Appendix A

Air Quality & Greenhouse Gas Emissions Assessment, Collier Commercial Properties Project

Air Quality & Greenhouse Gas Emissions Assessment
Collier Commercial Properties Project

Lake Elsinore, California

Prepared For:

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CONTENTS

1.0 INTRODUCTION 1
1.1 Project Location and Description 1
2.0 AIR QUALITY 2
2.1 Air Quality Setting 2
2.1.1 South Coast Air Basin 2
2.1.2 Criteria Air Pollutants 3
2.1.3 Toxic Air Contaminants 6
2.1.4 Ambient Air Quality 6
2.1.5 Sensitive Receptors 8
2.2 Regulatory Framework 8
2.2.1 Federal 8
2.2.2 State 9
2.2.3 Local 11
2.3 Air Quality Emissions Impact Assessment 14
2.3.1 Thresholds of Significance 14
2.3.2 Methodology 16
2.3.3 Impact Analysis 16
3.0 GREENHOUSE GAS EMISSIONS 28
3.1 Greenhouse Gas Setting 28
3.1.1 Sources of Greenhouse Gas Emissions 29
3.2 Regulatory Framework 30
3.2.1 State 30
3.2.2 Local 32
3.3 Greenhouse Gas Emissions Impact Assessment 35
3.3.1 Thresholds of Significance 35
3.3.2 Methodology 37
3.3.3 Impact Analysis 38
4.0 REFERENCES 43

LIST OF TABLES

Table 2-1. Criteria Air Pollutants- Summary of Common Sources and Effects 4
Table 2-2. Summary of Ambient Air Quality Data 7
Table 2-3. Attainment Status of Criteria Pollutants in the Riverside County Portion of the SoCAB 8

Table 2-4. SCAQMD Regional Significance Thresholds – Pounds per Day 15
Table 2-5. Local Significance Thresholds at 200 Meters of a Sensitive Receptor 16
Table 2-6. Construction-Related Emissions (Regional Significance Analysis) 17
Table 2-7. Equipment-Specific Grading Rates 18
Table 2-8. Maximum Construction-Related Emissions (Localized Significance Analysis) 19
Table 2-9. Operational-Related Emissions (Regional Significance Analysis) 20
Table 3-1. Greenhouse Gases 29
Table 3-2. Construction-Related Greenhouse Gas Emissions 38
Table 3-3. Operational-Related Greenhouse Gas Emissions 39

LIST OF ATTACHMENTS

Attachment A – CalEEMod Output File for Air Quality Emissions
Attachment B – CalEEMod Output File for Greenhouse Gas Emissions

LIST OF ACRONYMS AND ABBREVIATIONS

°F	Degrees Fahrenheit
µg/m^3	Micrograms per cubic meter; ppm = parts per million
1992 CO Plan	1992 Federal Attainment Plan for Carbon Monoxide
AB	Assembly Bill
AQMD	Air Quality Management District
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CCAA	California Clean Air Act
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
CH_4	Methane
City	City of Lake Elsinore
CO_2	Carbon dioxide
CO_2e	Carbon dioxide equivalent
County	Riverside County
DPM	Diesel particulate matter
EO	Executive Order
GHG	Greenhouse gas
GWP	Global warming potential
IPCC	Intergovernmental Panel on Climate Change

LIST OF ACRONYMS AND ABBREVIATIONS

LOS	Level of service
LSTs	Localized significance threshold
MT	Metric Ton
N_2O	Nitrous oxide
NAAQS	National Ambient Air Quality Standards
NO_2	Nitrogen dioxide
NO_x	Nitric oxides
O_3	Ozone
PM	Particulate matter
PM_{10}	Coarse particulate matter
$PM_{2.5}$	Fine particulate matter
ppb	Parts per billion
Project	Collier Commercial Properties Project
RCPG	Regional Comprehensive Plan and Guide
ROGs	Reactive organic gases
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
SB	Senate Bill
SCAG	Southern California Association of Governments
SCE	Southern California Edison
SCAQMD	South Coast Air Quality Management District
SIP	State Implementation Plan
SO_2	Sulfur dioxide
SO_x	Sulfur oxides
SR	State Route
SRA	Source receptor area
SoCAB	South Coast Air Basin
TACs	Toxic air contaminants
USEPA	U.S. Environmental Protection Agency
VOCs	Volatile organic compounds
VMT	Vehicle Miles Traveled

1.0 INTRODUCTION

This report documents the results of an Air Quality and Greenhouse Gas (GHG) Emissions Assessment completed for the Collier Commercial Properties Project (Project), which proposes the construction of two new buildings to accommodate a construction equipment rental facility in Lake Elsinore, California. This assessment was prepared using methodologies and assumptions recommended in the rules and regulations of the South Coast Air Quality Management District (SCAQMD). Regional and local existing conditions are presented, along with pertinent emissions standards and regulations. The purpose of this assessment is to estimate Project-generated criteria air pollutants and GHG emissions attributable to the Project and to determine the level of impact the Project would have on the environment.

1.1 Project Location and Description

The Project Site is located in the City of Lake Elsinore (City), located in western Riverside County. The irregular shaped site positioned between Collier Avenue and Minthorn Street spans three parcels and totals 2.8 acres. It is currently vacant, undeveloped land and is generally bound by undeveloped land to the north with Collier Avenue and Interstate 15 beyond, Steve's Towing Services to the east with Collier Avenue beyond, West Minthorn Street to the south with a corporation yard beyond, and West Minthorn Street to the west with the City Department of Public Social Services beyond.

The Project is proposing the construction and operation of two new buildings totaling 11,975 square feet to accommodate a construction rental facility with associated features. "Building A" is proposed to span 3,000 square feet and "Building B" would span 8,975 square feet. The Project also proposes to construct 24 parking spaces and a block wall along the southern and western Project Site boundary.

The Proposed Project Site has a General Plan land use designation of Limited Industrial and a zoning classification of Limited Manufacturing. The intent of the Limited Industrial designation is to reserve appropriate locations for certain categories of light industrial uses that are relatively free of nuisance or hazardous characteristics (Lake Elsinore 2021). Land uses such as heavy equipment sales and rental are subject to a conditional use permit.

The rental facility would be able to be accessed from both Collier Avenue and West Minthorn Street via 50-foot powered gates. Main access would be achieved from West Minthorn Street.

2.0 AIR QUALITY

2.1 Air Quality Setting

Air quality in a region is determined by its topography, meteorology, and existing air pollutant sources. These factors are discussed below, along with the current regulatory structure that applies to the South Coast Air Basin (SoCAB), which encompasses the Project Site, pursuant to the regulatory authority of the SCAQMD.

Ambient air quality is commonly characterized by climate conditions, the meteorological influences on air quality, and the quantity and type of pollutants released. The air basin is subject to a combination of topographical and climatic factors that reduce the potential for high levels of regional and local air pollutants. The following section describes the pertinent characteristics of the air basin and provides an overview of the physical conditions affecting pollutant dispersion in the Project Area.

2.1.1 South Coast Air Basin

The California Air Resources Board (CARB) divides the State into air basins that share similar meteorological and topographical features. The Project Site lies in the SoCAB, which includes the non-desert portions of Los Angeles, Riverside, and San Bernardino counties and all of Orange County. The air basin is on a coastal plain with connecting broad valleys and low hills and is bounded by the Pacific Ocean on the southwest, with high mountains forming the remainder of the perimeter (SCAQMD 1993).

Temperature and Precipitation

The air basin is part of a semi-permanent high-pressure zone in the eastern Pacific. As a result, the climate is mild, tempered by cool sea breezes. This usually mild weather pattern is interrupted infrequently by periods of extremely hot weather, winter storms, and Santa Ana winds. The annual average temperature varies little throughout the 6,645-square-mile SoCAB, ranging from the low 60s to the high 80s, measured in degrees Fahrenheit (°F). With a more pronounced oceanic influence, coastal areas show less variability in annual minimum and maximum temperatures than inland areas (SCAQMD 1993).

In contrast to a very steady pattern of temperature, rainfall is seasonally and annually highly variable. Almost all annual rains fall between November and April. Summer rainfall is normally restricted to widely scattered thundershowers near the coast, with slightly heavier shower activity in the east and over the mountains.

Humidity

Although the SoCAB has a semiarid climate, the air near the earth's surface is typically moist because of the presence of a shallow marine layer. Except for infrequent periods when dry, continental air is brought into the SoCAB by offshore winds, the "ocean effect" is dominant. Periods of heavy fog, especially along the coast, are frequent, and low clouds, often referred to as high fog, are a characteristic climatic feature. Annual average humidity is 70 percent at the coast and 57 percent in the eastern portions of the SoCAB (SCAQMD 1993).

Wind

Wind patterns across the south coastal region are characterized by westerly or southwesterly onshore winds during the day and by easterly or northeasterly breezes at night. Wind speed is higher during the dry summer months than during the rainy winter.

Between periods of wind, air stagnation may occur in both the morning and evening hours. Air stagnation is one of the critical determinants of air quality conditions on any given day. During the winter and fall, surface high-pressure systems over the SoCAB, combined with other meteorological conditions, can result in very strong, downslope Santa Ana winds. These winds normally continue a few days before predominant meteorological conditions are reestablished.

The mountain ranges to the east affect the diffusion of pollutants by inhibiting the eastward transport of pollutants. Air quality in the SoCAB generally ranges from fair to poor and is similar to air quality in most of coastal Southern California. The entire region experiences heavy concentrations of air pollutants during prolonged periods of stable atmospheric conditions (SCAQMD 1993).

Inversion

In conjunction with the two characteristic wind patterns that affect the rate and orientation of horizontal pollutant transport, two similarly distinct types of temperature inversions control the vertical depth through which pollutants are mixed. These inversions are the marine/subsidence inversion and the radiation inversion. The height of the base of the inversion at any given time is known as the "mixing height." The combination of winds and inversions is a critical determinant leading to highly degraded air quality in the summer and generally good air quality in the winter in Lake Elsinore (SCAQMD 1993).

2.1.2 Criteria Air Pollutants

Criteria air pollutants are defined as those pollutants for which the federal and state governments have established air quality standards for outdoor or ambient concentrations to protect public health with a determined margin of safety. Ozone (O_3), coarse particulate matter (PM_{10}), and fine particulate matter ($PM_{2.5}$) are generally considered to be regional pollutants because they or their precursors affect air quality on a regional scale. Pollutants such as carbon monoxide (CO), nitrogen dioxide (NO_2), and sulfur dioxide (SO_2) are considered to be local pollutants because they tend to accumulate in the air locally. PM is also considered a local pollutant. Health effects commonly associated with criteria pollutants are summarized in Table 2-1.

