1809	0.9672	11,204.10 78

3.4 Building Construction - 2024**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.698 9	2,555.698 9	0.6044		2,570.807 7
Total	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.698 9	2,555.698 9	0.6044		2,570.807 7

Victorville-IPG Mojave 68 Project - Mojave Desert AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.4 Building Construction - 2024****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.4009	10.3492	5.0278	0.0560	1.9602	0.0997	2.0599	0.5645	0.0954	0.6599		5,884.893 8	5,884.893 8	0.0241	0.8011	6,124.223 9
Worker	2.2468	1.3068	15.4365	0.0468	6.0461	0.0269	6.0730	1.6037	0.0248	1.6285		4,733.084 2	4,733.084 2	0.1406	0.1363	4,777.210 3
Total	2.6477	11.6560	20.4643	0.1028	8.0063	0.1266	8.1329	2.1682	0.1202	2.2884		10,617.97 80	10,617.97 80	0.1647	0.9374	10,901.43 42

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769	0.0000	2,555.698 9	2,555.698 9	0.6044		2,570.807 7
Total	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769	0.0000	2,555.698 9	2,555.698 9	0.6044		2,570.807 7

Victorville-IPG Mojave 68 Project - Mojave Desert AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.4 Building Construction - 2024****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.4009	10.3492	5.0278	0.0560	1.6813	0.0997	1.7810	0.4961	0.0954	0.5915		5,884.893 8	5,884.893 8	0.0241	0.8011	6,124.223 9
Worker	2.2468	1.3068	15.4365	0.0468	4.9952	0.0269	5.0221	1.3458	0.0248	1.3705		4,733.084 2	4,733.084 2	0.1406	0.1363	4,777.210 3
Total	2.6477	11.6560	20.4643	0.1028	6.6764	0.1266	6.8031	1.8418	0.1202	1.9620		10,617.97 80	10,617.97 80	0.1647	0.9374	10,901.43 42

3.5 Paving - 2024**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.547 2	2,207.547 2	0.7140		2,225.396 3
Paving	0.4619					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.4500	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.547 2	2,207.547 2	0.7140		2,225.396 3

Victorville-IPG Mojave 68 Project - Mojave Desert AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.5 Paving - 2024****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0458	0.0266	0.3146	9.5000e-004	0.1232	5.5000e-004	0.1238	0.0327	5.0000e-004	0.0332		96.4623	96.4623	2.8700e-003	2.7800e-003	97.3616
Total	0.0458	0.0266	0.3146	9.5000e-004	0.1232	5.5000e-004	0.1238	0.0327	5.0000e-004	0.0332		96.4623	96.4623	2.8700e-003	2.7800e-003	97.3616

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.547 2	2,207.547 2	0.7140		2,225.396 3
Paving	0.4619					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.4500	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.547 2	2,207.547 2	0.7140		2,225.396 3

Victorville-IPG Mojave 68 Project - Mojave Desert AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.5 Paving - 2024****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0458	0.0266	0.3146	9.5000e-004	0.1018	5.5000e-004	0.1024	0.0274	5.0000e-004	0.0279		96.4623	96.4623	2.8700e-003	2.7800e-003	97.3616
Total	0.0458	0.0266	0.3146	9.5000e-004	0.1018	5.5000e-004	0.1024	0.0274	5.0000e-004	0.0279		96.4623	96.4623	2.8700e-003	2.7800e-003	97.3616

3.6 Architectural Coating - 2024**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	60.2136					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	60.3944	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443

Victorville-IPG Mojave 68 Project - Mojave Desert AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.6 Architectural Coating - 2024****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.4488	0.2610	3.0831	9.3500e-003	1.2076	5.3700e-003	1.2129	0.3203	4.9500e-003	0.3253		945.3307	945.3307	0.0281	0.0272	954.1439
Total	0.4488	0.2610	3.0831	9.3500e-003	1.2076	5.3700e-003	1.2129	0.3203	4.9500e-003	0.3253		945.3307	945.3307	0.0281	0.0272	954.1439

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	60.2136					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	60.3944	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443

Victorville-IPG Mojave 68 Project - Mojave Desert AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.6 Architectural Coating - 2024****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.4488	0.2610	3.0831	9.3500e-003	0.9977	5.3700e-003	1.0031	0.2688	4.9500e-003	0.2737		945.3307	945.3307	0.0281	0.0272	954.1439
Total	0.4488	0.2610	3.0831	9.3500e-003	0.9977	5.3700e-003	1.0031	0.2688	4.9500e-003	0.2737		945.3307	945.3307	0.0281	0.0272	954.1439

4.0 Operational Detail - Mobile**4.1 Mitigation Measures Mobile**

Victorville-IPG Mojave 68 Project - Mojave Desert AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.8706	17.1825	32.1984	0.1407	12.2863	0.1917	12.4780	3.3018	0.1819	3.4837		14,526.19 15	14,526.19 15	0.3124	1.2793	14,915.23 96
Unmitigated	2.8706	17.1825	32.1984	0.1407	12.2863	0.1917	12.4780	3.3018	0.1819	3.4837		14,526.19 15	14,526.19 15	0.3124	1.2793	14,915.23 96

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	389.60	88.40	28.00	704,772	704,772
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Refrigerated Warehouse-No Rail	448.30	448.30	448.30	1,308,803	1,308,803
Unrefrigerated Warehouse-No Rail	1,184.18	1,184.18	1184.18	3,457,215	3,457,215
Total	2,022.07	1,720.87	1,660.47	5,470,790	5,470,790

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4
Other Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

Victorville-IPG Mojave 68 Project - Mojave Desert AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Refrigerated Warehouse-No	9.50	7.30	7.30	59.00	0.00	41.00	92	5	3
Unrefrigerated Warehouse-No	9.50	7.30	7.30	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Office Building	0.530590	0.056931	0.174803	0.137616	0.029294	0.007692	0.006155	0.022126	0.000483	0.000158	0.027801	0.000928	0.005423
Other Asphalt Surfaces	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000
Parking Lot	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000
Refrigerated Warehouse-No Rail	0.795700	0.000000	0.000000	0.000000	0.000000	0.034600	0.046400	0.123300	0.000000	0.000000	0.000000	0.000000	0.000000
Unrefrigerated Warehouse-No Rail	0.795700	0.000000	0.000000	0.000000	0.000000	0.034600	0.046400	0.123300	0.000000	0.000000	0.000000	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Victorville-IPG Mojave 68 Project - Mojave Desert AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.3775	3.4317	2.8826	0.0206		0.2608	0.2608		0.2608	0.2608		4,118.0223	4,118.0223	0.0789	0.0755	4,142.4937
NaturalGas Unmitigated	0.3775	3.4317	2.8826	0.0206		0.2608	0.2608		0.2608	0.2608		4,118.0223	4,118.0223	0.0789	0.0755	4,142.4937

5.2 Energy by Land Use - NaturalGas**Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Office Building	375.89	4.0500e-003	0.0369	0.0310	2.2000e-004		2.8000e-003	2.8000e-003		2.8000e-003	2.8000e-003		44.2224	44.2224	8.5000e-004	8.1000e-004	44.4852
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	29969.4	0.3232	2.9382	2.4681	0.0176		0.2233	0.2233		0.2233	0.2233		3,525.8101	3,525.8101	0.0676	0.0646	3,546.7622
Unrefrigerated Warehouse-No Rail	4657.91	0.0502	0.4567	0.3836	2.7400e-003		0.0347	0.0347		0.0347	0.0347		547.9898	547.9898	0.0105	0.0101	551.2462
Total		0.3775	3.4317	2.8826	0.0206		0.2608	0.2608		0.2608	0.2608		4,118.0223	4,118.0223	0.0789	0.0755	4,142.4937

Victorville-IPG Mojave 68 Project - Mojave Desert AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**5.2 Energy by Land Use - NaturalGas****Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Office Building	0.37589	4.0500e-003	0.0369	0.0310	2.2000e-004		2.8000e-003	2.8000e-003		2.8000e-003	2.8000e-003		44.2224	44.2224	8.5000e-004	8.1000e-004	44.4852
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	29.9694	0.3232	2.9382	2.4681	0.0176		0.2233	0.2233		0.2233	0.2233		3,525.8101	3,525.8101	0.0676	0.0646	3,546.7622
Unrefrigerated Warehouse-No Rail	4.65791	0.0502	0.4567	0.3836	2.7400e-003		0.0347	0.0347		0.0347	0.0347		547.9898	547.9898	0.0105	0.0101	551.2462
Total		0.3775	3.4317	2.8826	0.0206		0.2608	0.2608		0.2608	0.2608		4,118.0223	4,118.0223	0.0789	0.0755	4,142.4937

6.0 Area Detail**6.1 Mitigation Measures Area**

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

No Hearths Installed

Use Low VOC Cleaning Supplies

Victorville-IPG Mojave 68 Project - Mojave Desert AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	22.2609	1.5000e-003	0.1650	1.0000e-005		5.9000e-004	5.9000e-004		5.9000e-004	5.9000e-004		0.3543	0.3543	9.2000e-004		0.3774
Unmitigated	30.8264	1.5000e-003	0.1650	1.0000e-005		5.9000e-004	5.9000e-004		5.9000e-004	5.9000e-004		0.3543	0.3543	9.2000e-004		0.3774

6.2 Area by SubCategory**Unmitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	7.0937					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	23.7176					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0152	1.5000e-003	0.1650	1.0000e-005		5.9000e-004	5.9000e-004		5.9000e-004	5.9000e-004		0.3543	0.3543	9.2000e-004		0.3774
Total	30.8265	1.5000e-003	0.1650	1.0000e-005		5.9000e-004	5.9000e-004		5.9000e-004	5.9000e-004		0.3543	0.3543	9.2000e-004		0.3774

Victorville-IPG Mojave 68 Project - Mojave Desert AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**6.2 Area by SubCategory****Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2838					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	21.9619					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0152	1.5000e-003	0.1650	1.0000e-005		5.9000e-004	5.9000e-004		5.9000e-004	5.9000e-004		0.3543	0.3543	9.2000e-004		0.3774
Total	22.2609	1.5000e-003	0.1650	1.0000e-005		5.9000e-004	5.9000e-004		5.9000e-004	5.9000e-004		0.3543	0.3543	9.2000e-004		0.3774

7.0 Water Detail**7.1 Mitigation Measures Water**

Install Low Flow Bathroom Faucet

Install Low Flow Toilet

Use Water Efficient Irrigation System

8.0 Waste Detail**8.1 Mitigation Measures Waste****9.0 Operational Offroad**

Victorville-IPG Mojave 68 Project - Mojave Desert AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
Forklifts	120	8.00	365	89	0.20	Electrical
Tractors/Loaders/Backhoes	4	8.00	365	97	0.37	CNG

UnMitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	lb/day										lb/day					
Forklifts	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Tractors/Loaders/Backhoes	0.5734	5.7695	8.9062	0.0124		0.2648	0.2648		0.2436	0.2436	0.0000	1,202.173 4	1,202.173 4	0.3888		1,211.893 6
Total	0.5734	5.7695	8.9062	0.0124		0.2648	0.2648		0.2436	0.2436	0.0000	1,202.173 4	1,202.173 4	0.3888		1,211.893 6

10.0 Stationary Equipment**Fire Pumps and Emergency Generators**

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

Victorville-IPG Mojave 68 Project - Mojave Desert AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Victorville-IPG Mojave 68 Project - Mojave Desert AQMD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**Victorville-IPG Mojave 68 Project
Mojave Desert AQMD Air District, Annual****1.0 Project Characteristics****1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	40.00	1000sqft	0.92	40,000.00	0
Refrigerated Warehouse-No Rail	211.46	1000sqft	4.85	211,460.00	0
Unrefrigerated Warehouse-No Rail	845.84	1000sqft	19.42	845,840.00	0
Other Asphalt Surfaces	1.71	Acre	1.71	74,487.60	0
Parking Lot	511.00	Space	4.60	204,400.00	0
Parking Lot	8.85	Acre	8.85	385,506.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.6	Precipitation Freq (Days)	30
Climate Zone	10			Operational Year	2024
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Land use per site plan and narrative

Construction Phase - No demolition phase; schedule per applicant

Grading - Acres graded and import per earthwork volume ananlysis

Architectural Coating - VOC per MDAQMD Rules

Vehicle Trips - Trip rate per traffic study scope dated: 9/26/2022

Woodstoves - No wood fireplaces

Victorville-IPG Mojave 68 Project - Mojave Desert AQMD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Area Coating - VOC per MDAQMD Rule 1113

Construction Off-road Equipment Mitigation - Construction mitigation for fugitive dust

Area Mitigation - Coatings Mitigation VOC 10g/L Low VOC cleaning supplies if available

Water Mitigation - use low flow fixtures

Operational Off-Road Equipment - Forklifts / Pallet jacks - for interior movement of goods (electric)

Yard dogs (T/L/B) for trailer movement modeled as CNG - no diesel.