Table 2-1. Criteria Air Pollutants- Summary of Common Sources and Effects

Pollutant	Major Manmade Sources	Human Health & Welfare Effects
CO	An odorless, colorless gas formed when carbon in fuel is not burned completely; a component of motor vehicle exhaust.	Reduces the ability of blood to deliver oxygen to vital tissues, effecting the cardiovascular and nervous system. Impairs vision, causes dizziness, and can lead to unconsciousness or death.
NO_2	A reddish-brown gas formed during fuel combustion for motor vehicles, energy utilities and industrial sources.	Respiratory irritant; aggravates lung and heart problems. Precursor to ozone and acid rain. Causes brown discoloration of the atmosphere.
O_3	Formed by a chemical reaction between reactive organic gases (ROGs) and nitrogen oxides (NOX) in the presence of sunlight. Common sources of these precursor pollutants include motor vehicle exhaust, industrial emissions, solvents, paints and landfills.	Irritates and causes inflammation of the mucous membranes and lung airways; causes wheezing, coughing and pain when inhaling deeply; decreases lung capacity; aggravates lung and heart problems. Damages plants; reduces crop yield.
PM_{10} & $PM_{2.5}$	Power plants, steel mills, chemical plants, unpaved roads and parking lots, wood-burning stoves and fireplaces, automobiles and others.	Increased respiratory symptoms, such as irritation of the airways, coughing, or difficulty breathing; aggravated asthma; development of chronic bronchitis; irregular heartbeat; nonfatal heart attacks; and premature death in people with heart or lung disease. Impairs visibility (haze).
SO_2	A colorless, nonflammable gas formed when fuel containing sulfur is burned. Examples are refineries, cement manufacturing, and locomotives.	Respiratory irritant. Aggravates lung and heart problems. Can damage crops and natural vegetation. Impairs visibility.

Source: California Air Pollution Control Officers Association (CAPCOA 2013)

Carbon Monoxide

CO in the urban environment is associated primarily with the incomplete combustion of fossil fuels in motor vehicles. CO combines with hemoglobin in the bloodstream and reduces the amount of oxygen that can be circulated through the body. High CO concentrations can cause headaches, aggravate cardiovascular disease and impair central nervous system functions. CO concentrations can vary greatly over comparatively short distances. Relatively high concentrations of CO are typically found near crowded intersections and along heavy roadways with slow moving traffic. Even under the most severe meteorological and traffic conditions, high concentrations of CO are limited to locations within relatively short distances of the source. Overall CO emissions are decreasing as a result of the Federal Motor Vehicle Control Program, which has mandated increasingly lower emission levels for vehicles manufactured since 1973. CO levels in the SoCAB are in compliance with the state and federal one- and eight-hour standards.

Nitrogen Oxides

Nitrogen gas comprises about 80 percent of the air and is naturally occurring. At high temperatures and under certain conditions, nitrogen can combine with oxygen to form several different gaseous compounds

collectively called nitric oxides (NO_x). Motor vehicle emissions are the main source of NO_x in urban areas. NO_x is very toxic to animals and humans because of its ability to form nitric acid with water in the eyes, lungs, mucus membrane, and skin. In animals, long-term exposure to NO_x increases susceptibility to respiratory infections, and lowering resistance to such diseases as pneumonia and influenza. Laboratory studies show that susceptible humans, such as asthmatics, who are exposed to high concentrations can suffer from lung irritation or possible lung damage. Precursors of NO_x, such as NO and NO_2, attribute to the formation of O_3 and $PM_{2.5}$. Epidemiological studies have also shown associations between NO_2 concentrations and daily mortality from respiratory and cardiovascular causes and with hospital admissions for respiratory conditions.

Ozone

O_3 is a secondary pollutant, meaning it is not directly emitted. It is formed when volatile organic compounds (VOCs) or ROGs and NO_x undergo photochemical reactions that occur only in the presence of sunlight. The primary source of ROG emissions is unburned hydrocarbons in motor vehicle and other internal combustion engine exhaust. NO_x forms as a result of the combustion process, most notably due to the operation of motor vehicles. Sunlight and hot weather cause ground-level O_3 to form. Ground-level O_3 is the primary constituent of smog. Because O_3 formation occurs over extended periods of time, both O_3 and its precursors are transported by wind and high O_3 concentrations can occur in areas well away from sources of its constituent pollutants.

People with lung disease, children, older adults, and people who are active can be affected when O_3 levels exceed ambient air quality standards. Numerous scientific studies have linked ground-level O_3 exposure to a variety of problems including lung irritation, difficult breathing, permanent lung damage to those with repeated exposure, and respiratory illnesses.

Particulate Matter

PM includes both aerosols and solid particulates of a wide range of sizes and composition. Of concern are those particles smaller than or equal to 10 microns in diameter size (PM_{10}) and smaller than or equal to 2.5 microns in diameter ($PM_{2.5}$). Smaller particulates are of greater concern because they can penetrate deeper into the lungs than larger particles. PM_{10} is generally emitted directly as a result of mechanical processes that crush or grind larger particles or form the resuspension of dust, typically through construction activities and vehicular travel. PM_{10} generally settles out of the atmosphere rapidly and is not readily transported over large distances. $PM_{2.5}$ is directly emitted in combustion exhaust and is formed in atmospheric reactions between various gaseous pollutants, including NO_x, sulfur oxides (SO_x) and VOCs. $PM_{2.5}$ can remain suspended in the atmosphere for days and/or weeks and can be transported long distances.

The principal health effects of airborne PM are on the respiratory system. Short-term exposure of high $PM_{2.5}$ and PM_{10} levels are associated with premature mortality and increased hospital admissions and emergency room visits. Long-term exposure is associated with premature mortality and chronic respiratory disease. According to the U.S. Environmental Protection Agency (USEPA), some people are much more sensitive than others to breathing PM_{10} and $PM_{2.5}$. People with influenza, chronic respiratory and cardiovascular diseases, and the elderly may suffer worse illnesses; people with bronchitis can expect aggravated symptoms; and

children may experience decline in lung function due to breathing in PM_{10} and $PM_{2.5}$. Other groups considered sensitive include smokers and people who cannot breathe well through their noses. Exercising athletes are also considered sensitive because many breathe through their mouths.

2.1.3 Toxic Air Contaminants

In addition to the criteria pollutants discussed above, toxic air contaminants (TACs) are another group of pollutants of concern. TACs are considered either carcinogenic or noncarcinogenic based on the nature of the health effects associated with exposure to the pollutant. For regulatory purposes, carcinogenic TACs are assumed to have no safe threshold below which health impacts would not occur, and cancer risk is expressed as excess cancer cases per one million exposed individuals. Noncarcinogenic TACs differ in that there is generally assumed to be a safe level of exposure below which no negative health impact is believed to occur. These levels are determined on a pollutant-by-pollutant basis.

There are many different types of TACs, with varying degrees of toxicity. Sources of TACs include industrial processes such as petroleum refining and chrome plating operations, commercial operations such as gasoline stations and dry cleaners, and motor vehicle exhaust. Public exposure to TACs can result from emissions from normal operations, as well as from accidental releases of hazardous materials during upset conditions. The health effects of TACs include cancer, birth defects, neurological damage, and death.

Most recently, CARB identified diesel particulate matter (DPM) as a TAC. DPM differs from other TACs in that it is not a single substance but rather a complex mixture of hundreds of substances. Diesel exhaust is a complex mixture of particles and gases produced when an engine burns diesel fuel. DPM is a concern because it causes lung cancer; many compounds found in diesel exhaust are carcinogenic. DPM includes the particle-phase constituents in diesel exhaust. The chemical composition and particle sizes of DPM vary between different engine types (heavy-duty, light-duty), engine operating conditions (idle, accelerate, decelerate), fuel formulations (high/low sulfur fuel), and the year of the engine (USEPA 2002). Some short-term (acute) effects of diesel exhaust include eye, nose, throat, and lung irritation, and diesel exhaust can cause coughs, headaches, light-headedness, and nausea. DPM poses the greatest health risk among the TACs; due to their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lung.

2.1.4 Ambient Air Quality

Ambient air quality at the Project Site can be inferred from ambient air quality measurements conducted at nearby air quality monitoring stations. CARB maintains more than 60 monitoring stations throughout California. O_3, PM_{10} and $PM_{2.5}$ are the pollutant species most potently affecting the Project region. As described in detail below, the region is designated as a nonattainment area for the federal O_3 and $PM_{2.5}$ standards and is also a nonattainment area for the state standards for O_3, $PM_{2.5}$ and PM_{10} (CARB 2019). The Lake Elsinore air quality monitoring station (506 W Flint St, Lake Elsinore), located approximately 2.5 miles south of the Project Site, monitors ambient concentrations of O_3, PM_{10}, and $PM_{2.5}$. Ambient emission concentrations will vary due to localized variations in emission sources and climate and should be considered "generally" representative of ambient concentrations in the Project Area.

Table 2-2 summarizes the published data concerning O_3, $PM_{2.5}$ and PM_{10} from the Lake Elsinore monitoring station. O_3, PM_{10} and $PM_{2.5}$ are the pollutant species most potently affecting the Project region.

Table 2-2. Summary of Ambient Air Quality Data

Pollutant Standards	2021	2022	2023
O_3 – Lake Elsinore Monitoring Station			
Max 1-hour concentration (ppm)	0.118	0.121	0.120
Max 8-hour concentration (ppm) (State/federal)	0.098 / 0.097	0.092 / 0.091	0.103 / 0.103
Number of days above 1-hour standard (State/federal)	18 / 0	17 / 0	10 / 1
Number of days above 8-hour standard (State/federal)	46 / 44	37 / 37	35 / 31
PM_{10} – Lake Elsinore Monitoring Station			
Max 24-hour concentration (µg/m3) (State/federal)	* / 90.0	* / 91.8	* / 187.0
Number of days above 24-hour standard (State/federal)	* / 0	* / 0	* / 1.0
$PM_{2.5}$ – Lake Elsinore Monitoring Station			
Max 24-hour concentration (µg/m3) (State/federal)	28.8 / *	16.2 / *	19.9 / *
Number of days above federal 24-hour standard	*	*	*

Source: CARB 2024
$\mu g/m^3$ = micrograms per cubic meter; ppm = parts per million
* = Insufficient (or no) data available

The USEPA and CARB designate air basins or portions of air basins and counties as being in "attainment" or "nonattainment" for each of the criteria pollutants. Areas that do not meet the standards are classified as nonattainment areas. The National Ambient Air Quality Standards (NAAQS) (other than O_3, PM_{10} and $PM_{2.5}$ and those based on annual averages or arithmetic mean) are not to be exceeded more than once per year. The NAAQS for O_3, PM_{10}, and $PM_{2.5}$ are based on statistical calculations over one- to three-year periods, depending on the pollutant. The California Ambient Air Quality Standards (CAAQS) are not to be exceeded during a three-year period. The attainment status for the Riverside County portion of the SoCAB, which encompasses the Project Site, is included in Table 2-3.