Fleet Mix - Fleet mix per traffic study scope dated: 9/26/2022

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	50.00
tblArchitecturalCoating	EF_Parking	250.00	50.00
tblArchitecturalCoating	EF_Residential_Exterior	250.00	50.00
tblArchitecturalCoating	EF_Residential_Interior	250.00	50.00
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	250	10
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	250	10
tblAreaMitigation	UseLowVOCPaintParkingCheck	False	True
tblAreaMitigation	UseLowVOCPaintParkingValue	250	10
tblAreaMitigation	UseLowVOCPaintResidentialExteriorValue	250	10
tblAreaMitigation	UseLowVOCPaintResidentialInteriorValue	250	10
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	20
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	20
tblConstructionPhase	NumDays	55.00	86.00
tblConstructionPhase	NumDays	740.00	201.00
tblConstructionPhase	NumDays	75.00	51.00
tblConstructionPhase	NumDays	55.00	86.00
tblFleetMix	HHD	0.02	0.00
tblFleetMix	HHD	0.02	0.00
tblFleetMix	HHD	0.02	0.12

Victorville-IPG Mojave 68 Project - Mojave Desert AQMD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblFleetMix	HHD	0.02	0.12
tblFleetMix	LDA	0.53	0.00
tblFleetMix	LDA	0.53	0.00
tblFleetMix	LDA	0.53	0.80
tblFleetMix	LDA	0.53	0.80
tblFleetMix	LDT1	0.06	0.00
tblFleetMix	LDT1	0.06	0.00
tblFleetMix	LDT1	0.06	0.00
tblFleetMix	LDT1	0.06	0.00
tblFleetMix	LDT2	0.17	0.00
tblFleetMix	LDT2	0.17	0.00
tblFleetMix	LDT2	0.17	0.00
tblFleetMix	LDT2	0.17	0.00
tblFleetMix	LHD1	0.03	0.00
tblFleetMix	LHD1	0.03	0.00
tblFleetMix	LHD1	0.03	0.00
tblFleetMix	LHD1	0.03	0.00
tblFleetMix	LHD2	7.6920e-003	0.00
tblFleetMix	LHD2	7.6920e-003	0.00
tblFleetMix	LHD2	7.6920e-003	0.03
tblFleetMix	LHD2	7.6920e-003	0.03
tblFleetMix	MCY	0.03	0.00
tblFleetMix	MCY	0.03	0.00
tblFleetMix	MCY	0.03	0.00
tblFleetMix	MCY	0.03	0.00
tblFleetMix	MDV	0.14	0.00
tblFleetMix	MDV	0.14	0.00
tblFleetMix	MDV	0.14	0.00
tblFleetMix	MDV	0.14	0.00

Victorville-IPG Mojave 68 Project - Mojave Desert AQMD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblFleetMix	MH	5.4230e-003	0.00
tblFleetMix	MH	5.4230e-003	0.00
tblFleetMix	MH	5.4230e-003	0.00
tblFleetMix	MH	5.4230e-003	0.00
tblFleetMix	MHD	6.1550e-003	0.00
tblFleetMix	MHD	6.1550e-003	0.00
tblFleetMix	MHD	6.1550e-003	0.05
tblFleetMix	MHD	6.1550e-003	0.05
tblFleetMix	OBUS	4.8300e-004	0.00
tblFleetMix	OBUS	4.8300e-004	0.00
tblFleetMix	OBUS	4.8300e-004	0.00
tblFleetMix	OBUS	4.8300e-004	0.00
tblFleetMix	SBUS	9.2800e-004	0.00
tblFleetMix	SBUS	9.2800e-004	0.00
tblFleetMix	SBUS	9.2800e-004	0.00
tblFleetMix	SBUS	9.2800e-004	0.00
tblFleetMix	UBUS	1.5800e-004	0.00
tblFleetMix	UBUS	1.5800e-004	0.00
tblFleetMix	UBUS	1.5800e-004	0.00
tblFleetMix	UBUS	1.5800e-004	0.00
tblGrading	AcresOfGrading	153.00	225.00
tblOperationalOffRoadEquipment	OperDaysPerYear	260.00	365.00
tblOperationalOffRoadEquipment	OperDaysPerYear	260.00	365.00
tblOperationalOffRoadEquipment	OperFuelType	Diesel	Electrical
tblOperationalOffRoadEquipment	OperFuelType	Diesel	CNG
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	120.00
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	4.00
tblTripsAndVMT	HaulingTripNumber	0.00	576.00
tblVehicleTrips	ST_TR	1.74	1.40

Victorville-IPG Mojave 68 Project - Mojave Desert AQMD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblVehicleTrips	SU_TR	1.74	1.40
tblVehicleTrips	WD_TR	1.74	1.40

2.0 Emissions Summary

Victorville-IPG Mojave 68 Project - Mojave Desert AQMD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**2.1 Overall Construction****Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.1383	1.3914	1.1147	2.7000e-003	0.5987	0.0578	0.6565	0.2572	0.0533	0.3105	0.0000	240.3310	240.3310	0.0632	4.7800e-003	243.3341
2024	3.0682	2.9347	4.5536	0.0144	0.8274	0.0955	0.9229	0.2241	0.0897	0.3138	0.0000	1,321.0356	1,321.0356	0.0985	0.0850	1,348.8163
Maximum	3.0682	2.9347	4.5536	0.0144	0.8274	0.0955	0.9229	0.2572	0.0897	0.3138	0.0000	1,321.0356	1,321.0356	0.0985	0.0850	1,348.8163

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.1383	1.3914	1.1147	2.7000e-003	0.2473	0.0578	0.3051	0.1042	0.0533	0.1574	0.0000	240.3308	240.3308	0.0632	4.7800e-003	243.3338
2024	3.0682	2.9347	4.5536	0.0144	0.6900	0.0955	0.7856	0.1904	0.0897	0.2801	0.0000	1,321.0352	1,321.0352	0.0985	0.0850	1,348.8159
Maximum	3.0682	2.9347	4.5536	0.0144	0.6900	0.0955	0.7856	0.1904	0.0897	0.2801	0.0000	1,321.0352	1,321.0352	0.0985	0.0850	1,348.8159

Victorville-IPG Mojave 68 Project - Mojave Desert AQMD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	34.28	0.00	30.95	38.80	0.00	29.91	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	9-1-2023	11-30-2023	1.1399	1.1399
2	12-1-2023	2-29-2024	1.0468	1.0468
3	3-1-2024	5-31-2024	0.9515	0.9515
4	6-1-2024	8-31-2024	3.3593	3.3593
5	9-1-2024	9-30-2024	1.0954	1.0954
		Highest	3.3593	3.3593

Victorville-IPG Mojave 68 Project - Mojave Desert AQMD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**2.2 Overall Operational****Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	5.6244	1.3000e-004	0.0149	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	0.0289	0.0289	8.0000e-005	0.0000	0.0308
Energy	0.0689	0.6263	0.5261	3.7600e-003		0.0476	0.0476		0.0476	0.0476	0.0000	2,625.6662	2,625.6662	0.1771	0.0324	2,639.7458
Mobile	0.4780	3.0537	5.7406	0.0251	2.1120	0.0341	2.1461	0.5686	0.0323	0.6010	0.0000	2,351.5039	2,351.5039	0.0481	0.2077	2,414.5905
Offroad	0.1051	1.0572	1.6320	2.2800e-003		0.0485	0.0485		0.0446	0.0446	0.0000	199.8432	199.8432	0.0646	0.0000	201.4591
Waste						0.0000	0.0000		0.0000	0.0000	209.2959	0.0000	209.2959	12.3690	0.0000	518.5216
Water						0.0000	0.0000		0.0000	0.0000	79.8242	589.6072	669.4314	8.2485	0.1996	935.1306
Total	6.2763	4.7373	7.9135	0.0312	2.1120	0.1302	2.2423	0.5686	0.1246	0.6933	289.1201	5,766.6494	6,055.7695	20.9074	0.4397	6,709.4785

Victorville-IPG Mojave 68 Project - Mojave Desert AQMD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	4.0612	1.3000e-004	0.0149	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	0.0289	0.0289	8.0000e-005	0.0000	0.0308
Energy	0.0689	0.6263	0.5261	3.7600e-003		0.0476	0.0476		0.0476	0.0476	0.0000	2,625.6662	2,625.6662	0.1771	0.0324	2,639.7458
Mobile	0.4780	3.0537	5.7406	0.0251	2.1120	0.0341	2.1461	0.5686	0.0323	0.6010	0.0000	2,351.5039	2,351.5039	0.0481	0.2077	2,414.5905
Offroad	0.1051	1.0572	1.6320	2.2800e-003		0.0485	0.0485		0.0446	0.0446	0.0000	199.8432	199.8432	0.0646	0.0000	201.4591
Waste						0.0000	0.0000		0.0000	0.0000	209.2959	0.0000	209.2959	12.3690	0.0000	518.5216
Water						0.0000	0.0000		0.0000	0.0000	69.9580	517.2692	587.2271	7.2290	0.1750	820.0887
Total	4.7131	4.7373	7.9135	0.0312	2.1120	0.1302	2.2423	0.5686	0.1246	0.6933	279.2538	5,694.3114	5,973.5652	19.8879	0.4150	6,594.4365

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	24.91	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.41	1.25	1.36	4.88	5.61	1.71

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	9/1/2023	10/12/2023	5	30	
2	Grading	Grading	10/13/2023	12/23/2023	5	51	

Victorville-IPG Mojave 68 Project - Mojave Desert AQMD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3	Building Construction	Building Construction	12/23/2023	9/30/2024	5	201
4	Paving	Paving	6/1/2024	9/30/2024	5	86
5	Architectural Coating	Architectural Coating	6/1/2024	9/30/2024	5	86

Acres of Grading (Site Preparation Phase): 45**Acres of Grading (Grading Phase): 225****Acres of Paving: 15.16****Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 1,645,950; Non-Residential Outdoor: 548,650; Striped Parking Area: 39,864 (Architectural Coating – sqft)****OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Victorville-IPG Mojave 68 Project - Mojave Desert AQMD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**Trips and VMT**

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	576.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	736.00	289.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	147.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

3.2 Site Preparation - 2023**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.2949	0.0000	0.2949	0.1515	0.0000	0.1515	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0399	0.4129	0.2737	5.7000e-004		0.0190	0.0190		0.0175	0.0175	0.0000	50.1760	50.1760	0.0162	0.0000	50.5817
Total	0.0399	0.4129	0.2737	5.7000e-004	0.2949	0.0190	0.3139	0.1515	0.0175	0.1690	0.0000	50.1760	50.1760	0.0162	0.0000	50.5817

Victorville-IPG Mojave 68 Project - Mojave Desert AQMD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.3000e-004	5.8000e-004	6.5400e-003	2.0000e-005	2.1800e-003	1.0000e-005	2.1900e-003	5.8000e-004	1.0000e-005	5.9000e-004	0.0000	1.6752	1.6752	5.0000e-005	5.0000e-005	1.6917
Total	8.3000e-004	5.8000e-004	6.5400e-003	2.0000e-005	2.1800e-003	1.0000e-005	2.1900e-003	5.8000e-004	1.0000e-005	5.9000e-004	0.0000	1.6752	1.6752	5.0000e-005	5.0000e-005	1.6917

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1150	0.0000	0.1150	0.0591	0.0000	0.0591	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0399	0.4129	0.2737	5.7000e-004		0.0190	0.0190		0.0175	0.0175	0.0000	50.1760	50.1760	0.0162	0.0000	50.5817
Total	0.0399	0.4129	0.2737	5.7000e-004	0.1150	0.0190	0.1340	0.0591	0.0175	0.0766	0.0000	50.1760	50.1760	0.0162	0.0000	50.5817

Victorville-IPG Mojave 68 Project - Mojave Desert AQMD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.3000e-004	5.8000e-004	6.5400e-003	2.0000e-005	1.8000e-003	1.0000e-005	1.8100e-003	4.9000e-004	1.0000e-005	5.0000e-004	0.0000	1.6752	1.6752	5.0000e-005	5.0000e-005	1.6917
Total	8.3000e-004	5.8000e-004	6.5400e-003	2.0000e-005	1.8000e-003	1.0000e-005	1.8100e-003	4.9000e-004	1.0000e-005	5.0000e-004	0.0000	1.6752	1.6752	5.0000e-005	5.0000e-005	1.6917

3.3 Grading - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.2729	0.0000	0.2729	0.0973	0.0000	0.0973	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0847	0.8802	0.7153	1.5800e-003		0.0363	0.0363		0.0334	0.0334	0.0000	139.0648	139.0648	0.0450	0.0000	140.1892
Total	0.0847	0.8802	0.7153	1.5800e-003	0.2729	0.0363	0.3092	0.0973	0.0334	0.1307	0.0000	139.0648	139.0648	0.0450	0.0000	140.1892

Victorville-IPG Mojave 68 Project - Mojave Desert AQMD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.3 Grading - 2023****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	7.2000e-004	0.0308	8.8300e-003	1.6000e-004	4.9700e-003	4.1000e-004	5.3800e-003	1.3700e-003	3.9000e-004	1.7600e-003	0.0000	15.4183	15.4183	3.0000e-005	2.4200e-003	16.1413
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.5600e-003	1.0900e-003	0.0124	3.0000e-005	4.1100e-003	2.0000e-005	4.1300e-003	1.0900e-003	2.0000e-005	1.1100e-003	0.0000	3.1642	3.1642	1.0000e-004	1.0000e-004	3.1955
Total	2.2800e-003	0.0319	0.0212	1.9000e-004	9.0800e-003	4.3000e-004	9.5100e-003	2.4600e-003	4.1000e-004	2.8700e-003	0.0000	18.5825	18.5825	1.3000e-004	2.5200e-003	19.3368

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1064	0.0000	0.1064	0.0379	0.0000	0.0379	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0847	0.8802	0.7153	1.5800e-003		0.0363	0.0363		0.0334	0.0334	0.0000	139.0646	139.0646	0.0450	0.0000	140.1890
Total	0.0847	0.8802	0.7153	1.5800e-003	0.1064	0.0363	0.1427	0.0379	0.0334	0.0714	0.0000	139.0646	139.0646	0.0450	0.0000	140.1890

Victorville-IPG Mojave 68 Project - Mojave Desert AQMD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.3 Grading - 2023****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	7.2000e-004	0.0308	8.8300e-003	1.6000e-004	4.2300e-003	4.1000e-004	4.6400e-003	1.1800e-003	3.9000e-004	1.5700e-003	0.0000	15.4183	15.4183	3.0000e-005	2.4200e-003	16.1413
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.5600e-003	1.0900e-003	0.0124	3.0000e-005	3.4000e-003	2.0000e-005	3.4200e-003	9.2000e-004	2.0000e-005	9.4000e-004	0.0000	3.1642	3.1642	1.0000e-004	1.0000e-004	3.1955
Total	2.2800e-003	0.0319	0.0212	1.9000e-004	7.6300e-003	4.3000e-004	8.0600e-003	2.1000e-003	4.1000e-004	2.5100e-003	0.0000	18.5825	18.5825	1.3000e-004	2.5200e-003	19.3368