Table 2-3. Attainment Status of Criteria Pollutants in the Riverside County Portion of the SoCAB

Pollutant	State Designation	Federal Designation
O_3	Nonattainment	Nonattainment
PM_{10}	Nonattainment	Attainment
$PM_{2.5}$	Nonattainment	Nonattainment
CO	Attainment	Unclassified/Attainment
NO_2	Attainment	Unclassified/Attainment
SO_2	Attainment	Unclassified/Attainment

Source: CARB 2022

The determination of whether an area meets the state and federal standards is based on air quality monitoring data. Some areas are unclassified, which means there is insufficient monitoring data for determining attainment or nonattainment. Unclassified areas are typically treated as being in attainment. Because the attainment/nonattainment designation is pollutant-specific, an area may be classified as nonattainment for one pollutant and attainment for another. Similarly, because the state and federal standards differ, an area could be classified as attainment for the federal standards of a pollutant and as nonattainment for the state standards of the same pollutant. The region is designated as a nonattainment area for the federal O_3 and $PM_{2.5}$ standards and is also a nonattainment area for the state standards for O_3, $PM_{2.5}$ and PM_{10} (CARB 2019).

2.1.5 Sensitive Receptors

Sensitive receptors are defined as facilities or land uses that include members of the population who are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. CARB has identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over 65, children under 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis. The nearest sensitive receptor to the Project Site is a residence located approximately 700 feet (approximately 213 meters) distant from the northeastern Project Site boundary, fronting Collier Avenue.

2.2 Regulatory Framework

2.2.1 Federal

Clean Air Act

The Clean Air Act (CAA) of 1970 and the CAA Amendments of 1971 required the USEPA to establish the NAAQS, with states retaining the option to adopt more stringent standards or to include other specific pollutants.

These standards are the levels of air quality considered safe, with an adequate margin of safety, to protect the public health and welfare. They are designed to protect those "sensitive receptors" most susceptible to further respiratory distress such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise. Healthy adults can tolerate occasional exposure to air pollutant concentrations considerably above these minimum standards before adverse effects are observed.

The USEPA has classified air basins (or portions thereof) as being in attainment, nonattainment, or unclassified for each criteria air pollutant, based on whether or not the NAAQS have been achieved. If an area is designated unclassified, it is because inadequate air quality data were available as a basis for a nonattainment or attainment designation. Table 2-3 lists the federal attainment status of the SoCAB for the criteria pollutants.

2.2.2 State

California Clean Air Act

The California Clean Air Act (CCAA) allows the State to adopt ambient air quality standards and other regulations provided that they are at least as stringent as federal standards. CARB, a part of the California Environmental Protection Agency, is responsible for the coordination and administration of both federal and state air pollution control programs within California, including setting the CAAQS. CARB also conducts research, compiles emission inventories, develops suggested control measures, and provides oversight of local programs. CARB establishes emissions standards for motor vehicles sold in California, consumer products (such as hairspray, aerosol paints, and barbecue lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions. CARB also has primary responsibility for the development of California's State Implementation Plan (SIP), for which it works closely with the federal government and the local air districts.

California State Implementation Plan

The federal CAA (and its subsequent amendments) requires each state to prepare an air quality control plan referred to as the SIP. The SIP is a living document that is periodically modified to reflect the latest emissions inventories, plans, and rules and regulations of air basins as reported by the agencies with jurisdiction over them. The CAA Amendments dictate that states containing areas violating the NAAQS revise their SIPs to include extra control measures to reduce air pollution. The SIP includes strategies and control measures to attain the NAAQS by deadlines established by the CAA. The USEPA has the responsibility to review all SIPs to determine if they conform to the requirements of the CAA.

- State law makes CARB the lead agency for all purposes related to the SIP. Local air districts and other agencies prepare SIP elements and submit them to CARB for review and approval. CARB then forwards SIP revisions to the USEPA for approval and publication in the Federal Register. The *2022 Air Quality Management Plan* (2022 AQMP) is the SIP for the SoCAB. The 2022 AQMP is a regional blueprint for achieving air quality standards and healthful air in the SoCAB and those portions of the Salton Sea Air Basin that are under SCAQMD's jurisdiction. The 2022 AQMP includes aggressive new

regulations and the development of incentive programs to support early deployment of advanced technologies. The two key areas for incentive programs are (1) promoting widespread deployment of available zero emission and low NOx technologies and (2) developing new zero emission and ultra-low NOx technologies for use in cases where the technology is not currently available. The 2022 AQMP prioritizes distribution of incentive funding in "environmental justice" areas and seek opportunities to focus benefits on the most disadvantaged communities. The 2022 AQMP focuses on available, proven, and cost-effective alternatives to traditional strategies, while seeking to achieve multiple goals in partnership with other entities promoting reductions in GHGs and toxic risk, as well as efficiencies in energy use, transportation, and goods movement. The AQMP relies on a regional and multi-level partnership of governmental agencies at the federal, state, regional, and local level. These agencies (USEPA, CARB, local governments, Southern California Association of Governments [SCAG] and the SCAQMD) are the primary agencies that implement the AQMP programs. The 2022 AQMP incorporates the latest scientific and technical information and planning assumptions, including SCAG's latest Regional Transportation Plan/Sustainable Communities Strategy, updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts. The 2022 AQMP includes integrated strategies and measures to meet the NAAQS. The current status of the SIPs for the SoCAB's nonattainment pollutants are shown below:

- On November 28, 2007, CARB submitted a SIP revision to the USEPA for O_3, $PM_{2.5}$ (1997 Standard), CO, and NO_2 in the SoCAB. This revision is identified as the "2007 South Coast SIP". The 2007 South Coast SIP demonstrates attainment of the federal $PM_{2.5}$ standard in the SoCAB by 2014 and attainment of the federal eight-hour O_3 standard by 2023. This SIP also includes a request to reclassify the O_3 attainment designation from "severe" to "extreme". The USEPA approved the redesignation effective June 4, 2010. The "extreme" designation requires the attainment of the eight-hour O_3 standard in the SoCAB by June 2024. CARB approved $PM_{2.5}$ SIP revisions in April 2011 and the O_3 SIP revisions in July 2011. The USEPA approved the $PM_{2.5}$ SIP in 2013 and has approved 46 of the 61, 1997 eight-hour O_3 SIP requirements. In 2014, the USEPA proposed a finding that the SoCAB has attained the 1997 $PM_{2.5}$ standards. In 2016, the USEPA determined that the SoCAB had attained the 1997 $PM_{2.5}$ standards; however, the SoCAB was not redesignated as an attainment area because the USEPA had not approved a maintenance plan and additional requirements under the CAA had not been met.

- In 2012, the SCAQMD adopted the 2012 AQMP, which was a regional and multiagency effort (the SCAQMD, CARB, SCAG, and the USEPA). The primary purposes of the 2012 AQMP were to demonstrate attainment of the federal 24-hour $PM_{2.5}$ standard by 2014 and to update the USEPA-approved eight-hour Ozone Control Plan. In 2012, the 2012 AQMP was submitted to CARB and the USEPA for concurrent review and approval for inclusion in the SIP. The 2012 AQMP was approved by CARB on January 25, 2013.

- In 2017, the SCAQMD adopted the 2016 AQMP. The 2016 AQMP includes strategies and measures to meet the following NAAQS:

  - 2008 eight-hour O_3 (75 parts per billion [ppb]) by 2013

- 2012 Annual $PM_{2.5}$ (12 µg/m^3) by 2025
- 1997 eight-hour O_3 (80 ppb) by 2023
- 1979 one-hour O_3 (120 ppb) by 2022
- 2006 24-hour $PM_{2.5}$ (35 µg/m^3) by 2019

- In 2022, the SCAQMD adopted the 2022 AQMP. In response to the USEPA lowering the primary and secondary O_3 standard levels to 70 ppb, the 2022 AQMP was developed to address the requirements for meeting this standard. The 2022 AQMP explores new and innovative ways to accomplish these goals through incentive programs, efficiency improvements, recognition of co-benefits from other programs, regulatory measures, and other voluntary actions.

Tanner Air Toxics Act & Air Toxics "Hot Spots" Information and Assessment Act

CARB's statewide comprehensive air toxics program was established in 1983 with Assembly Bill (AB) 1807, the Toxic Air Contaminant Identification and Control Act (Tanner Air Toxics Act of 1983). AB 1807 created California's program to reduce exposure to air toxics and sets forth a formal procedure for CARB to designate substances as TACs. Once a TAC is identified, CARB adopts an airborne toxics control measure (ATCM) for sources that emit designated TACs. If there is a safe threshold for a substance at which there is no toxic effect, the control measure must reduce exposure to below that threshold. If there is no safe threshold, the measure must incorporate toxics best available control technology to minimize emissions.

CARB also administers the State's mobile source emissions control program and oversees air quality programs established by state statute, such as AB 2588, the Air Toxics "Hot Spots" Information and Assessment Act of 1987. Under AB 2588, TAC emissions from individual facilities are quantified and prioritized by the air quality management district or air pollution control district. High priority facilities are required to perform a health risk assessment (HRA) and, if specific thresholds are exceeded, required to communicate the results to the public in the form of notices and public meetings. In September 1992, the "Hot Spots" Act was amended by Senate Bill (SB) 1731, which required facilities that pose a significant health risk to the community to reduce their risk through a risk management plan.

2.2.3 Local

South Coast Air Quality Management District

The SCAQMD is the air pollution control agency for Orange County and the urban portions of Los Angeles, Riverside, and San Bernardino counties, including the Project Site. The agency's primary responsibility is ensuring that the NAAQS and CAAQS are attained and maintained in the SoCAB. The SCAQMD is also responsible for adopting and enforcing rules and regulations concerning air pollutant sources, issuing permits for stationary sources of air pollutants, inspecting stationary sources of air pollutants, responding to citizen complaints, monitoring ambient air quality and meteorological conditions, awarding grants to reduce motor vehicle emissions, and conducting public education campaigns, as well as many other activities. All projects are subject to SCAQMD rules and regulations in effect at the time of construction.