3.4 Building Construction - 2023**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.9300e-003	0.0360	0.0406	7.0000e-005		1.7500e-003	1.7500e-003		1.6500e-003	1.6500e-003	0.0000	5.7951	5.7951	1.3800e-003	0.0000	5.8296
Total	3.9300e-003	0.0360	0.0406	7.0000e-005		1.7500e-003	1.7500e-003		1.6500e-003	1.6500e-003	0.0000	5.7951	5.7951	1.3800e-003	0.0000	5.8296

Victorville-IPG Mojave 68 Project - Mojave Desert AQMD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.0700e-003	0.0260	0.0128	1.4000e-004	4.8300e-003	2.5000e-004	5.0800e-003	1.3900e-003	2.4000e-004	1.6300e-003	0.0000	13.6215	13.6215	6.0000e-005	1.8600e-003	14.1763
Worker	5.6300e-003	3.9300e-003	0.0446	1.2000e-004	0.0149	7.0000e-005	0.0149	3.9400e-003	7.0000e-005	4.0100e-003	0.0000	11.4159	11.4159	3.6000e-004	3.5000e-004	11.5287
Total	6.7000e-003	0.0299	0.0574	2.6000e-004	0.0197	3.2000e-004	0.0200	5.3300e-003	3.1000e-004	5.6400e-003	0.0000	25.0374	25.0374	4.2000e-004	2.2100e-003	25.7051

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.9300e-003	0.0360	0.0406	7.0000e-005		1.7500e-003	1.7500e-003		1.6500e-003	1.6500e-003	0.0000	5.7951	5.7951	1.3800e-003	0.0000	5.8296
Total	3.9300e-003	0.0360	0.0406	7.0000e-005		1.7500e-003	1.7500e-003		1.6500e-003	1.6500e-003	0.0000	5.7951	5.7951	1.3800e-003	0.0000	5.8296

Victorville-IPG Mojave 68 Project - Mojave Desert AQMD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.4 Building Construction - 2023****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.0700e-003	0.0260	0.0128	1.4000e-004	4.1500e-003	2.5000e-004	4.4000e-003	1.2300e-003	2.4000e-004	1.4700e-003	0.0000	13.6215	13.6215	6.0000e-005	1.8600e-003	14.1763
Worker	5.6300e-003	3.9300e-003	0.0446	1.2000e-004	0.0123	7.0000e-005	0.0123	3.3100e-003	7.0000e-005	3.3800e-003	0.0000	11.4159	11.4159	3.6000e-004	3.5000e-004	11.5287
Total	6.7000e-003	0.0299	0.0574	2.6000e-004	0.0164	3.2000e-004	0.0167	4.5400e-003	3.1000e-004	4.8500e-003	0.0000	25.0374	25.0374	4.2000e-004	2.2100e-003	25.7051

3.4 Building Construction - 2024**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1442	1.3175	1.5844	2.6400e-003		0.0601	0.0601		0.0565	0.0565	0.0000	227.2121	227.2121	0.0537	0.0000	228.5554
Total	0.1442	1.3175	1.5844	2.6400e-003		0.0601	0.0601		0.0565	0.0565	0.0000	227.2121	227.2121	0.0537	0.0000	228.5554

Victorville-IPG Mojave 68 Project - Mojave Desert AQMD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.4 Building Construction - 2024****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0404	1.0059	0.4846	5.4800e-003	0.1893	9.7600e-003	0.1991	0.0546	9.3300e-003	0.0640	0.0000	522.3352	522.3352	2.2100e-003	0.0711	543.5817
Worker	0.2045	0.1363	1.6214	4.7200e-003	0.5819	2.6400e-003	0.5846	0.1546	2.4300e-003	0.1570	0.0000	432.6140	432.6140	0.0128	0.0126	436.6987
Total	0.2449	1.1421	2.1059	0.0102	0.7712	0.0124	0.7836	0.2092	0.0118	0.2210	0.0000	954.9492	954.9492	0.0150	0.0837	980.2805

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1442	1.3175	1.5844	2.6400e-003		0.0601	0.0601		0.0565	0.0565	0.0000	227.2119	227.2119	0.0537	0.0000	228.5551
Total	0.1442	1.3175	1.5844	2.6400e-003		0.0601	0.0601		0.0565	0.0565	0.0000	227.2119	227.2119	0.0537	0.0000	228.5551

Victorville-IPG Mojave 68 Project - Mojave Desert AQMD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0404	1.0059	0.4846	5.4800e-003	0.1625	9.7600e-003	0.1723	0.0481	9.3300e-003	0.0574	0.0000	522.3352	522.3352	2.2100e-003	0.0711	543.5817
Worker	0.2045	0.1363	1.6214	4.7200e-003	0.4811	2.6400e-003	0.4837	0.1298	2.4300e-003	0.1322	0.0000	432.6140	432.6140	0.0128	0.0126	436.6987
Total	0.2449	1.1421	2.1059	0.0102	0.6436	0.0124	0.6560	0.1779	0.0118	0.1896	0.0000	954.9492	954.9492	0.0150	0.0837	980.2805

3.5 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0425	0.4096	0.6289	9.8000e-004		0.0202	0.0202		0.0185	0.0185	0.0000	86.1141	86.1141	0.0279	0.0000	86.8104
Paving	0.0199					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0624	0.4096	0.6289	9.8000e-004		0.0202	0.0202		0.0185	0.0185	0.0000	86.1141	86.1141	0.0279	0.0000	86.8104

Victorville-IPG Mojave 68 Project - Mojave Desert AQMD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.5 Paving - 2024****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.8300e-003	1.2200e-003	0.0145	4.0000e-005	5.2000e-003	2.0000e-005	5.2300e-003	1.3800e-003	2.0000e-005	1.4000e-003	0.0000	3.8686	3.8686	1.1000e-004	1.1000e-004	3.9052
Total	1.8300e-003	1.2200e-003	0.0145	4.0000e-005	5.2000e-003	2.0000e-005	5.2300e-003	1.3800e-003	2.0000e-005	1.4000e-003	0.0000	3.8686	3.8686	1.1000e-004	1.1000e-004	3.9052

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0425	0.4096	0.6289	9.8000e-004		0.0202	0.0202		0.0185	0.0185	0.0000	86.1140	86.1140	0.0279	0.0000	86.8103
Paving	0.0199					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0624	0.4096	0.6289	9.8000e-004		0.0202	0.0202		0.0185	0.0185	0.0000	86.1140	86.1140	0.0279	0.0000	86.8103

Victorville-IPG Mojave 68 Project - Mojave Desert AQMD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.5 Paving - 2024****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.8300e-003	1.2200e-003	0.0145	4.0000e-005	4.3000e-003	2.0000e-005	4.3300e-003	1.1600e-003	2.0000e-005	1.1800e-003	0.0000	3.8686	3.8686	1.1000e-004	1.1000e-004	3.9052
Total	1.8300e-003	1.2200e-003	0.0145	4.0000e-005	4.3000e-003	2.0000e-005	4.3300e-003	1.1600e-003	2.0000e-005	1.1800e-003	0.0000	3.8686	3.8686	1.1000e-004	1.1000e-004	3.9052

3.6 Architectural Coating - 2024**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	2.5892					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.7700e-003	0.0524	0.0778	1.3000e-004		2.6200e-003	2.6200e-003		2.6200e-003	2.6200e-003	0.0000	10.9790	10.9790	6.2000e-004	0.0000	10.9945
Total	2.5970	0.0524	0.0778	1.3000e-004		2.6200e-003	2.6200e-003		2.6200e-003	2.6200e-003	0.0000	10.9790	10.9790	6.2000e-004	0.0000	10.9945

Victorville-IPG Mojave 68 Project - Mojave Desert AQMD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.6 Architectural Coating - 2024****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0179	0.0119	0.1421	4.1000e-004	0.0510	2.3000e-004	0.0512	0.0136	2.1000e-004	0.0138	0.0000	37.9125	37.9125	1.1200e-003	1.1100e-003	38.2705
Total	0.0179	0.0119	0.1421	4.1000e-004	0.0510	2.3000e-004	0.0512	0.0136	2.1000e-004	0.0138	0.0000	37.9125	37.9125	1.1200e-003	1.1100e-003	38.2705

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	2.5892					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.7700e-003	0.0524	0.0778	1.3000e-004		2.6200e-003	2.6200e-003		2.6200e-003	2.6200e-003	0.0000	10.9790	10.9790	6.2000e-004	0.0000	10.9944
Total	2.5970	0.0524	0.0778	1.3000e-004		2.6200e-003	2.6200e-003		2.6200e-003	2.6200e-003	0.0000	10.9790	10.9790	6.2000e-004	0.0000	10.9944

Victorville-IPG Mojave 68 Project - Mojave Desert AQMD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.6 Architectural Coating - 2024****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0179	0.0119	0.1421	4.1000e-004	0.0422	2.3000e-004	0.0424	0.0114	2.1000e-004	0.0116	0.0000	37.9125	37.9125	1.1200e-003	1.1100e-003	38.2705
Total	0.0179	0.0119	0.1421	4.1000e-004	0.0422	2.3000e-004	0.0424	0.0114	2.1000e-004	0.0116	0.0000	37.9125	37.9125	1.1200e-003	1.1100e-003	38.2705

4.0 Operational Detail - Mobile**4.1 Mitigation Measures Mobile**

Victorville-IPG Mojave 68 Project - Mojave Desert AQMD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.4780	3.0537	5.7406	0.0251	2.1120	0.0341	2.1461	0.5686	0.0323	0.6010	0.0000	2,351.5039	2,351.5039	0.0481	0.2077	2,414.5905
Unmitigated	0.4780	3.0537	5.7406	0.0251	2.1120	0.0341	2.1461	0.5686	0.0323	0.6010	0.0000	2,351.5039	2,351.5039	0.0481	0.2077	2,414.5905

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	389.60	88.40	28.00	704,772	704,772
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Refrigerated Warehouse-No Rail	448.30	448.30	448.30	1,308,803	1,308,803
Unrefrigerated Warehouse-No Rail	1,184.18	1,184.18	1184.18	3,457,215	3,457,215
Total	2,022.07	1,720.87	1,660.47	5,470,790	5,470,790

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4
Other Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

Victorville-IPG Mojave 68 Project - Mojave Desert AQMD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Refrigerated Warehouse-No	9.50	7.30	7.30	59.00	0.00	41.00	92	5	3
Unrefrigerated Warehouse-No	9.50	7.30	7.30	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Office Building	0.530590	0.056931	0.174803	0.137616	0.029294	0.007692	0.006155	0.022126	0.000483	0.000158	0.027801	0.000928	0.005423
Other Asphalt Surfaces	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000
Parking Lot	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000
Refrigerated Warehouse-No Rail	0.795700	0.000000	0.000000	0.000000	0.000000	0.034600	0.046400	0.123300	0.000000	0.000000	0.000000	0.000000	0.000000
Unrefrigerated Warehouse-No Rail	0.795700	0.000000	0.000000	0.000000	0.000000	0.034600	0.046400	0.123300	0.000000	0.000000	0.000000	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Victorville-IPG Mojave 68 Project - Mojave Desert AQMD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	1,943.8814	1,943.8814	0.1641	0.0199	1,953.9095
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	1,943.8814	1,943.8814	0.1641	0.0199	1,953.9095
NaturalGas Mitigated	0.0689	0.6263	0.5261	3.7600e-003		0.0476	0.0476		0.0476	0.0476	0.0000	681.7848	681.7848	0.0131	0.0125	685.8363
NaturalGas Unmitigated	0.0689	0.6263	0.5261	3.7600e-003		0.0476	0.0476		0.0476	0.0476	0.0000	681.7848	681.7848	0.0131	0.0125	685.8363

Victorville-IPG Mojave 68 Project - Mojave Desert AQMD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**5.2 Energy by Land Use - NaturalGas****Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Office Building	137200	7.4000e-004	6.7300e-003	5.6500e-003	4.0000e-005		5.1000e-004	5.1000e-004		5.1000e-004	5.1000e-004	0.0000	7.3215	7.3215	1.4000e-004	1.3000e-004	7.3650
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	1.09388e+007	0.0590	0.5362	0.4504	3.2200e-003		0.0408	0.0408		0.0408	0.0408	0.0000	583.7374	583.7374	0.0112	0.0107	587.2063
Unrefrigerated Warehouse-No Rail	1.70014e+006	9.1700e-003	0.0833	0.0700	5.0000e-004		6.3300e-003	6.3300e-003		6.3300e-003	6.3300e-003	0.0000	90.7259	90.7259	1.7400e-003	1.6600e-003	91.2650
Total		0.0689	0.6263	0.5261	3.7600e-003		0.0476	0.0476		0.0476	0.0476	0.0000	681.7848	681.7848	0.0131	0.0125	685.8363

Victorville-IPG Mojave 68 Project - Mojave Desert AQMD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**5.2 Energy by Land Use - NaturalGas****Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Office Building	137200	7.4000e-004	6.7300e-003	5.6500e-003	4.0000e-005		5.1000e-004	5.1000e-004		5.1000e-004	5.1000e-004	0.0000	7.3215	7.3215	1.4000e-004	1.3000e-004	7.3650
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	1.09388e+007	0.0590	0.5362	0.4504	3.2200e-003		0.0408	0.0408		0.0408	0.0408	0.0000	583.7374	583.7374	0.0112	0.0107	587.2063
Unrefrigerated Warehouse-No Rail	1.70014e+006	9.1700e-003	0.0833	0.0700	5.0000e-004		6.3300e-003	6.3300e-003		6.3300e-003	6.3300e-003	0.0000	90.7259	90.7259	1.7400e-003	1.6600e-003	91.2650
Total		0.0689	0.6263	0.5261	3.7600e-003		0.0476	0.0476		0.0476	0.0476	0.0000	681.7848	681.7848	0.0131	0.0125	685.8363