The following is a list of noteworthy SCAQMD rules that are required of construction activities associated with the Proposed Project:

- **Rule 201 & Rule 203 (Permit to Construct & Permit to Operate)** – Rule 201 requires a "Permit to Construct" prior to the installation of any equipment "the use of which may cause the issuance of air contaminants . . ." and Regulation II provides the requirements for the application for a Permit to Construct. Rule 203 similarly requires a Permit to Operate.
- **Rule 212 (Standards for Approving Permits and Issuing Public Notice)**- This rule requires the applicant to show that the equipment used of which may cause the issuance of air contaminants or the use of which may eliminate, reduce, or control the issuance of air contaminants, is so designed, controlled, or equipped with such air pollution control equipment that it may be expected to operate without emitting air contaminants in violation of Section 41700, 4170 or 44300 of the Health and Safety Code or of these rules.
- **Rule 402 (Nuisance)** – This rule prohibits the 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. This rule does not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.
- **Rule 403 (Fugitive Dust)** – This rule requires fugitive dust sources to implement best available control measures for all sources, and all forms of visible PM are prohibited from crossing any property line. This rule is intended to reduce PM_{10} emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. PM_{10} suppression techniques are summarized below.

  a) Portions of a construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized.
  b) All onsite roads will be paved as soon as feasible or watered periodically or chemically stabilized.
  c) All material transported offsite will be either sufficiently watered or securely covered to prevent excessive amounts of dust.
  d) The area disturbed by clearing, grading, earthmoving, or excavation operations will be minimized at all times.
  e) Where vehicles leave a construction site and enter adjacent public streets, the streets will be swept daily or washed down at the end of the workday to remove soil tracked onto the paved surface.

- **Rule 1113 (Architectural Coatings)** – This rule requires manufacturers, distributors, and end-users of architectural and industrial maintenance coatings to reduce ROG emissions from the use of these coatings, primarily by placing limits on the ROG content of various coating categories.

- **Rule 1401 (New Source Review of Toxic Air Contaminants)** – This rule requires new source review of any new, relocated, or modified permit units that emit TACs. The rule establishes allowable risks for permit units requiring permits pursuant to Rules 201 and 203 discussed above.

Additionally, the SCAQMD has adopted the Clean Communities Plan (November 5, 2010), which is a planning document designed to reduce the exposure to air toxics and air-related nuisances throughout the SoCAB. The 2010 Clean Communities Plan is a planning document that outlines the overall control strategy for the SCAQMD's air toxics control program. The plan is the continuing effort and update to both the Air Toxics Control Plan developed in 2000 and the subsequent Addendum in 2004. The 2010 Clean Communities Plan is comprised of traditional source-specific control measures and measures to address cumulative toxic impacts that affect neighborhoods and communities within the SoCAB.

The SCAQMD has conducted an in-depth analysis of the TACs and their resulting health risks for all of Southern California. This study, the Multiple Air Toxics Exposure Study V (MATES V) shows that cancer risk has decreased more than 40 percent between MATES IV and MATES V (cancer risk decreased more than 50 percent between MATES III and MATES IV). MATES V is the most comprehensive dataset documenting the ambient air toxic levels and health risks associated with the SoCAB emissions. The MATES V study represents the baseline health risk for a cumulative analysis. MATES V estimates the average excess cancer risk level from TAC inhalation is 424 in one million basin-wide. These model estimates were based on monitoring data collected at 10 fixed sites within the SoCAB. None of the fixed monitoring sites are within the local area of the Project Site. However, MATES V has extrapolated the excess cancer risk levels throughout the basin by modeling the specific grids. MATES V modeling predicted an excess cancer risk of 415 in one million for the Project Area. DPM is included in this cancer risk along with all other TAC sources. DPM accounts for the majority of total risk shown in MATES V.

Southern California Association of Governments

In April 2024, the SCAG Regional Council adopted the 2024-2050 Regional Transportation Plan/ Sustainable Communities Strategy (2024 RTP/SCS). The 2024 RTP/SCS charts a course for closely integrating land use and transportation – so that the region can grow smartly and sustainably. It was prepared through a collaborative, continuous, and comprehensive process with input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. The 2024 RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental and public health goals. The SCAG region strives toward sustainability through integrated land use and transportation planning. The SCAG region must achieve specific federal air quality standards and is required by state law to lower regional GHG emissions. Specifically, the region has been tasked by CARB to achieve a 19 percent per capita reduction by the end of 2035.

2.3 Air Quality Emissions Impact Assessment

2.3.1 Thresholds of Significance

The impact analysis provided below is based on the following California Environmental Quality Act (CEQA) Guidelines Appendix G thresholds of significance. The Project would result in a significant impact to air quality if it would do any of the following:

1) Conflict with or obstruct implementation of any applicable air quality plan.

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

3) Expose sensitive receptors to substantial pollutant concentrations.

4) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people).

The significance criteria established by the applicable air quality management or air pollution control district (SCAQMD) may be relied upon to make the above determinations. According to the SCAQMD, an air quality impact is considered significant if the Proposed Project would violate any ambient air quality standard, contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations. The SCAQMD has established thresholds of significance for air quality for construction and operational activities of land use development projects such as that proposed, as shown in Table 2-4.

Table 2-4. SCAQMD Regional Significance Thresholds – Pounds per Day		
Air Pollutant	**Construction Activities**	**Operations**
Reactive Organic Gas	75	55
Carbon Monoxide	550	550
Nitrogen Oxide	100	55
Sulfur Oxide	150	150
Coarse Particulate Matter	150	150
Fine Particulate Matter	55	55

Source: SCAQMD 1993 ($PM_{2.5}$ threshold adopted June 1, 2007)

By its very nature, air pollution is largely a cumulative impact. No single project is sufficient in size, by itself, to result in nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. If a project's individual emissions exceed its identified significance thresholds, the project would be cumulatively considerable. Projects that do not exceed significance thresholds would not be considered cumulative considerable.

Localized Significance Thresholds

In addition to regional significance thresholds, the SCAQMD developed localized significance thresholds (LSTs) for emissions of NO_2, CO, PM_{10}, and $PM_{2.5}$ generated at new development sites (offsite mobile source emissions are not included in the LST analysis protocol). LSTs represent the maximum emissions that can be generated at a Project Site without expecting to cause or substantially contribute to an exceedance of the most stringent national or state ambient air quality standards. LSTs are based on the ambient concentrations of that pollutant within the Project source receptor area (SRA), as demarcated by the SCAQMD, and the distance to the nearest sensitive receptor. LST analysis is applicable for all projects that disturb five acres or less on a single day. The SCAQMD has prepared mass rate LST look-up tables for project disturbing one acre, two acres, and five acres. The Proposed Project spans just under three acres (2.8) and is located within SCAQMD SRA 25 (Lake Elsinore). Table 2-5 shows the LSTs for a project site in SRA 25, as derived from the SCAQMD mass rate LST look-up tables, with sensitive receptors located within 200 meters.

Table 2-5. Local Significance Thresholds at 200 Meters of a Sensitive Receptor				
Project Size	**Pollutant (pounds per day) Construction / Operations**			
	NO_2	**CO**	**PM_{10}**	**$PM_{2.5}$**
1 Acre	460 / 460	4,850 / 4,850	67 / 17	20 / 5
2 Acres	521 / 521	5,641 / 5,641	75 / 18	23 / 6
5 Acres	672 / 672	7,535 / 7,535	96 / 23	31 / 8

Source: SCAQMD 2009

2.3.2 Methodology

Air quality impacts were assessed in accordance with methodologies recommended by the SCAQMD. Where criteria air pollutant quantification was required, emissions were modeled using the California Emissions Estimator Model (CalEEMod), version 2020.4.0. CalEEMod is a statewide land use emissions computer model designed to quantify potential criteria pollutant emissions associated with both construction and operations from a variety of land use projects. Project construction-generated air pollutant emissions were calculated using CalEEMod model defaults for Riverside County. Operational air pollutant emissions were based on the Project site plans and traffic trip generation rates from K2 Traffic Engineering, Inc. (2022).

2.3.3 Impact Analysis

Project Construction-Generated Criteria Air Quality Emissions

Regional Construction Significance Analysis

Construction-generated emissions are temporary and short-term but have the potential to represent a significant air quality impact. Three basic sources of short-term emissions will be generated through construction of the Proposed Project: operation of the construction vehicles (i.e., excavators, trenchers, dump trucks), the creation of fugitive dust during clearing and grading, and the use of asphalt or other oil-based substances during paving activities. Construction activities such as excavation and grading operations, construction vehicle traffic, and wind blowing over exposed soils would generate exhaust emissions and fugitive PM emissions that affect local air quality at various times during construction. Effects would be variable depending on the weather, soil conditions, the amount of activity taking place, and the nature of dust control efforts. The dry climate of the area during the summer months creates a high potential for dust generation. Construction activities would be subject to SCAQMD Rule 403, which requires taking reasonable precautions to prevent the emissions of fugitive dust, such as using water or chemicals, where possible, for control of dust during the clearing of land and other construction activities.

Construction-generated emissions associated the Proposed Project were calculated using the CARB-approved CalEEMod computer program, which is designed to model emissions for land use development

projects, based on typical construction requirements. See Attachment A for more information regarding the construction assumptions, including construction equipment and duration, used in this analysis.

Predicted maximum daily construction-generated emissions for the Proposed Project are summarized in Table 2-6. Construction-generated emissions are short-term and of temporary duration, lasting only as long as construction activities occur, but would be considered a significant air quality impact if the volume of pollutants generated exceeds the SCAQMD's thresholds of significance.

Table 2-6. Construction-Related Emissions (Regional Significance Analysis)

Construction Year	**Pollutant (pounds per day)**					
	ROG	**NO_X**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Construction Year One	3.59	25.48	28.73	0.05	3.62	2.05
Construction Year Two	3.37	23.65	28.50	0.05	1.37	1.13
SCAQMD Regional Significance Threshold	*75*	*100*	*550*	*150*	*150*	*55*
Exceed SCAQMD Regional Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod version 2020.4.0. Refer to Attachment A for Model Data Outputs.

As shown in Table 2-6, emissions generated during Project construction would not exceed the SCAQMD's regional thresholds of significance. Therefore, criteria pollutant emissions generated during Project construction would not result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is nonattainment under an applicable federal or state ambient air quality standard.

Localized Construction Significance Analysis

The nearest sensitive receptors to the Project Site include residences located approximately 700 feet distant from the northeastern boundary, fronting Collier Avenue. LSTs were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The SCAQMD provided the *Final Localized Significance Threshold Methodology* (dated June 2003 [revised 2008]) for guidance. The LST methodology assists lead agencies in analyzing localized impacts associated with Project-specific level proposed projects.