Victorville-IPG Mojave 68 Project - Mojave Desert AQMD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**5.3 Energy by Land Use - Electricity****Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	367600	65.1922	5.5000e-003	6.7000e-004	65.5285
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	134927	23.9287	2.0200e-003	2.4000e-004	24.0522
Parking Lot	71540	12.6873	1.0700e-003	1.3000e-004	12.7528
Refrigerated Warehouse-No Rail	8.42457e+006	1,494.0593	0.1261	0.0153	1,501.7669
Unrefrigerated Warehouse-No Rail	1.96235e+006	348.0138	0.0294	3.5600e-003	349.8092
Total		1,943.8814	0.1641	0.0199	1,953.9095

Victorville-IPG Mojave 68 Project - Mojave Desert AQMD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**5.3 Energy by Land Use - Electricity****Mitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	367600	65.1922	5.5000e-003	6.7000e-004	65.5285
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	134927	23.9287	2.0200e-003	2.4000e-004	24.0522
Parking Lot	71540	12.6873	1.0700e-003	1.3000e-004	12.7528
Refrigerated Warehouse-No Rail	8.42457e+006	1,494.0593	0.1261	0.0153	1,501.7669
Unrefrigerated Warehouse-No Rail	1.96235e+006	348.0138	0.0294	3.5600e-003	349.8092
Total		1,943.8814	0.1641	0.0199	1,953.9095

6.0 Area Detail**6.1 Mitigation Measures Area**

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

No Hearths Installed

Use Low VOC Cleaning Supplies

Victorville-IPG Mojave 68 Project - Mojave Desert AQMD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	4.0612	1.3000e-004	0.0149	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	0.0289	0.0289	8.0000e-005	0.0000	0.0308
Unmitigated	5.6244	1.3000e-004	0.0149	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	0.0289	0.0289	8.0000e-005	0.0000	0.0308

6.2 Area by SubCategory**Unmitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	1.2946					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	4.3285					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.3700e-003	1.3000e-004	0.0149	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	0.0289	0.0289	8.0000e-005	0.0000	0.0308
Total	5.6244	1.3000e-004	0.0149	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	0.0289	0.0289	8.0000e-005	0.0000	0.0308

Victorville-IPG Mojave 68 Project - Mojave Desert AQMD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**6.2 Area by SubCategory****Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0518					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	4.0080					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.3700e-003	1.3000e-004	0.0149	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	0.0289	0.0289	8.0000e-005	0.0000	0.0308
Total	4.0612	1.3000e-004	0.0149	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	0.0289	0.0289	8.0000e-005	0.0000	0.0308

7.0 Water Detail**7.1 Mitigation Measures Water**

Install Low Flow Bathroom Faucet

Install Low Flow Toilet

Use Water Efficient Irrigation System

Victorville-IPG Mojave 68 Project - Mojave Desert AQMD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	587.2271	7.2290	0.1750	820.0887
Unmitigated	669.4314	8.2485	0.1996	935.1306

7.2 Water by Land Use**Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Office Building	7.10935 / 4.35734	27.2578	0.2338	5.7300e-003	34.8083
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	48.9001 / 0	128.4347	1.6029	0.0388	180.0645
Unrefrigerated Warehouse-No Rail	195.601 / 0	513.7389	6.4118	0.1551	720.2579
Total		669.4314	8.2485	0.1996	935.1306

Victorville-IPG Mojave 68 Project - Mojave Desert AQMD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**7.2 Water by Land Use****Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Office Building	6.23063 / 4.09155	24.4262	0.2049	5.0200e-003	31.0462
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	42.8561 / 0	112.5602	1.4048	0.0340	157.8085
Unrefrigerated Warehouse-No Rail	171.424 / 0	450.2408	5.6193	0.1359	631.2340
Total		587.2271	7.2290	0.1750	820.0887

8.0 Waste Detail**8.1 Mitigation Measures Waste**

Victorville-IPG Mojave 68 Project - Mojave Desert AQMD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	209.2959	12.3690	0.0000	518.5216
Unmitigated	209.2959	12.3690	0.0000	518.5216

8.2 Waste by Land Use**Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Office Building	37.2	7.5513	0.4463	0.0000	18.7079
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	198.77	40.3485	2.3845	0.0000	99.9617
Unrefrigerated Warehouse-No Rail	795.09	161.3961	9.5382	0.0000	399.8520
Total		209.2959	12.3690	0.0000	518.5216

Victorville-IPG Mojave 68 Project - Mojave Desert AQMD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**8.2 Waste by Land Use****Mitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Office Building	37.2	7.5513	0.4463	0.0000	18.7079
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	198.77	40.3485	2.3845	0.0000	99.9617
Unrefrigerated Warehouse-No Rail	795.09	161.3961	9.5382	0.0000	399.8520
Total		209.2959	12.3690	0.0000	518.5216

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
Forklifts	120	8.00	365	89	0.20	Electrical
Tractors/Loaders/Backhoes	4	8.00	365	97	0.37	CNG

Victorville-IPG Mojave 68 Project - Mojave Desert AQMD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**UnMitigated/Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	tons/yr										MT/yr					
Forklifts	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Tractors/Loaders/Backhoes	0.1051	1.0572	1.6320	2.2800e-003		0.0485	0.0485		0.0446	0.0446	0.0000	199.8432	199.8432	0.0646	0.0000	201.4591
Total	0.1051	1.0572	1.6320	2.2800e-003		0.0485	0.0485		0.0446	0.0446	0.0000	199.8432	199.8432	0.0646	0.0000	201.4591

10.0 Stationary Equipment**Fire Pumps and Emergency Generators**

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

Victorville-IPG Mojave 68 Project**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****Mojave Desert AQMD Air District, Mitigation Report****Construction Mitigation Summary**

Phase	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Architectural Coating	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Building Construction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grading	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Site Preparation	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

OFFROAD Equipment Mitigation

Victorville-IPG Mojave 68 Project**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

Equipment Type	Fuel Type	Tier	Number Mitigated	Total Number of Equipment	DPF	Oxidation Catalyst
Air Compressors	Diesel	No Change	0	1	No Change	0.00
Cranes	Diesel	No Change	0	1	No Change	0.00
Excavators	Diesel	No Change	0	2	No Change	0.00
Forklifts	Diesel	No Change	0	3	No Change	0.00
Generator Sets	Diesel	No Change	0	1	No Change	0.00
Graders	Diesel	No Change	0	1	No Change	0.00
Pavers	Diesel	No Change	0	2	No Change	0.00
Paving Equipment	Diesel	No Change	0	2	No Change	0.00
Rollers	Diesel	No Change	0	2	No Change	0.00
Rubber Tired Dozers	Diesel	No Change	0	4	No Change	0.00
Scrapers	Diesel	No Change	0	2	No Change	0.00
Tractors/Loaders/Backhoes	Diesel	No Change	0	9	No Change	0.00
Welders	Diesel	No Change	0	1	No Change	0.00

Victorville-IPG Mojave 68 Project**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Unmitigated tons/yr							Unmitigated mt/yr					
Air Compressors	7.77000E-003	5.24100E-002	7.78400E-002	1.30000E-004	2.62000E-003	2.62000E-003	0.00000E+000	1.09790E+001	1.09790E+001	6.20000E-004	0.00000E+000	1.09945E+001
Cranes	2.92200E-002	3.08840E-001	1.56190E-001	5.10000E-004	1.28500E-002	1.18200E-002	0.00000E+000	4.45792E+001	4.45792E+001	1.44200E-002	0.00000E+000	4.49396E+001
Excavators	9.62000E-003	7.89800E-002	1.66150E-001	2.60000E-004	3.87000E-003	3.56000E-003	0.00000E+000	2.31381E+001	2.31381E+001	7.48000E-003	0.00000E+000	2.33252E+001
Forklifts	2.84600E-002	2.66950E-001	3.43540E-001	4.60000E-004	1.54500E-002	1.42100E-002	0.00000E+000	4.04888E+001	4.04888E+001	1.30900E-002	0.00000E+000	4.08162E+001
Generator Sets	2.87000E-002	2.56150E-001	3.68230E-001	6.60000E-004	1.11700E-002	1.11700E-002	0.00000E+000	5.68034E+001	5.68034E+001	2.30000E-003	0.00000E+000	5.68610E+001
Graders	9.78000E-003	1.18650E-001	4.31600E-002	1.70000E-004	3.84000E-003	3.54000E-003	0.00000E+000	1.48250E+001	1.48250E+001	4.79000E-003	0.00000E+000	1.49449E+001
Pavers	1.57900E-002	1.49800E-001	2.48800E-001	4.00000E-004	6.99000E-003	6.44000E-003	0.00000E+000	3.55108E+001	3.55108E+001	1.14800E-002	0.00000E+000	3.57979E+001
Paving Equipment	1.41700E-002	1.28670E-001	2.21010E-001	3.50000E-004	6.21000E-003	5.72000E-003	0.00000E+000	3.07754E+001	3.07754E+001	9.95000E-003	0.00000E+000	3.10242E+001
Rollers	1.25300E-002	1.31090E-001	1.59110E-001	2.30000E-004	6.94000E-003	6.38000E-003	0.00000E+000	1.98279E+001	1.98279E+001	6.41000E-003	0.00000E+000	1.99882E+001
Rubber Tired Dozers	4.82700E-002	5.02460E-001	2.19000E-001	6.00000E-004	2.26300E-002	2.08200E-002	0.00000E+000	5.28921E+001	5.28921E+001	1.71100E-002	0.00000E+000	5.33198E+001
Scrapers	4.01300E-002	4.22450E-001	3.12990E-001	7.70000E-004	1.65600E-002	1.52400E-002	0.00000E+000	6.80176E+001	6.80176E+001	2.20000E-002	0.00000E+000	6.85676E+001
Tractors/Loaders/Backhoes	5.48200E-002	5.53100E-001	8.37430E-001	1.17000E-003	2.60100E-002	2.39300E-002	0.00000E+000	1.02588E+002	1.02588E+002	3.31800E-002	0.00000E+000	1.03417E+002
Welders	2.37500E-002	1.38870E-001	1.67240E-001	2.60000E-004	4.79000E-003	4.79000E-003	0.00000E+000	1.89162E+001	1.89162E+001	1.93000E-003	0.00000E+000	1.89645E+001

Victorville-IPG Mojave 68 Project**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Mitigated tons/yr							Mitigated mt/yr					
Air Compressors	7.77000E-003	5.24100E-002	7.78400E-002	1.30000E-004	2.62000E-003	2.62000E-003	0.00000E+000	1.09790E+001	1.09790E+001	6.20000E-004	0.00000E+000	1.09944E+001
Cranes	2.92200E-002	3.08840E-001	1.56190E-001	5.10000E-004	1.28500E-002	1.18200E-002	0.00000E+000	4.45791E+001	4.45791E+001	1.44200E-002	0.00000E+000	4.49396E+001
Excavators	9.62000E-003	7.89800E-002	1.66150E-001	2.60000E-004	3.87000E-003	3.56000E-003	0.00000E+000	2.31381E+001	2.31381E+001	7.48000E-003	0.00000E+000	2.33252E+001
Forklifts	2.84600E-002	2.66950E-001	3.43540E-001	4.60000E-004	1.54500E-002	1.42100E-002	0.00000E+000	4.04888E+001	4.04888E+001	1.30900E-002	0.00000E+000	4.08162E+001
Generator Sets	2.87000E-002	2.56150E-001	3.68230E-001	6.60000E-004	1.11700E-002	1.11700E-002	0.00000E+000	5.68033E+001	5.68033E+001	2.30000E-003	0.00000E+000	5.68609E+001
Graders	9.78000E-003	1.18650E-001	4.31600E-002	1.70000E-004	3.84000E-003	3.54000E-003	0.00000E+000	1.48250E+001	1.48250E+001	4.79000E-003	0.00000E+000	1.49449E+001
Pavers	1.57900E-002	1.49800E-001	2.48800E-001	4.00000E-004	6.99000E-003	6.44000E-003	0.00000E+000	3.55108E+001	3.55108E+001	1.14800E-002	0.00000E+000	3.57979E+001
Paving Equipment	1.41700E-002	1.28670E-001	2.21010E-001	3.50000E-004	6.21000E-003	5.72000E-003	0.00000E+000	3.07753E+001	3.07753E+001	9.95000E-003	0.00000E+000	3.10242E+001
Rollers	1.25300E-002	1.31090E-001	1.59110E-001	2.30000E-004	6.94000E-003	6.38000E-003	0.00000E+000	1.98279E+001	1.98279E+001	6.41000E-003	0.00000E+000	1.99882E+001
Rubber Tired Dozers	4.82700E-002	5.02460E-001	2.19000E-001	6.00000E-004	2.26300E-002	2.08200E-002	0.00000E+000	5.28920E+001	5.28920E+001	1.71100E-002	0.00000E+000	5.33197E+001
Scrapers	4.01200E-002	4.22450E-001	3.12990E-001	7.70000E-004	1.65600E-002	1.52400E-002	0.00000E+000	6.80175E+001	6.80175E+001	2.20000E-002	0.00000E+000	6.85675E+001
Tractors/Loaders/Balckhoes	5.48200E-002	5.53100E-001	8.37430E-001	1.17000E-003	2.60100E-002	2.39300E-002	0.00000E+000	1.02588E+002	1.02588E+002	3.31800E-002	0.00000E+000	1.03417E+002
Welders	2.37500E-002	1.38870E-001	1.67240E-001	2.60000E-004	4.79000E-003	4.79000E-003	0.00000E+000	1.89162E+001	1.89162E+001	1.93000E-003	0.00000E+000	1.89645E+001