For this Project, the appropriate SRA for the localized significance thresholds is Lake Elsinore, SRA 25. LSTs apply to CO, NO_2, PM_{10}, and $PM_{2.5}$. . As previously described, the SCAQMD has produced lookup tables for projects that disturb one, two and five acres. The Proposed Project Site is approximately 2.8 acres, but acreage disturbed daily during phases is much less. The SCAQMD has also issued guidance on applying the CalEEMod emissions software to LSTs. Since CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily soil disturbance activity possible for each piece of equipment, Table 2-7 is used to determine the maximum daily disturbed acreage for comparison to LSTs. All construction years have the same equipment, as such, only construction phases are shown in the table.

Table 2-7. Equipment-Specific Grading Rates

Construction Phase	Equipment Type	Acres Graded/Disturbed per 8-Hour Day	Equipment Quantity	Operating Hours per Day	Acres Graded per Day
Site Preparation	Graders	0.5	1	8	0.5
	Scrapers	1	1	8	1
	Tractors/Loaders/Backhoes	0.5	1	8	0.5
				Site Preparation Total:	**2.0**
Grading	Graders	0.5	1	8	0.5
	Rubber Tired Dozers	0.5	1	8	0.5
	Tractors/Loaders/Backhoes	0.5	2	8	1.0
				Grading Total:	**2.0**
Building Construction, Paving & Architectural Coating	Cranes	0.0	1	7	0.0
	Forklifts	0.0	2	8	0.0
	Generator Sets	0.0	1	8	0.0
	Tractors/Loaders/Backhoes	0.5	2	8	1.0
	Welders	0.0	3	8	0.0
	Pavers	0.0	1	8	0.0
	Paving Equipment	0.0	1	8	0.0
	Rollers	0.0	2	8	0.0
	Cement and Morter Mixers	0.0	1	8	0.0
	Air Compressors	0.0	1	8	0.0
				Building Construction, Paving & Architectural Coating Total:	**1.0**

As shown in Table 2-7, Project implementation could potentially disturb a total maximum of 2.0 acres during site preparation and grading, and 1.0 acres during building construction, paving & architectural coating. As described, the SCAQMD has produced lookup tables for projects that disturb one, two and five acres. The LST threshold value for a two acre site was used for the site and grading phases, and the LST threshold value for a one acre site was used for the building construction, paving and architectural coating phase.

LST thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. The nearest sensitive receptor to the Project Site is a residence located approximately 1,000 feet (approximately 305 meters) distant from the northeastern Project Site boundary, fronting Collier Avenue The SCAQMD's methodology clearly states that "…offsite mobile emissions from a project should not be included in the emissions compared to LSTs." Therefore, for purposes of the construction LST analysis, only emissions

included in the CalEEMod *onsite* emissions outputs were considered. Table 2-8 presents the results of localized emissions. The LSTs reflect a maximum disturbance of the entire Project Site daily at 200 meters from sensitive receptors.

Table 2-8. Maximum Construction-Related Emissions (Localized Significance Analysis)

Activity	Onsite Pollutant (pounds per day)			
	NO_X	**CO**	**PM_{10}**	**$PM_{2.5}$**
Site Preparation	15.67	10.06	1.22	0.61
SCAQMD Localized Significance Threshold (2 acre of disturbance at 200 meters)	*521*	*5,641*	*75*	*23*
Grading	16.98	9.22	3.50	2.02
SCAQMD Localized Significance Threshold (2 acre of disturbance at 200 meters)	*521*	*5,641*	*75*	*23*
Building Construction, Paving & Architectural Coating	25.34	27.86	1.27	0.80
SCAQMD Localized Significance Threshold (1 acre of disturbance at 200 meters)	*460*	*4,850*	*67*	*20*
Exceed SCAQMD Localized Threshold?	**No**	**No**	**No**	**No**

Source: CalEEMod version 2020.4.0. Refer to Attachment A for Model Data Outputs.

Notes: Emissions taken from the year and season, summer or winter, with the highest outputs. Emission reduction/credits for construction emissions are applied based on the required implementation of SCAQMD Rule 403. The specific Rule 403 measures applied in CalEEMod include the following: sweeping/cleaning adjacent roadway access areas daily; washing equipment tires before leaving the construction site; water exposed surfaces three times daily; and limit speeds on unpaved roads to 25 miles per hour.

Table 2-8 shows that the emissions of these pollutants during construction would not result in significant concentrations of pollutants at nearby sensitive receptors. Therefore, significant impacts would not occur concerning LSTs during construction activities. LSTs were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative. The SCAQMD Environmental Justice Enhancement Initiative program seeks to ensure that everyone has the right to equal protection from air pollution. Therefore, significant impacts would not occur concerning LSTs during construction activities.

LSTs were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative. The SCAQMD Environmental Justice Enhancement Initiative program seeks to ensure that everyone has the right to equal protection from air pollution. The Environmental Justice Program is divided into three categories, with the LST protocol promulgated under Category I: *Further-Reduced Health Risk*. Thus, the fact that onsite Project construction emissions would be generated at rates below the LSTs for NO_x, CO, PM_{10}, and $PM_{2.5}$ demonstrates that the Project would not adversely impact the neighboring receptors in the vicinity of the Project.

Project Operations Criteria Air Quality Emissions

Regional Operational Significance Analysis

Implementation of the Project would result in long-term operational emissions of criteria air pollutants such as PM_{10}, $PM_{2.5}$, CO, and SO_2 as well as O_3 precursors such as ROGs and NO_X. Project-generated increases in emissions would be predominantly associated with motor vehicle use. As previously described, operational air pollutant emissions were based on the Project Site plans and traffic trip generation rates from K2 Traffic Engineering, Inc. (2022). Long-terms operational emissions attributable to the Project are identified in Table 2-9 and compared to the operational significance thresholds promulgated by the SCAQMD.

Table 2-9. Operational-Related Emissions (Regional Significance Analysis)

Emission Source	Pollutant (pounds per day)					
	ROG	**NO_X**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Summer Emissions						
Area	0.26	0.00	0.00	0.00	0.00	0.00
Energy	0.01	0.10	0.08	0.00	0.07	0.07
Mobile	0.41	0.59	4.55	0.01	1.12	0.30
Total:	**0.69**	**0.70**	**4.64**	**0.01**	**1.13**	**0.31**
SCAQMD Regional Significance Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Exceed SCAQMD Regional Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Winter Emissions						
Area	0.26	0.00	0.00	0.00	0.00	0.00
Energy	0.01	0.10	0.08	0.00	0.00	0.00
Mobile	0.36	0.63	3.97	0.01	1.12	0.30
Total:	**0.64**	**0.73**	**4.06**	**0.01**	**1.13**	**0.31**
SCAQMD Regional Significance Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Exceed SCAQMD Regional Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod version 2020.4.0. Refer to Attachment A for Model Data Outputs.
Notes: Emission projections predominately based on CalEEMod model defaults for Riverside County. Average daily vehicle trips provided by K2 Traffic Engineering, Inc. (2022).

As shown in Table 2-9, the Project's emissions would not exceed any SCAQMD thresholds for any criteria air pollutants during operation.

As identified in Table 2-3, Riverside County portion of the SoCAB is listed as a nonattainment area for federal O_3 and $PM_{2.5}$ standards and is also a nonattainment area for the state standards for O_3, $PM_{2.5}$ and PM_{10} (CARB 2019). O_3 is a health threat to persons who already suffer from respiratory diseases and can cause severe ear, nose and throat irritation and increases susceptibility to respiratory infections. PM can adversely affect the human respiratory system. As shown in Table 2-9, the Proposed Project would result in increased emissions of the O_3 precursor pollutants ROG and NO_x, PM_{10}, and $PM_{2.5}$, however, the correlation between a project's emissions and increases in nonattainment days, or frequency or severity of related illnesses, cannot be accurately quantified. The overall strategy for reducing air pollution and related health effects in the SCAQMD is contained in the SCAQMD 2022 AQMP. The AQMP provides control measures that reduce emissions to attain federal ambient air quality standards by their applicable deadlines such as the application of available cleaner technologies, best management practices, incentive programs, as well as development and implementation of zero and near-zero technologies and control methods. The CEQA thresholds of significance established by the SCAQMD are designed to meet the objectives of the AQMP and in doing so achieve attainment status with state and federal standards. As noted above, the Project would increase the emission of these pollutants, but would not exceed the thresholds of significance established by the SCAQMD for purposes of reducing air pollution and its deleterious health effects.

Localized Operational Significance Analysis

According to the SCAQMD localized significance threshold methodology, LSTs would apply to the operational phase of a proposed project only if the project includes stationary sources (e.g., smokestacks) or attracts heavy-duty trucks that may spend long periods queuing and idling at the site (e.g., warehouse or transfer facilities). The Proposed Project does not include such uses. Therefore, in the case of the Proposed Project, the operational LST protocol is not applied.

2.3.3.1 Conflict with the South Coast Air Quality Management District Air Quality Management Plan

As part of its enforcement responsibilities, the USEPA requires each state with nonattainment areas to prepare and submit a SIP that demonstrates the means to attain the federal standards. The SIP must integrate federal, state, and local plan components and regulations to identify specific measures to reduce pollution in nonattainment areas, using a combination of performance standards and market-based programs. Similarly, under state law, the CCAA requires an air quality attainment plan to be prepared for areas designated as nonattainment with regard to the NAAQS and CAAQS. Air quality attainment plans outline emissions limits and control measures to achieve and maintain these standards by the earliest practical date.

As previously mentioned, the Project Site is located within the SoCAB, which is under the jurisdiction of the SCAQMD. The SCAQMD is required, pursuant to the federal CAA, to reduce emissions of criteria pollutants for which the SoCAB is in nonattainment. In order to reduce such emissions, the SCAQMD drafted and adopted the 2022 AQMP. The 2022 AQMP establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving state and federal air quality standards. The 2022 AQMP is a regional and multi-agency effort including the SCAQMD, CARB, SCAG, and the USEPA. The plan's pollutant control strategies are based on the latest scientific and technical information and planning assumptions,

including SCAG's latest RTP/SCS, updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts. (SCAG's latest growth forecasts were defined in consultation with local governments and with reference to local general plans.) The Project is subject to the SCAQMD's AQMP.

According to the SCAQMD, in order to determine consistency with SCAQMD's air quality planning two main criteria must be addressed.

Criterion 1:

With respect to the first criterion, SCAQMD methodologies require that an air quality analysis for a project include forecasts of project emissions in relation to contributing to air quality violations and delay of attainment.

a) Would the project result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new air quality violations?

As shown in Table 2-7, 2-8, and 2-9 above, the Proposed Project would result in emissions that would be below the SCAQMD regional and localized thresholds during both construction and operations. Therefore, the Proposed Project would not result in an increase in the frequency or severity of existing air quality violations and would not have the potential to cause or affect a violation of the ambient air quality standards.

b) Would the project delay timely attainment of air quality standards or the interim emissions reductions specified in the AQMP?

As shown in Table 2-7 and 2-9 above, the Proposed Project would be below the SCAQMD regional thresholds for construction and operations. Because the Project would result in less than significant regional emission impacts, it would not delay the timely attainment of air quality standards or AQMP emissions reductions.

Criterion 2:

With respect to the second criterion for determining consistency with SCAQMD and SCAG air quality policies, it is important to recognize that air quality planning within the SoCAB focuses on attainment of ambient air quality standards at the earliest feasible date. Projections for achieving air quality goals are based on assumptions regarding population, housing, and growth trends. Thus, the SCAQMD's second criterion for determining Project consistency focuses on whether or not the Proposed Project exceeds the assumptions utilized in preparing the forecasts presented in its air quality planning documents. Determining whether or not a project exceeds the assumptions reflected in the 2022 AQMP involves the evaluation of the three criteria outlined below. The following discussion provides an analysis of each of these criteria.

a) Would the project be consistent with the population, housing, and employment growth projections utilized in the preparation of the 2022 AQMP?

A project is consistent with regional air quality planning efforts in part if it is consistent with the population, housing, and employment assumptions that were used in the development of the SCAQMD air quality plans.

Generally, three sources of data form the basis for the projections of air pollutant emissions in Lake Elsinore. Specifically, SCAG's Growth Management Chapter of the Regional Comprehensive Plan and Guide (RCPG) provides regional population forecasts for the region and SCAG's RTP/SCS provides socioeconomic forecast projections of regional population growth. The City of Lake Elsinore General Plan is referenced by SCAG in order to assist forecasting future growth in Lake Elsinore.

The Proposed Project Site has a General Plan land use designation of Limited Industrial. The intent of this designation is to reserve appropriate locations for certain categories of light industrial uses that are relatively free of nuisance or hazardous characteristics. (Lake Elsinore 2021). The Project is not proposing to amend the City General Plan, is consistent with all land use designations applied to the site and would not increase the number of people residing in the area beyond that anticipated. Additionally, the Project is considered 'infill development' as it proposes to develop a property in a rapidly urbanizing area with developed sites adjacent to the Project site.

The Project is consistent with the City of Lake Elsinore General Plan and is therefore consistent with the types, intensity, and patterns of land use envisioned for the site vicinity in the RTP/SCS and RCPG. As a result, the Project would not conflict with the land use assumptions or exceed the population or job growth projections used by SCAQMD to develop the 2022 AQMP. The City's population, housing, and employment forecasts, which are adopted by SCAG's Regional Council, are based on the local plans and policies applicable to the City; and these are used by SCAG in all phases of implementation and review. Additionally, as the SCAQMD has incorporated these same projections into their air quality planning efforts, it can be concluded that the Proposed Project would be consistent with the projections. (SCAG's latest growth forecasts were defined in consultation with local governments and with reference to local general plans.) Therefore, the Proposed Project would be considered consistent with the population, housing, and employment growth projections utilized in the preparation of SCAQMD's air quality plans.

b) Would the project implement all feasible air quality mitigation measures?

In order to further reduce emissions, the Project would be required to comply with emission reduction measures promulgated by the SCAQMD, such as SCAQMD Rules 201, 402, 403, and 1113. SCAQMD Rule 402 prohibits the 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. SCAQMD Rule 403 requires fugitive dust sources to implement Best Available Control Measures for all sources, and all forms of visible particulate matter are prohibited from crossing any property line. SCAQMD Rule 403 is intended to reduce PM_{10} emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. SCAQMD 1113 requires manufacturers, distributors, and end-users of architectural and industrial maintenance coatings to reduce ROG emissions from the use of these coatings, primarily by placing limits on the ROG content of various coating categories. As such, the Proposed Project meets this consistency criterion.

c) Would the project be consistent with the land use planning strategies set forth by SCAQMD air quality planning efforts?

The AQMP contains air pollutant reduction strategies based on SCAG's latest growth forecasts, and SCAG's growth forecasts were defined in consultation with local governments and with reference to local general plans. The Proposed Project is consistent with the land use designation and development density presented in the City's General Plan and therefore, would not exceed the population or job growth projections used by the SCAQMD to develop the AQMP.

In conclusion, the determination of AQMP consistency is primarily concerned with the long-term influence of a project on air quality. The Proposed Project would not result in a long-term impact on the region's ability to meet state and federal air quality standards. The Proposed Project's long-term influence would also be consistent with the goals and policies of the SCAQMD's 2016 AQMP.

The Project would be consistent with the emission-reduction goals of the 2016 AQMP.

Exposure of Sensitive Receptors to Toxic Air Contaminants

As previously described, sensitive receptors are defined as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. CARB has identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over age 65, children under age 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis. The nearest sensitive receptors to the Project Site includes a residence located approximately 700 feet distant from the northeastern Project Site boundary, fronting Collier Avenue.

Construction-Generated Air Contaminants

Construction-related activities would result in temporary, short-term Proposed Project-generated emissions of diesel particulate matter (DPM), ROG, NOx, CO, and PM_{10} from the exhaust of off-road, heavy-duty diesel equipment for site preparation (e.g., clearing, grading); soil hauling truck traffic; paving; and other miscellaneous activities. The portion of the SoCAB which encompasses the Project Area is designated as a nonattainment area for federal O_3 and $PM_{2.5}$ standards and is also a nonattainment area for the state standards for O_3, $PM_{2.5}$, and PM_{10} standards (CARB 2019). Thus, existing O_3, PM_{10}, and $PM_{2.5}$ levels in the SoCAB are at unhealthy levels during certain periods. However, as shown in Table 2-7 and Table 2-8, the Project would not exceed the SCAQMD regional or localized significance thresholds for emissions.

The health effects associated with O_3 are generally associated with reduced lung function. Because the Project would not involve construction activities that would result in O_3 precursor emissions (ROG or NOx) in excess of the SCAQMD thresholds, the Project is not anticipated to substantially contribute to regional O_3 concentrations and the associated health impacts.

CO tends to be a localized impact associated with congested intersections. In terms of adverse health effects, CO competes with oxygen, often replacing it in the blood, reducing the blood's ability to transport oxygen to vital organs. The results of excess CO exposure can include dizziness, fatigue, and impairment of

central nervous system functions. The Project would not involve construction activities that would result in CO emissions in excess of the SCAQMD thresholds. Thus, the Project's CO emissions would not contribute to the health effects associated with this pollutant.

Particulate matter (PM_{10} and $PM_{2.5}$) contains microscopic solids or liquid droplets that are so small that they can get deep into the lungs and cause serious health problems. Particulate matter exposure has been linked to a variety of problems, including premature death in people with heart or lung disease, nonfatal heart attacks, irregular heartbeat, aggravated asthma, decreased lung function, and increased respiratory symptoms such as irritation of the airways, coughing, or difficulty breathing. For construction activity, DPM is the primary TAC of concern. PM_{10} exhaust is considered a surrogate for DPM as all diesel exhaust is considered to be DPM. As with O_3 and NOx, the Project would not generate emissions of PM_{10} or $PM_{2.5}$ that would exceed the SCAQMD's thresholds. Accordingly, the Project's PM_{10} and $PM_{2.5}$ emissions are not expected to cause any increase in related regional health effects for these pollutants.

In summary, Project construction would not result in a potentially significant contribution to regional concentrations of nonattainment pollutants and would not result in a significant contribution to the adverse health impacts associated with those pollutants.

Operational Air Contaminants

Operation of the Proposed Project would not result in the development of any substantial sources of air toxics. There are no stationary sources associated with the operations of the Project; nor would the Project attract additional mobile sources that spend long periods queuing and idling at the site. Onsite Project emissions would not result in significant concentrations of pollutants at nearby sensitive receptors. The Project would not have a high carcinogenic or non-carcinogenic risk during operation.

Carbon Monoxide Hot Spots

It has long been recognized that CO exceedances are caused by vehicular emissions, primarily when idling at intersections. Concentrations of CO are a direct function of the number of vehicles, length of delay, and traffic flow conditions. Under certain meteorological conditions, CO concentrations close to congested intersections that experience high levels of traffic and elevated background concentrations may reach unhealthy levels, affecting nearby sensitive receptors. Given the high traffic volume potential, areas of high CO concentrations, or "hot spots," are typically associated with intersections that are projected to operate at unacceptable levels of service during the peak commute hours. It has long been recognized that CO hotspots are caused by vehicular emissions, primarily when idling at congested intersections. However, transport of this criteria pollutant is extremely limited, and CO disperses rapidly with distance from the source under normal meteorological conditions. Furthermore, vehicle emissions standards have become increasingly more stringent in the last 20 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 the SoCAB is designated as in attainment. Detailed modeling of Project-specific CO "hot spots" is not necessary and thus this potential impact is addressed qualitatively.

A CO "hot spot" would occur if an exceedance of the state one-hour standard of 20 parts per million (ppm) or the eight-hour standard of 9 ppm were to occur. The analysis prepared for CO attainment in the South Coast Air Quality Management District's (SCAQMD's) *1992 Federal Attainment Plan for Carbon Monoxide* in Los Angeles County and a Modeling and Attainment Demonstration prepared by the SCAQMD as part of the 2003 AQMP can be used to demonstrate the potential for CO exceedances of these standards. The SCAQMD is the air pollution control officer for much of southern California. The SCAQMD conducted a CO hot spot analysis as part of the 1992 CO Federal Attainment Plan at four busy intersections in Los Angeles County during the peak morning and afternoon time periods. The intersections evaluated included Long Beach Boulevard and Imperial Highway (Lynwood), Wilshire Boulevard and Veteran Avenue (Westwood), Sunset Boulevard and Highland Avenue (Hollywood), and La Cienega Boulevard and Century Boulevard (Inglewood). The busiest intersection evaluated was at Wilshire Boulevard and Veteran Avenue, which has a traffic volume of approximately 100,000 vehicles per day. Despite this level of traffic, the CO analysis concluded that there was no violation of CO standards (SCAQMD 1992). In order to establish a more accurate record of baseline CO concentrations affecting the Los Angeles, a CO "hot spot" analysis was conducted in 2003 at the same four busy intersections in Los Angeles at the peak morning and afternoon time periods. This "hot spot" analysis did not predict any violation of CO standards. The highest one-hour concentration was measured at 4.6 ppm at Wilshire Boulevard and Veteran Avenue and the highest eight-hour concentration was measured at 8.4 ppm at Long Beach Boulevard and Imperial Highway. Thus, there was no violation of CO standards.