Victorville-IPG Mojave 68 Project**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Air Compressors	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	9.10831E-007	9.10831E-007	0.00000E+000	0.00000E+000	1.81910E-006
Cranes	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.12160E-006	1.12160E-006	0.00000E+000	0.00000E+000	1.33512E-006
Excavators	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.29656E-006	1.29656E-006	0.00000E+000	0.00000E+000	1.28616E-006
Forklifts	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.23491E-006	1.23491E-006	0.00000E+000	0.00000E+000	1.22500E-006
Generator Sets	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.23232E-006	1.23232E-006	0.00000E+000	0.00000E+000	1.23107E-006
Graders	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.34907E-006	1.34907E-006	0.00000E+000	0.00000E+000	1.33825E-006
Pavers	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.12642E-006	1.12642E-006	0.00000E+000	0.00000E+000	1.11738E-006
Paving Equipment	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.29974E-006	1.29974E-006	0.00000E+000	0.00000E+000	1.28932E-006
Rollers	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.00868E-006	1.00868E-006	0.00000E+000	0.00000E+000	1.00059E-006
Rubber Tired Dozers	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.13439E-006	1.13439E-006	0.00000E+000	0.00000E+000	1.12529E-006
Scrapers	2.49190E-004	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.17617E-006	1.17617E-006	0.00000E+000	0.00000E+000	1.31257E-006
Tractors/Loaders/Balckhoes	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.16973E-006	1.16973E-006	0.00000E+000	0.00000E+000	1.16035E-006
Welders	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.05730E-006	1.05730E-006	0.00000E+000	0.00000E+000	1.05460E-006

Fugitive Dust Mitigation

Yes/No Mitigation Measure Mitigation Input Mitigation Input Mitigation Input

No	Soil Stabilizer for unpaved Roads	PM10 Reduction	0.00	PM2.5 Reduction	0.00		
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Victorville-IPG Mojave 68 Project**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

No	Replace Ground Cover of Area Disturbed	PM10 Reduction	0.00	PM2.5 Reduction	0.00		
Yes	Water Exposed Area	PM10 Reduction	61.00	PM2.5 Reduction	61.00	Frequency (per day)	3.00
No	Unpaved Road Mitigation	Moisture Content %	0.00	Vehicle Speed (mph)	20.00		
Yes	Clean Paved Road	% PM Reduction	20.00				

		Unmitigated		Mitigated		Percent Reduction	
Phase	Source	PM10	PM2.5	PM10	PM2.5	PM10	PM2.5
Architectural Coating	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Architectural Coating	Roads	0.05	0.01	0.04	0.01	0.17	0.16
Building Construction	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Building Construction	Roads	0.79	0.21	0.66	0.18	0.17	0.15
Grading	Fugitive Dust	0.27	0.10	0.11	0.04	0.61	0.61
Grading	Roads	0.01	0.00	0.01	0.00	0.16	0.15
Paving	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Paving	Roads	0.01	0.00	0.00	0.00	0.17	0.16
Site Preparation	Fugitive Dust	0.29	0.15	0.11	0.06	0.61	0.61
Site Preparation	Roads	0.00	0.00	0.00	0.00	0.17	0.16

Operational Percent Reduction Summary

Victorville-IPG Mojave 68 Project**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

Category	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Architectural Coating	96.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	7.40	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hearth	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Natural Gas	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Water Indoor	0.00	0.00	0.00	0.00	0.00	0.00	12.36	12.27	12.28	12.36	12.36	12.30
Water Outdoor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Operational Mobile Mitigation

Project Setting:

Mitigation	Category	Measure	% Reduction	Input Value 1	Input Value 2	Input Value 3
No	Land Use	Increase Density	0.00			
No	Land Use	Increase Diversity	0.10	0.32		
No	Land Use	Improve Walkability Design	0.00			
No	Land Use	Improve Destination Accessibility	0.00			
No	Land Use	Increase Transit Accessibility	0.25			
No	Land Use	Integrate Below Market Rate Housing	0.00			
	Land Use	Land Use SubTotal	0.00			

Victorville-IPG Mojave 68 Project**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

No	Neighborhood Enhancements	Improve Pedestrian Network			
No	Neighborhood Enhancements	Provide Traffic Calming Measures			
No	Neighborhood Enhancements	Implement NEV Network	0.00		
	Neighborhood Enhancements	Neighborhood Enhancements Subtotal	0.00		
No	Parking Policy Pricing	Limit Parking Supply	0.00		
No	Parking Policy Pricing	Unbundle Parking Costs	0.00		
No	Parking Policy Pricing	On-street Market Pricing	0.00		
	Parking Policy Pricing	Parking Policy Pricing Subtotal	0.00		
No	Transit Improvements	Provide BRT System	0.00		
No	Transit Improvements	Expand Transit Network	0.00		
No	Transit Improvements	Increase Transit Frequency	0.00		
	Transit Improvements	Transit Improvements Subtotal	0.00		
		Land Use and Site Enhancement Subtotal	0.00		
No	Commute	Implement Trip Reduction Program			
No	Commute	Transit Subsidy			
No	Commute	Implement Employee Parking "Cash Out"			
No	Commute	Workplace Parking Charge			
No	Commute	Encourage Telecommuting and Alternative Work Schedules	0.00		
No	Commute	Market Commute Trip Reduction Option	0.00		
No	Commute	Employee Vanpool/Shuttle	0.00		2.00

Victorville-IPG Mojave 68 Project

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

No	Commute	Provide Ride Sharing Program				
	Commute	Commute Subtotal	0.00			
No	School Trip	Implement School Bus Program	0.00			
		Total VMT Reduction	0.00			

Area Mitigation

Measure Implemented	Mitigation Measure	Input Value
No	Only Natural Gas Hearth	
Yes	No Hearth	
Yes	Use Low VOC Cleaning Supplies	
No	Use Low VOC Paint (Residential Interior)	10.00
No	Use Low VOC Paint (Residential Exterior)	10.00
Yes	Use Low VOC Paint (Non-residential Interior)	10.00
Yes	Use Low VOC Paint (Non-residential Exterior)	10.00
Yes	Use Low VOC Paint (Parking)	10.00
No	% Electric Lawnmower	0.00
No	% Electric Leafblower	0.00
No	% Electric Chainsaw	0.00

Energy Mitigation Measures

Measure Implemented	Mitigation Measure	Input Value 1	Input Value 2
No	Exceed Title 24		

Victorville-IPG Mojave 68 Project**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

No	Install High Efficiency Lighting		
No	On-site Renewable		

Appliance Type	Land Use Subtype	% Improvement
ClothWasher		30.00
DishWasher		15.00
Fan		50.00
Refrigerator		15.00

Water Mitigation Measures

Measure Implemented	Mitigation Measure	Input Value 1	Input Value 2
No	Apply Water Conservation on Strategy	0.00	0.00
No	Use Reclaimed Water	0.00	0.00
No	Use Grey Water	0.00	
Yes	Install low-flow bathroom faucet	32.00	
No	Install low-flow Kitchen faucet	18.00	
Yes	Install low-flow Toilet	20.00	
No	Install low-flow Shower	20.00	
No	Turf Reduction	0.00	
Yes	Use Water Efficient Irrigation Systems	6.10	
No	Water Efficient Landscape	0.00	0.00

Solid Waste Mitigation

Victorville-IPG Mojave 68 Project**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

Mitigation Measures	Input Value
Institute Recycling and Composting Services Percent Reduction in Waste Disposed	

APPENDIX B:

**TRAFFIC STUDY AND VEHICLE MILES TRAVELED (VMT)
SCREENING MEMORANDUM.**

September 26, 2022

Job No. IPGIM68H-0001

MEMORANDUM

To: Craig J. Wilde
IPG Mojave 68 Holdings LLC
991 Lomas Santa Fe Drive, Suite C PMB 469
Solana Beach, CA 92075

From: James M. Daisa, PE
Senior Transportation Project Manager



RE: SCOPING AGREEMENT FOR FOCUSED TRAFFIC IMPACT ANALYSIS AND VEHICLE MILES TRAVELED (VMT) SCREENING FOR PROPOSED INDUSTRIAL WAREHOUSE SITE LOCATED AT THE NORTHEAST CORNER OF MOJAVE DRIVE AND MESA LINDA AVENUE IN VICTORVILLE (APNS: 3128-621-02 THRU 06)

This memorandum presents key elements of the scope of work for the Focused Traffic Impact Analysis Report (TIA Report) evaluating the above referenced development project. This memorandum, a standard practice for the City of Victorville, presents our traffic study assumptions and methodologies to the City of Victorville for their review and approval. We estimate the proposed project's trip generation and distribute the trips to the project's site access points and proposed study intersections. This is key information the city needs to review and approve before we can proceed with the traffic study.

In addition to establishing the scope of the focused traffic study, this memorandum includes a screening assessment to determine if a VMT analysis for CEQA clearance of the project is required. The screening assessment is based on Victorville's adopted criteria for exempting development projects from having to conduct a VMT analysis.

A. Project Description

The project site is located on the northeast corner of the intersection of Mojave Drive and Mesa Linda Avenue in the City of Victorville, as illustrated in **Exhibit A**. The proposed project is to construct an 1,097,300 square foot (SF) warehouse building with internal office space. The warehouse building will include an 877,800 SF of high-cube transload warehouse and 219,500 SF of high-cube cold storage warehouse with loading docks lining the east side and west side of the building. The proposed project is bounded to the north, east, and west by vacant/undeveloped properties, to the south by Mojave Drive and single-family residential development.

Exhibit B illustrates the proposed site plan. Access to the site is proposed from driveways on Mojave Drive, Onyx Road, Mesa Linda Avenue, and Cactus Road.

B. Project Trip Generation

Table A summarizes the estimated trip generation of the proposed project for an average weekday, and weekday peak hours within the AM (7-9 AM) and PM (4-6 PM) peak periods. The Institute of Transportation Engineers (ITE) Trip Generation manual, 11th Edition is the source of the trip generation rates for High-Cube Transload Warehouse (Land Use Category 154) and High-Cube Cold Storage Warehouse (Land Use Category 157) trips per 1,000 square feet of gross floor area for the Peak Hour of the Adjacent Street Traffic (between 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM). The split between warehouse and cold storage warehouse was identified by the developer as 80% warehouse and 20% cold storage warehouse.

Table A: Project Trip Generation

Use		Gross Floor Area (KSF)	Daily	AM Peak Hour of Adjacent Street Traffic			PM Peak Hour of Adjacent Street Traffic		
				In	Out	Total	In	Out	Total
1	High Cube Transload Warehouse (Comprises 80% of Building) (ITE Land Use Category 154)	877.8	Vehicle Trip Generation Rates (Trips Per 1,000 Square Feet of Gross Floor Area)						
			1.40	0.06	0.02	0.08	0.03	0.07	0.10
			Total Vehicle Trip Generation						
			1,229	55	16	71	25	63	88
		Mode Share	Total Project Trip Generation by Vehicle Type						
	Passenger Cars (Percent of Total)	79.57%	978	43	13	56	20	50	70
	2-Axle Trucks (Percent of Total)	3.46%	43	2	1	3	1	2	3
	3-Axle Trucks (Percent of Total)	4.64%	58	3	1	4	1	3	4
	4-Axle Trucks (Percent of Total)	12.33%	152	7	2	9	4	8	12
		PCE Factor	Project Trip Generation in Passenger Car Equivalents (PCE)						
	Passenger Cars)	1	978	43	13	56	20	50	70
	2-Axle Trucks	1.5	65	3	2	5	2	3	5
	3-Axle Trucks (Percent of Total)	2	116	6	2	8	2	6	8
	4-Axle Trucks (Percent of Total)	3	456	21	6	27	12	24	36
	PCE Total			1,615	73	23	96	36	83
2	High Cube Cold Storage Warehouse (Comprises 20% of Building) (ITE Land Use Category 157)	219.5	Vehicle Trip Generation Rates (Trips Per 1,000 Square Feet of Gross Floor Area)						
			2.12	0.08	0.03	0.11	0.03	0.09	0.12
			Total Vehicle Trip Generation						
			466	19	6	25	8	19	27
		Mode Share	Total Project Trip Generation by Vehicle Type						
	Passenger Cars (Percent of Total)	79.57%	371	15	5	20	6	15	21
	2-Axle Trucks (Percent of Total)	3.46%	17	1	1	2	1	1	2
	3-Axle Trucks (Percent of Total)	4.64%	22	1	1	2	1	1	2
	4-Axle Trucks (Percent of Total)	12.33%	58	3	1	4	1	3	4
		PCE Factor	Total Project Trip Generation in Passenger Car Equivalents (PCE)						
	Passenger Cars)	1	371	15	5	20	6	15	21
	2-Axle Trucks	1.5	26	2	2	4	2	2	4
	3-Axle Trucks (Percent of Total)	2	44	2	2	4	2	2	4
	4-Axle Trucks (Percent of Total)	3	174	9	3	12	3	9	12
	PCE Total			615	28	12	40	13	28
	Combined Total Project Trips								
		Mode Share	Combined Total Project Trip Generation by Vehicle Type						
	Passenger Cars (Percent of Total)	79.57%	1,349	58	17	75	25	66	91
	2-Axle Trucks (Percent of Total)	3.46%	59	3	1	4	1	3	4
	3-Axle Trucks (Percent of Total)	4.64%	79	3	1	4	1	4	5
	4-Axle Trucks (Percent of Total)	12.33%	209	9	3	12	4	11	15
	Total Combined Project Vehicle Trips (Non-PCE)		1,696	73	22	95	31	84	115
		PCE Factor	Combined Total Project Trip Generation in PCEs						
	Passenger Cars)	1	1,349	58	17	75	25	66	91
	2-Axle Trucks	1.5	89	5	2	7	2	5	7
	3-Axle Trucks (Percent of Total)	2	158	6	2	8	2	8	10
	4-Axle Trucks (Percent of Total)	3	627	27	9	36	12	33	45
	Total Combined Project Vehicle Trips (PCE)		2,223	96	30	126	41	112	153

Notes:

KSF = Thousands of Square Feet.

AM / PM Peak Hour of Adjacent Street Traffic = Trip generation coinciding with the highest hourly volumes of traffic on the adjacent streets during the AM (7:00 AM and 9:00 AM) and PM (4:00 PM and 6:00 PM) commuter peak periods.

Source of trip generation rates: Institute of Transportation Engineers (ITE) Trip Generation (11th Edition). Average rates for land use category 154 (High-Cube Transload and Short-Term Storage Warehouse) and land use category 154 (High-Cube Cold Storage Warehouse)

Source of passenger car / truck mode share (percentage of total): Fontana Truck Trip Generation Study for Heavy Warehouse Uses (August 2003).

Passenger Car Equivalents (PCE) factors: Industry standard values utilized in neighboring jurisdictions.

The source of the mode share split between passenger cars and trucks by axle is the Fontana Truck Trip Generation Study¹ for **Warehouse Uses (ITE Land Use Category 150)**. The Passenger Car Equivalent (PCE) factors are from the City of Hesperia's (a neighboring City to Victorville) Traffic Impact Analysis Report Guidelines for Vehicle Miles Traveled (VMT) and Level of Service (LOS) Assessment dated July 2020. Passenger Car Equivalents (PCE) are provided by vehicle type and the conversion of trucks to PCEs is required by the City of Victorville for the calculation of intersection level of service.

As presented in **Table A**, the proposed project is estimated to generate 1,696 (2,223 PCE) daily trips, 95 (126 PCE) AM peak hour trips, and 115 (153 PCE) PM peak hour trips during the respective adjacent street peak hours.

C. Project Trip Distribution and Assignment

To address the impacts of the estimated project traffic, project trips are distributed by direction towards major commute routes, truck routes, freight haul corridors, and concentrations of residential and commercial / employment centers. Once the distribution pattern is established, project trips are assigned to the streets that provide the most direct route to destinations.

The distribution of the automobile trips (employees/visitors) is illustrated in **Exhibit C1**. The distribution of truck trips is illustrated in **Exhibit C2**. Truck trips are distributed to truck routes designated in Victorville's General Plan, the nearest of which includes Mojave Drive from I-15 to Highway 395. Highway 395, as a state highway, is also a designated truck route by the State of California. The assignment of the project's automobile trips to proposed study intersections is illustrated in **Exhibit D1**. The assignment of the project's truck trips to proposed study intersections (in passenger car equivalents) is illustrated in **Exhibit D2**. The assignment of total project trips (automobile plus trucks in passenger car equivalents) to proposed study intersections is illustrated in **Exhibit D3**.

D. Study Intersections

This focused traffic study evaluates project access driveways and key intersections on routes used by project traffic to access the site. This scope proposes to include four existing intersections and the four proposed driveways that accommodate most of the truck traffic as listed below:

- | | |
|---|---|
| 1. Highway 395 / Mojave Drive | 2. Mojave Drive / Mesa Linda Avenue |
| 3. Mojave Drive / Onyx Road | 4. Highway 395 / Cactus Road |
| 5. Onyx Road / Project Driveway "A" (Future Intersection) | 6. Onyx Road / Project Driveway "B" (Future Intersection) |
| 7. Mesa Linda Avenue / Project Driveway "C" (Future Intersection) | 8. Mesa Linda Avenue / Project Driveway "D" (Future Intersection) |

The intersections of Highway 395 at Mojave Drive and at Cactus Road are currently traffic signal controlled. The intersections of Mojave Drive at Mesa Linda Avenue and Mojave Drive at Onyx Road are currently side-street stop-controlled.

Site Access

Access to the site is proposed from seven driveways: two right turn in/ right turn out only driveways on Mojave Drive, two full access driveways on Onyx Road, two full access driveways on Mesa Linda Avenue, and one full access driveway on Cactus Road. The assignment of the project's automobile trips to the project's main

¹ Fontana Truck Trip Generation Study. City of Fontana, County of San Bernardino, and the State of California. August 2003. This study collected empirical data and evaluated vehicle trip generation characteristics of several land use categories that typically generate significant volumes of truck traffic. The study collected data at numerous industrial facilities including mix of vehicles by axle. The data from this study has been integrated into ITE's Trip Generation manual.

driveways is illustrated in **Exhibit D1**. The assignment of the project's truck trips to the project's main driveways is illustrated in **Exhibit D2**².

E. Level of Service Methodology

Level of service will be calculated using the Highway Capacity Manual (HCM6) methodologies for signalized and non-signalized intersections. All study intersections will be analyzed to identify deficiencies in the city's Level of Service (LOS) policy. The capacity analysis will represent trucks in passenger car equivalents (PCE) in the existing and projected peak hour traffic volumes.

Signal warrant analyses. Signal warrant analyses (CA MUTCD Warrant #3 - Peak Hour) will be conducted at the non-signalized intersections of Mojave Drive study intersections (Mesa Linda Avenue and Onyx Road) if they are found to operate at LOS E or LOS F in any scenario.

Mitigation measures. If a study intersection is found to operate with a LOS deficiency under any "with project" scenario, improvements will be identified to accomplish the following:

- If the addition of project traffic causes the level of service to change from a LOS D or better in the "without project" condition to a LOS E or F, the improvement should return the level of service to a LOS D or better. In future conditions, the deficiency described above is a "cumulative" impact and the study will include the project's fair-share contribution to the impact (and the cost to mitigate the deficiency).
- If an intersection is operating at a deficient LOS E or F in the "without project" condition and the project adds traffic to the intersection that increases the average delay, the improvement should, at a minimum, offset the project's increase in delay. In near-term and future conditions, the deficiency described above is a "cumulative" impact and the study will include the project's fair-share contribution to the impact (and the cost to mitigate the deficiency).

F. Traffic Study Scenarios

Scenarios analyzed in this study are consistent with City of Victorville, San Bernardino County Congestion Management Program (CMP), and Caltrans requirements for analysis scenarios which include:

1. Existing Conditions (AM (7-9 AM) and PM (4-6 PM) peak hours)
2. Background Conditions (Year 2024)
 - a. Existing + ambient growth (assuming a growth rate of 3.5% per year per city guidelines)
 - b. Adjacent planned and approved (but not yet built) development
3. Background + Project Conditions (Year 2024)
 - a. Background conditions as defined above + project traffic
4. Future Horizon Year 2034 Without Project Conditions
 - a. Background + ambient growth (assuming a growth rate of 3.5% per year per city guidelines)
 - b. Adjacent planned and approved (but not yet built) development
5. Future Horizon Year 2034 + Project
 - a. Future horizon year 2034 conditions + project traffic
6. Future Year (2044) Without Project Conditions (Caltrans required 20-year projections)
 - a. Derived from extrapolation of year 2040 SBTAM model projections
7. Future Year (2044) + Project Conditions

G. Vehicle Miles Traveled (VMT) Screening

The following is a screening assessment to determine if the project is required to conduct a VMT analysis for environmental clearance under CEQA based on criteria in the City of Victorville's Vehicle Miles Traveled (VMT) Analysis Guidelines adopted by the City in June of 2020 in conformance with SB 743.

² The assignment of project generated traffic to the project's main driveways is preliminary and subject to refinement during the study.

Project Screening from Conducting VMT Analyses

Victorville uses screening criteria to determine if a development project is required to conduct a VMT analysis. If a project satisfies the criteria described below it is considered to have a less than significant impact on VMT and does not require a VMT analysis.

Victorville has two criteria for screening projects from requiring a VMT analysis.

- The first criterion is based on the project's net daily increase in vehicle trips—if the project's net daily traffic generation is equal to or less than the city's threshold of 1,285 trips per day, it is exempt from a VMT analysis.
- The second criterion (*Project Type*) is comprised of a list of specific land uses types and a maximum size threshold in terms of dwelling units for residential projects and floor area for non-residential projects. The listed types of land uses are based on the maximum building size that would generate under 3,000 metric tons of Carbon Dioxide Equivalent (CO₂e) annually—the most stringent CO₂ emissions standard in California. Proposed projects matching the “project type” and falling within the size thresholds are exempt from a VMT analysis.

1. Screening for Net Increase in Daily Vehicle Trips

As shown in **Table A**, the project's net increase in daily trips is 1,696 daily vehicle trips (non-PCE) which exceeds the threshold of 1,285 daily trips in the city's guidelines. **Based on this criterion, the project is NOT screened from requiring a VMT analysis.**

2. Project Type Screening

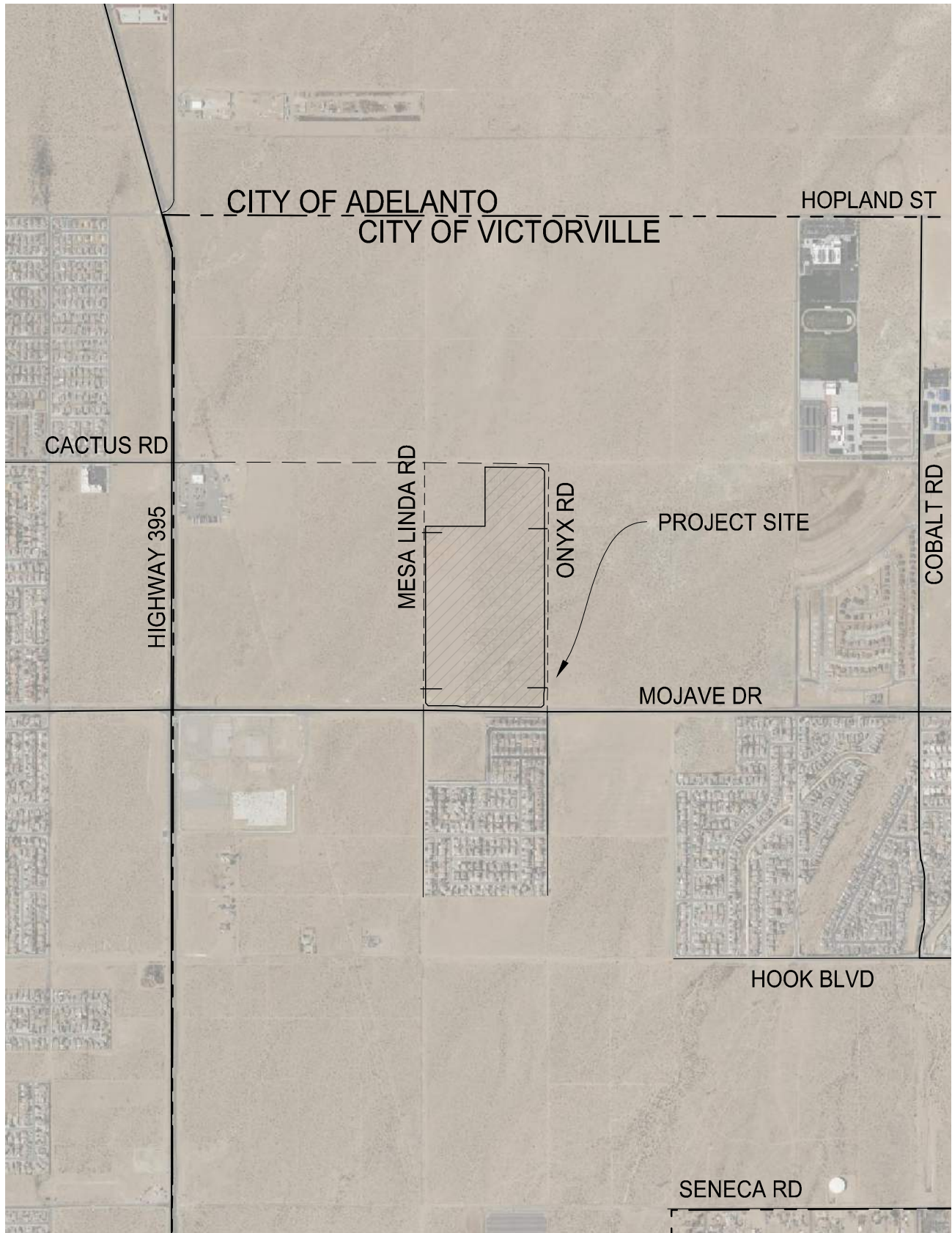
According to the City of Victorville's VMT guidelines, the following type of land uses or development with the specified maximum size are exempt from having to conduct a VMT analysis:

- Single Family or Multifamily Residential – 136 dwelling units or less
- Office — 227,000 square feet or less
- Retail — 122,000 square feet or less
- **Warehousing — 829,000 square feet or less**
- Light Industrial — 296,000 square feet or less
- K-12 Public School
- Daycare/Childcare/Pre-K
- Affordable Housing
- Student Housing
- Community Institutions, Social Services and Public Buildings

The proposed project is comprised of Warehousing with a total building floor area of 1,097,300 square feet (including internal office space) exceeds the city's warehousing size threshold of 829,000 square feet of floor area. **Based on Victorville's two criterion, the project is NOT screened from requiring a VMT analysis.**

Attachments

1. Exhibit A – Vicinity Map
2. Exhibit B – Site Plan
3. Exhibit C1 – Auto Project Trip Distribution
4. Exhibit C2 – Truck Project Trip Distribution
5. Exhibit D1 – Auto Project Trips
6. Exhibit D2 – Truck PCE Project Trips
7. Exhibit D3 – Total PCE Project Trips