Similar considerations are also employed by other Air Districts when evaluating potential CO concentration impacts. More specifically, the Bay Area Air Quality Management District (BAAQMD), the air pollution control officer for the San Francisco Bay Area, concludes that under existing and future vehicle emission rates, a given project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour or 24,000 vehicles per hour where vertical and/or horizontal air does not mix—in order to generate a significant CO impact.

According to the traffic memo provided by K2 Traffic Engineering, Inc., the proposed facility is expected to have a trip generation of 24 trips in the AM peak hour, 12 trips in the PM peak hour, and 119 average daily traffic trips (K2 Traffic Engineering. 2022). Thus, the Proposed Project would not generate traffic volumes at any intersection of more than 100,000 vehicles per day (or 44,000 vehicles per day) and there is no likelihood of the Project traffic exceeding CO values.

Odors

Typically, odors are regarded as an annoyance rather than a health hazard. However, manifestations of a person's reaction to foul odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache).

With respect to odors, the human nose is the sole sensing device. The ability to detect odors varies considerably among the population and overall is quite subjective. Some individuals have the ability to smell minute quantities of specific substances; others may not have the same sensitivity but may have sensitivities to odors of other substances. In addition, people may have different reactions to the same odor; in fact, an odor that is offensive to one person (e.g., from a fast-food restaurant) may be perfectly acceptable

to another. It is also important to note that an unfamiliar odor is more easily detected and is more likely to cause complaints than a familiar one. This is because of the phenomenon known as odor fatigue, in which a person can become desensitized to almost any odor and recognition only occurs with an alteration in the intensity.

Quality and intensity are two properties present in any odor. The quality of an odor indicates the nature of the smell experience. For instance, if a person describes an odor as flowery or sweet, then the person is describing the quality of the odor. Intensity refers to the strength of the odor. For example, a person may use the word "strong" to describe the intensity of an odor. Odor intensity depends on the odorant concentration in the air. When an odorous sample is progressively diluted, the odorant concentration decreases. As this occurs, the odor intensity weakens and eventually becomes so low that the detection or recognition of the odor is quite difficult. At some point during dilution, the concentration of the odorant reaches a detection threshold. An odorant concentration below the detection threshold means that the concentration in the air is not detectable by the average human.

During construction, the Proposed Project presents the potential for generation of objectionable odors in the form of diesel exhaust in the immediate vicinity of the site. However, these emissions are short-term in nature and will rapidly dissipate and be diluted by the atmosphere downwind of the emission sources. Additionally, odors would be localized and generally confined to the construction area. Therefore, construction odors would not adversely affect a substantial number of people to odor emissions.

According to the SCAQMD, land uses commonly considered to be potential sources of obnoxious odorous emissions include agriculture (farming and livestock), wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies, and fiberglass molding. The Proposed Project does not include any uses identified by the SCAQMD as being associated with odors.

3.0 GREENHOUSE GAS EMISSIONS

3.1 Greenhouse Gas Setting

Certain gases in the earth's atmosphere, classified as GHGs, play a critical role in determining the earth's surface temperature. Solar radiation enters the earth's atmosphere from space. A portion of the radiation is absorbed by the earth's surface and a smaller portion of this radiation is reflected back toward space. This absorbed radiation is then emitted from the earth as low-frequency infrared radiation. The frequencies at which bodies emit radiation are proportional to temperature. Because the earth has a much lower temperature than the sun, it emits lower-frequency radiation. Most solar radiation passes through GHGs; however, infrared radiation is absorbed by these gases. As a result, radiation that otherwise would have escaped back into space is instead trapped, resulting in a warming of the atmosphere. This phenomenon, known as the greenhouse effect, is responsible for maintaining a habitable climate on earth. Without the greenhouse effect, the earth would not be able to support life as we know it.

Prominent GHGs contributing to the greenhouse effect are CO_2, methane (CH_4), and N_2O. Fluorinated gases also make up a small fraction of the GHGs that contribute to climate change. Fluorinated gases include chlorofluorocarbons, hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, and nitrogen trifluoride; however, it is noted that these gases are not associated with typical land use development. Human-caused emissions of these GHGs in excess of natural ambient concentrations are believed to be responsible for intensifying the greenhouse effect and leading to a trend of unnatural warming of the earth's climate, known as global climate change or global warming. It is "extremely likely" that more than half of the observed increase in global average surface temperature from 1951 to 2010 was caused by the anthropogenic increase in GHG concentrations and other anthropogenic factors together (Intergovernmental Panel on Climate Change [IPCC] 2014).

Table 3-1 describes the primary GHGs attributed to global climate change, including their physical properties, primary sources, and contributions to the greenhouse effect.

Each GHG differs in its ability to absorb heat in the atmosphere based on the lifetime, or persistence, of the gas molecule in the atmosphere. CH_4 traps over 25 times more heat per ton than CO_2, and N_2O traps 298 times more heat than CO_2 (IPCC 2014). Often, estimates of GHG emissions are presented in carbon dioxide equivalents (CO_2e), which weight each gas by its global warming potential. Expressing GHG emissions in CO_2e takes the contribution of all GHG emissions to the greenhouse effect and converts them to a single unit equivalent to the effect that would occur if only CO_2 were being emitted.

Climate change is a global problem. GHGs are global pollutants, unlike criteria air pollutants and TACs, which are pollutants of regional and local concern. Whereas pollutants with localized air quality effects have relatively short atmospheric lifetimes (about one day), GHGs have long atmospheric lifetimes (one to several thousand years). GHGs persist in the atmosphere for long enough time periods to be dispersed around the globe. Although the exact lifetime of any particular GHG molecule is dependent on multiple variables and cannot be pinpointed, it is understood that more CO_2 is emitted into the atmosphere than is sequestered by ocean uptake, vegetation, or other forms. Of the total annual human-caused CO_2 emissions, approximately 55 percent is sequestered through ocean and land uptakes every year, averaged over the

last 50 years, whereas the remaining 45 percent of human-caused CO_2 emissions remains stored in the atmosphere (IPCC 2013).

Table 3-1. Greenhouse Gases

Greenhouse Gas	Description
CO_2	Carbon dioxide is a colorless, odorless gas. CO_2 is emitted in a number of ways, both naturally and through human activities. The largest source of CO_2 emissions globally is the combustion of fossil fuels such as coal, oil, and gas in power plants, automobiles, industrial facilities, and other sources. A number of specialized industrial production processes and product uses such as mineral production, metal production, and the use of petroleum-based products can also lead to CO_2 emissions. The atmospheric lifetime of CO_2 is variable because it is so readily exchanged in the atmosphere.[1]
CH_4	Methane is a colorless, odorless gas and is the major component of natural gas, about 87 percent by volume. It is also formed and released to the atmosphere by biological processes occurring in anaerobic environments. Methane is emitted from a variety of both human-related and natural sources. Human-related sources include fossil fuel production, animal husbandry (intestinal fermentation in livestock and manure management), rice cultivation, biomass burning, and waste management. These activities release significant quantities of CH_4 to the atmosphere. Natural sources of CH_4 include wetlands, gas hydrates, permafrost, termites, oceans, freshwater bodies, non-wetland soils, and other sources such as wildfires. The atmospheric lifetime of CH_4 is about 12 years.[2]
N_2O	Nitrous oxide is a clear, colorless gas with a slightly sweet odor. Nitrous oxide is produced by both natural and human-related sources. Primary human-related sources of N_2O are agricultural soil management, animal manure management, sewage treatment, mobile and stationary combustion of fossil fuels, adipic acid production, and nitric acid production. N_2O is also produced naturally from a wide variety of biological sources in soil and water, particularly microbial action in wet tropical forests. The atmospheric lifetime of N_2O is approximately 120 years.[3]

Sources: [1]USEPA 2016a, [2] USEPA 2016b, [3] USEPA 2016c

The quantity of GHGs that it takes to ultimately result in climate change is not precisely known; it is sufficient to say the quantity is enormous, and no single project alone would measurably contribute to a noticeable incremental change in the global average temperature or to global, local, or microclimates. From the standpoint of CEQA, GHG impacts to global climate change are inherently cumulative.

3.1.1 Sources of Greenhouse Gas Emissions

In 2023, CARB released the 2023 edition of the California GHG inventory covering calendar year 2021 emissions. In 2021, California emitted 381.3 million gross metric tons of CO2e including from imported electricity. This inventory is 3.4 percent higher than the State's 2020 inventory, but 5.7 percent lower than 2019 level, which aligns with the global changes, shutdowns, and economic recoveries affected by the COVID-19 pandemic. Additionally, between 2020 and 2021, California's Gross Domestic Product (GPD) increased 7.8 percent while the GHG intensity of California's economy (GHG emissions per unit GDP)

decreased 4.1 percent. Combustion of fossil fuel in the transportation sector was the single largest source of California's GHG emissions in 2021, accounting for approximately 38.2 percent of total GHG emissions in the state. Transportation emissions have increased 7.4 percent compared to 2020, which is most likely from light duty vehicle emissions that rebounded when COVID-19 shelter-in-place orders were lifted. Emissions from the electricity sector account for 16.4 percent of the inventory, which is an increase of 4.8 percent since 2020, despite the growth of in-state solar and imported renewable energy. California's industrial sector accounts for the second largest source of the state's GHG emissions in 2021, accounting for 19.4 percent, which saw an increase of nearly 1 percent since 2020 (CARB 2023).

3.2 Regulatory Framework

3.2.1 State

Executive Order S-3-05

Executive Order (EO) S-3-05, signed by Governor Arnold Schwarzenegger in 2005, proclaims that California is vulnerable to the impacts of climate change. It declares that increased temperatures could reduce the Sierra Nevada snowpack, further exacerbate California's air quality problems, and potentially cause a rise in sea levels. To combat those concerns, the EO established total GHG emission targets for the state. Specifically, emissions are to be reduced to the 2000 level by 2010, the 1990 level by 2020, and to 80 percent below the 1990 level by 2050.

Assembly Bill 32 Climate Change Scoping Plan and Updates

In 2006, the California legislature passed Assembly Bill (AB) 32 (Health and Safety Code § 38500 et seq., or AB 32), also known as the Global Warming Solutions Act. AB 32 required CARB to design and implement feasible and cost-effective emission limits, regulations, and other measures, such that statewide GHG emissions are reduced to 1990 levels by 2020 (representing a 25 percent reduction in emissions). Pursuant to AB 32, CARB adopted a Scoping Plan in December 2008, which outlined measures to meet the 2020 GHG reduction goals. California exceeded the target of reducing GHG emissions to 1990 levels by the year 2017.