--- CITY BOUNDARY

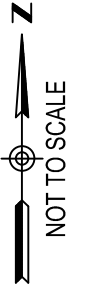
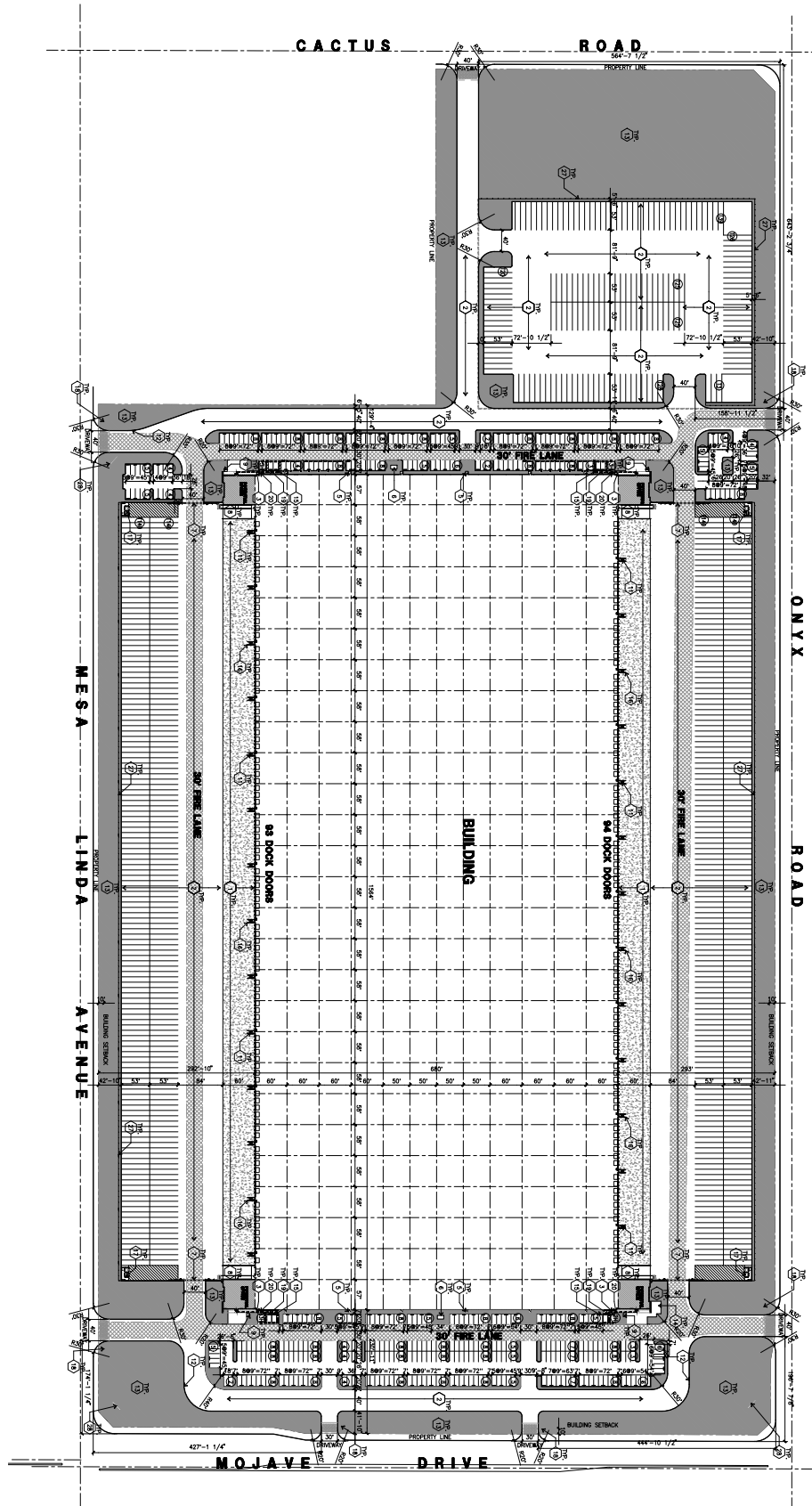
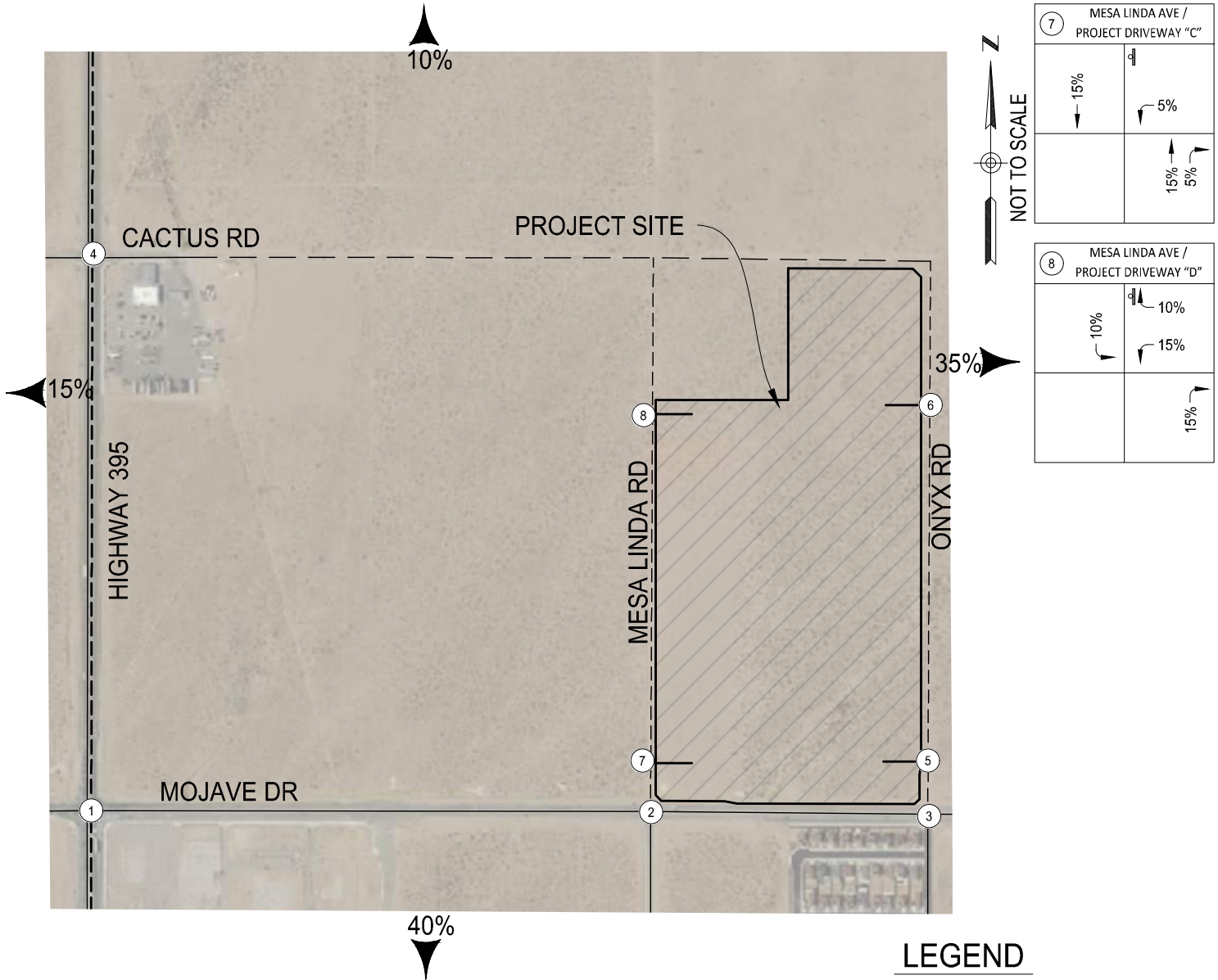


**EXHIBIT B: SITE PLAN
PROPOSED INDUSTRIAL SITE
VICTORVILLE, CALIFORNIA**

① HIGHWAY 395 / MOJAVE DR	② MOJAVE DR / MESA LINDA AVE	③ MOJAVE DR / ONYX RD	④ HIGHWAY 395 / CACTUS RD	⑤ ONYX RD / PROJECT DRIVEWAY "A"	⑥ ONYX RD / PROJECT DRIVEWAY "B"
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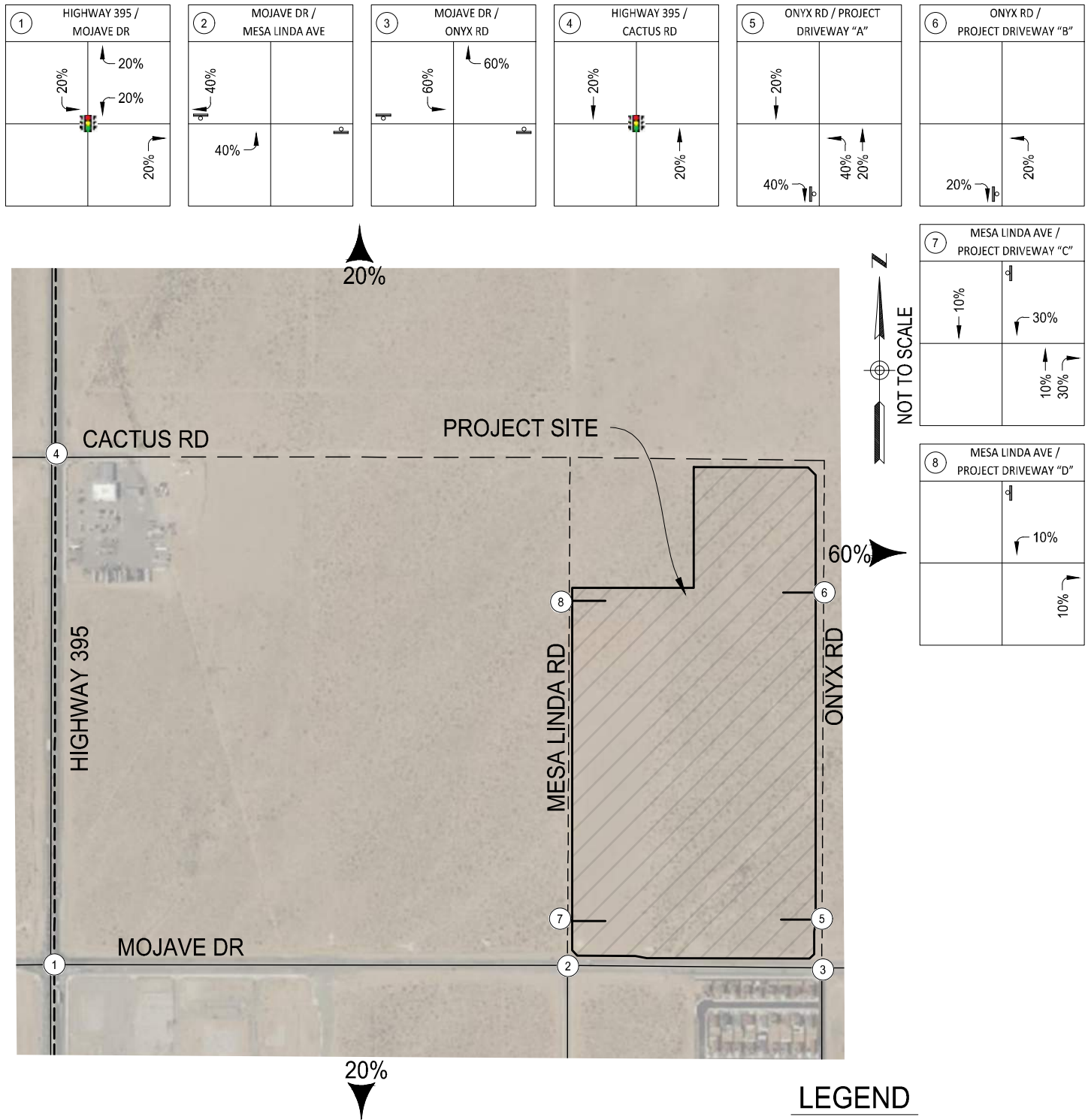


⑦ MESA LINDA AVE / PROJECT DRIVEWAY "C"
--

⑧ MESA LINDA AVE / PROJECT DRIVEWAY "D"
--

LEGEND

- XX% - GENERAL PROJECT TRIP DISTRIBUTION
- XX% - SPECIFIC PROJECT TRIP PERCENTAGE
- ① - STUDY INTERSECTIONS
- SIGNALIZED INTERSECTION
- STOP CONTROLLED APPROACH



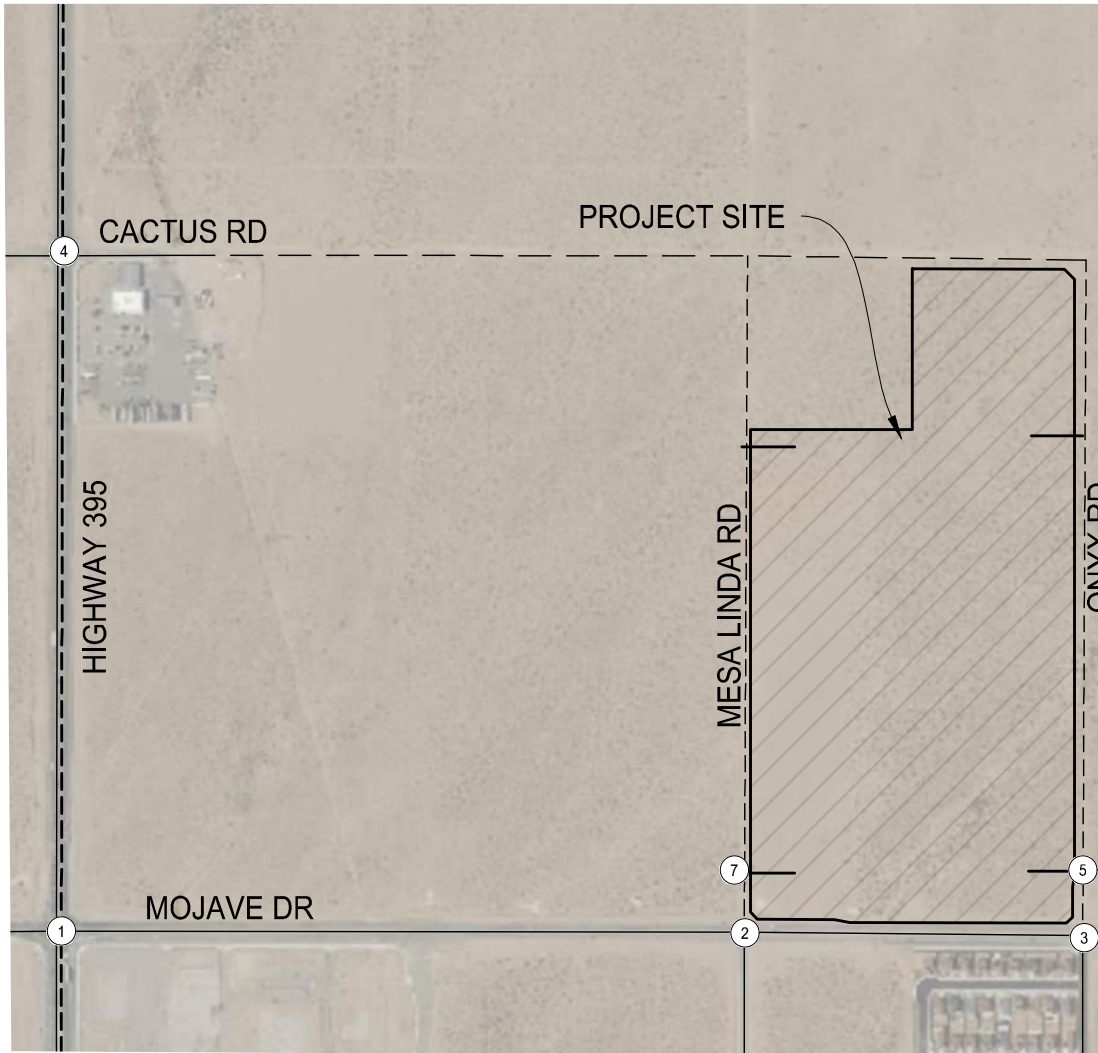
LEGEND

- XX% - GENERAL PROJECT TRIP DISTRIBUTION
- XX% - SPECIFIC PROJECT TRIP PERCENTAGE
- # - STUDY INTERSECTIONS
- SIGNALIZED INTERSECTION
- STOP CONTROLLED APPROACH

① HIGHWAY 395 / MOJAVE DR	② MOJAVE DR / MESA LINDA AVE	③ MOJAVE DR / ONYX RD	④ HIGHWAY 395 / CACTUS RD	⑤ ONYX RD / PROJECT DRIVEWAY "A"	⑥ ONYX RD / PROJECT DRIVEWAY "B"

⑦ MESA LINDA AVE / PROJECT DRIVEWAY "C"

⑧ MESA LINDA AVE / PROJECT DRIVEWAY "D"

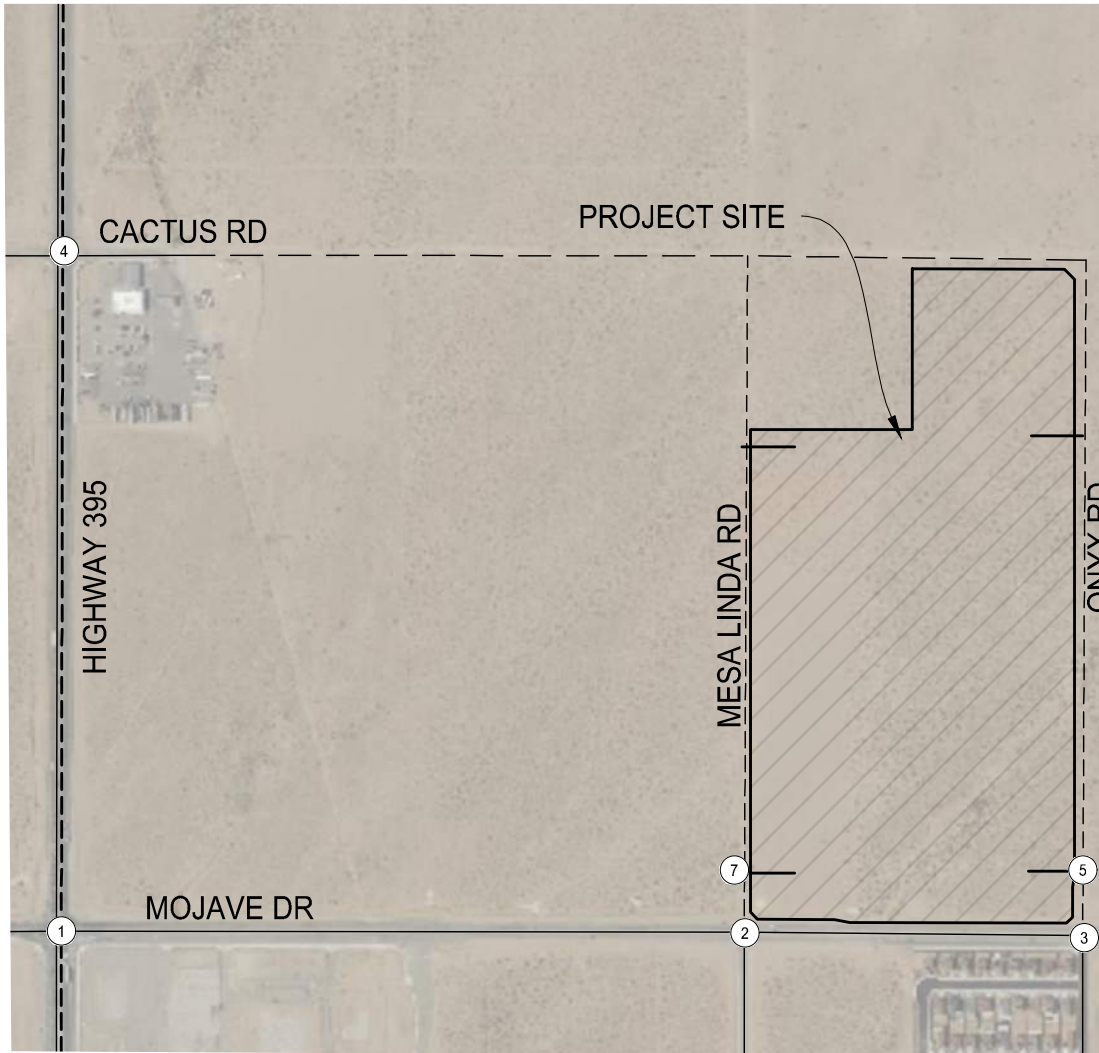
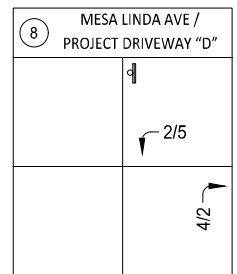
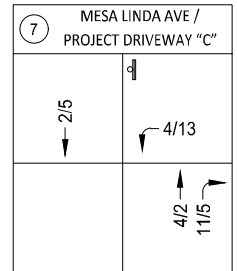
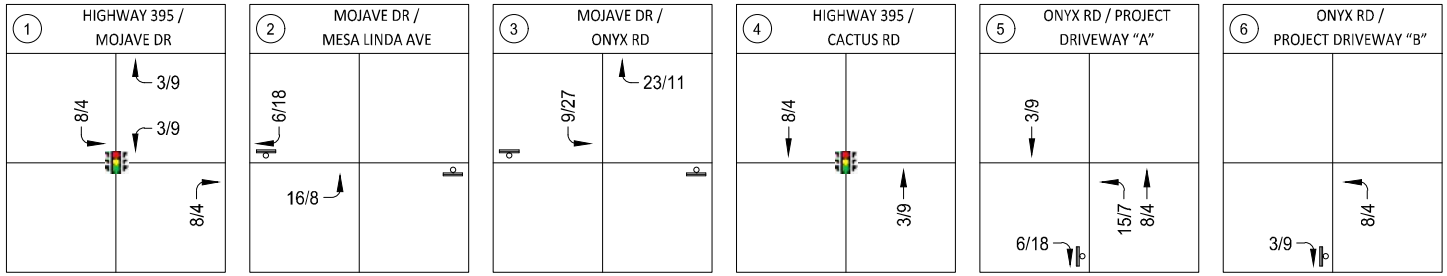


AUTO PROJECT TRIPS

AM PEAK HOUR - 58 IN / 17 OUT
PM PEAK HOUR - 25 IN / 66 OUT

LEGEND

- XX/XX - AM/PM PROJECT TRIP
- ① - STUDY INTERSECTIONS
- SIGNALIZED INTERSECTION
- STOP CONTROLLED APPROACH

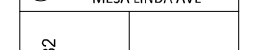
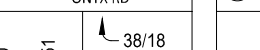
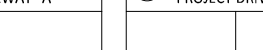
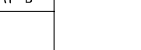


TRUCK PROJECT TRIPS

AM PEAK HOUR - 38 IN / 13 OUT
PM PEAK HOUR - 16 IN / 46 OUT

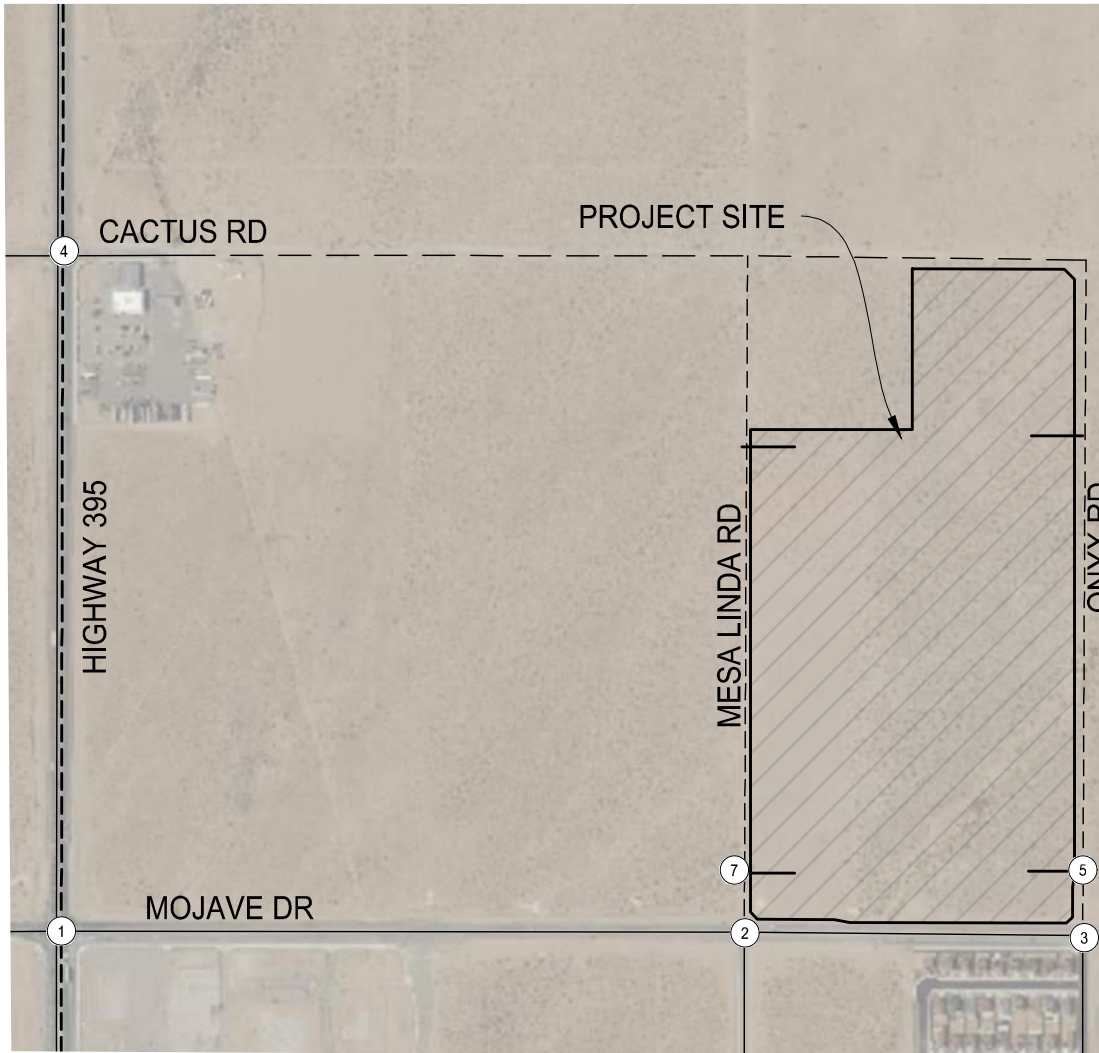
LEGEND

- XX/XX - AM/PM PROJECT TRIP
- ① - STUDY INTERSECTIONS
- SIGNALIZED INTERSECTION
- STOP CONTROLLED APPROACH

①	HIGHWAY 395 / MOJAVE DR	②	MOJAVE DR / MESA LINDA AVE	③	MOJAVE DR / ONYX RD	④	HIGHWAY 395 / CACTUS RD	⑤	ONYX RD / PROJECT DRIVEWAY "A"	⑥	ONYX RD / PROJECT DRIVEWAY "B"
											

7		MESA LINDA AVE / PROJECT DRIVEWAY "C"	
5/15 5/17 13/6 14/7 d			

⑧ MESA LINDA AVE / PROJECT DRIVEWAY "D"	
6/3 2/7 5/15	
	13/6



TOTAL PROJECT TRIPS

AM PEAK HOUR - 96 IN / 30 OUT
PM PEAK HOUR - 41 IN / 112 OUT

LEGEND

- XX/XX - AM/PM PROJECT TRIP
- ① - STUDY INTERSECTIONS
- SIGNALIZED INTERSECTION
- STOP CONTROLLED APPROACH

APPENDIX C:

CARB EMFAC OFFROAD2021 (v1.0.3) OUTPUTS

Request Summary

tons/day for Emissions, gallons/year for Fuel, hours/year for Activity,
Horsepower-hours/year for Horsepower-hours

Output Table

NOx PM2.5 PM10 CO2 NH3 HC CO ROG TOG SOx

No	ROG	CO	NOx	CO2	PM10	PM2.5	SOx	Fuel Consumption	Total_Activity	Total_Population	↓ Horsepower_Hours
1	1.64e-1	2.20e-2	1.37e-1	3.15e+1	3.33e-3	3.06e-3	4.95e+4	1.03e+6	1.35e+6	7.53e+2	0