The Scoping Plan is required by AB 32 to be updated at least every five years. The latest update, the 2022 Scoping Plan Update, outlines strategies and actions to reduce greenhouse gas emissions in California. The plan focuses on achieving the state's goal of reaching carbon neutrality by 2045 and reducing greenhouse gas emissions to 40 percent below 1990 levels by 2030. The plan includes a range of strategies across various sectors, including transportation, industry, energy, and agriculture. Some of the key strategies include transitioning to zero-emission vehicles, expanding renewable energy sources, promoting sustainable land use practices, implementing a low-carbon fuel standard, and reducing emissions from buildings. Additionally, the plan addresses equity and environmental justice by prioritizing investments in communities most impacted by pollution and climate change. The plan also aims to promote economic growth and job creation through the transition to a low-carbon economy.

Senate Bill 32 and Assembly Bill 197 of 2016

In August 2016, Governor Brown signed SB 32 and AB 197, which serve to extend California's GHG reduction programs beyond 2020. SB 32 amended the Health and Safety Code to include § 38566, which contains language to authorize CARB to achieve a statewide GHG emission reduction of at least 40 percent below 1990 levels by no later than December 31, 2030.

Assembly Bill 1279 of 2022

This bill, the California Climate Crisis Act, would declare the policy of the state both to achieve net zero greenhouse gas emissions as soon as possible, but no later than 2045, and achieve and maintain net negative greenhouse gas emissions thereafter, and to ensure that by 2045, statewide anthropogenic greenhouse gas emissions are reduced to at least 85 percent below the 1990 levels. The bill would require the state board to work with relevant state agencies to ensure that updates to the scoping plan identify and recommend measures to achieve these policy goals and to identify and implement a variety of policies and strategies that enable carbon dioxide removal solutions and carbon capture, utilization, and storage technologies in California, as specified. The bill would require the state board to submit an annual report, as specified.

Senate Bill 100 of 2018

In 2018, SB 100 was signed codifying a goal of 60 percent renewable procurement by 2030 and 100 percent by 2045 Renewables Portfolio Standard.

2022 Building Energy Efficiency Standards for Residential and Nonresidential Buildings

The Building and Efficiency Standards (Energy Standards) were first adopted and put into effect in 1978 and have been updated periodically in the intervening years. These standards are a unique California asset that have placed the State on the forefront of energy efficiency, sustainability, energy independence and climate change issues. The 2022 California Building Codes include provisions related to energy efficiency to reduce energy consumption and greenhouse gas emissions from buildings. Some of the key energy efficiency components of the codes are:

1. Energy Performance Requirements: The codes specify minimum energy performance standards for the building envelope, lighting, heating and cooling systems, and other components.
2. Lighting Efficiency: The codes require that lighting systems meet minimum efficiency standards, such as the use of energy-efficient light bulbs and fixtures.
3. HVAC Systems: The codes establish requirements for heating, ventilation, and air conditioning (HVAC) systems, including the use of high-efficiency equipment, duct sealing, and controls.
4. Building Envelope: The codes include provisions for insulation, air sealing, glazing, and other building envelope components to reduce energy loss and improve indoor comfort.
5. Renewable Energy: The codes encourage the use of renewable energy systems, such as photovoltaic panels and wind turbines, to reduce dependence on non-renewable energy sources.

6. Commissioning: The codes require the commissioning of building energy systems to ensure that they are installed and operate correctly and efficiently.

Overall, the energy efficiency provisions of the 2022 California Building Codes aim to reduce the energy consumption of buildings, lower energy costs for building owners and occupants, and reduce the environmental impact of the built environment. The 2022 Building Energy Efficiency Standards improve upon the 2019 Energy Standards for new construction of, and additions and alterations to, residential and nonresidential buildings. The exact amount by which the 2022 Building Codes are more efficient compared to the 2019 Building Codes would depend on the specific provisions that have been updated and the specific building being considered. However, in general, the 2022 Building Codes have been updated to include increased requirements for energy efficiency, such as higher insulation and air sealing standards, which are intended to result in more efficient buildings. The 2022 standards are a major step toward meeting Zero Net Energy..

3.2.2 Local

South Coast Air Quality Management District

To provide guidance to local lead agencies on determining significance for GHG emissions in CEQA documents, SCAQMD staff is convening an ongoing GHG CEQA Significance Threshold Working Group. Members of the working group include government agencies implementing CEQA and representatives from various stakeholder groups that provide input to SCAQMD staff on developing the significance thresholds. On October 8, 2008, the SCAQMD released the Draft AQMD Staff CEQA GHG Significance Thresholds. These thresholds have not been finalized and continue to be developed through the working group.

The Draft AQMD Staff CEQA GHG Significance Thresholds guidance document, which builds on the previous guidance prepared by the California Air Pollution Control Officers Association (CAPCOA), explored various approaches for establishing a significance threshold for GHG emissions and was described as a "work in progress" of efforts to date. However, the draft interim CEQA thresholds guidance document was not adopted or approved by the Governing Board. In December 2008, the SCAQMD adopted a 10,000 metric tons of CO_2e per year threshold for stationary source/industrial projects for which the SCAQMD is the lead agency. From December 2008 to September 2010, SCAQMD hosted working group meetings and revised the draft threshold proposal several times, although it did not officially provide these proposals in a subsequent document. SCAQMD has continued to consider adoption of significance thresholds for residential and general land use development projects. The most recent proposal, issued in September 2010, used the following tiered approach to evaluate potential GHG impacts from various uses:

- Tier 1 Determine if CEQA categorical exemptions are applicable. If not, move to Tier 2.
- Tier 2 Consider whether or not the proposed project is consistent with a locally adopted GHG reduction plan that has gone through public hearing and CEQA review, that has an approved inventory, includes monitoring, etc. If not, move to Tier 3.
- Tier 3 Consider whether the project generates GHG emissions in excess of screening thresholds for individual land uses. The 10,000 metric tons of CO_2e per year threshold for industrial uses would be

recommended for use by all lead agencies. Under option 1, separate screening thresholds are proposed for residential projects (3,500 metric tons of CO_2e per year), commercial projects (1,400 metric tons of CO_2e per year), and mixed-use projects (3,000 metric tons of CO_2e per year). Under option 2, a single numerical screening threshold of 3,000 metric tons of CO_2e per year would be used for all non-industrial projects. If the project generates emissions in excess of the applicable screening threshold, move to Tier 4.

- Tier 4 Consider whether the project generates GHG emissions in excess of applicable performance standards for the project service population (population plus employment). The efficiency targets were established based on the goal of AB 32 to reduce statewide GHG emissions by 40 percent by 2035. The efficiency-based threshold of 3.0 metric tons of CO_2e per service population (defined as the people that work and/or congregate on the Project Site) per year in 2035. If the project generates emissions in excess of the applicable efficiency targets, move to Tier 5.
- Tier 5 Consider the implementation of CEQA mitigation (including the purchase of GHG offsets) to reduce the project efficiency target to Tier 4 levels.

The SCAQMD has not announced when staff are expecting to present a finalized version of its GHG thresholds to the governing board.

These thresholds were developed as part of the SCAQMD GHG CEQA Significance Threshold Working Group. This working group was formed to assist SCAQMD's efforts to develop a GHG significance threshold and is composed of a wide variety of stakeholders including the State Office of Planning and Research (OPR), CARB, the Attorney General's Office, a variety of city and county planning departments in the SoCAB, various utilities such as sanitation and power companies throughout the SoCAB, industry groups, and environmental and professional organizations. These thresholds were developed to be consistent with CEQA requirements for developing significance thresholds, are supported by substantial evidence, and provides guidance to CEQA practitioners with regard to determining whether GHG emissions from a proposed land use project are significant.

Southern California Association of Governments

In April 2024, the SCAG Regional Council adopted the *2024-2050 Regional Transportation Plan/ Sustainable Communities Strategy* (2024 RTP/SCS). The 2024 RTP/SCS charts a course for closely integrating land use and transportation – so that the region can grow smartly and sustainably. It was prepared through a collaborative, continuous, and comprehensive process with input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. The 2024 RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental and public health goals. The SCAG region strives toward sustainability through integrated land use and transportation planning. The SCAG region must achieve specific federal air quality standards and is required by state law to lower regional GHG emissions. Specifically, the region has been tasked by CARB to achieve a 19 percent per capita reduction by the end of 2035.

The City of Lake Elsinore (City) Climate Action Plan

The City of Lake Elsinore Climate Action Plan (CAP) is a long-range plan to reduce communitywide greenhouse gas (GHG) emissions from activities within the City limits. Specifically, the CAP is designed to:

- Benchmark Lake Elsinore's existing (2008) GHG emissions and projected emissions relative to statewide emissions targets.
- Establish GHG emissions reduction strategies and measures to reduce the City's proportionate share of emissions to meet the statewide targets identified in Assembly Bill (AB) 32 and Executive Order S-3-05. Set forth procedures to monitor and verify the effectiveness of the CAP and require amendment if the CAP is not achieving targeted levels of emissions.
- Mitigate Lake Elsinore's GHG emissions impacts (by reducing GHG emissions consistent with the State of California via the California Environmental Quality Act [CEQA] Guidelines, AB 32, and Executive Order S-3-05). The CEQA Guidelines encourage the adoption of plans or mitigation programs as a means of comprehensively addressing the cumulative impacts of projects (see CEQA Guidelines, Sections 15064(h)(3), 15130(c)).
- Serve as the programmatic tiering document for the purposes of CEQA within the City of Lake Elsinore for GHG emissions, by which applicable projects will be reviewed. If a proposed development project can demonstrate it is consistent with the applicable emissions reduction measures included in the CAP, the programs and standards that would be implemented as a result of the CAP, and the General Plan Update growth projections, the project's environmental review pertaining to GHG impacts may be streamlined as allowed by CEQA Guidelines Sections 15152 and 15183.5.

The CAP is not intended to limit future development or economic growth within Lake Elsinore, nor is it intended to stop any individual project (as prescribed by the City's General Plan) from moving forward. The CAP is a strategy for Lake Elsinore to grow in a sustainable way that meets GHG reduction targets while continuing to allow for public and private development and redevelopment that will keep the City of Lake Elsinore a vibrant and livable community. A CAP consistency checklist for future development projects is included in the implementation program.

City CAP Consistency Checklist

As part of the CAP, the City developed a CAP consistency checklist for land use projects. The checklist is a streamlined tool that identifies the CAP's mandatory requirements and provides an opportunity for project applicants to demonstrate project consistency with GHG reduction measures and actions in the CAP. The checklist identifies a general development class and the strategies which must be implemented for the Project to be compliant with the CAP. The checklist is also an opportunity to identify additional Project characteristics that support the GHG reduction targets and programs in the CAP. If a project does not comply with the applicable mandatory GHG reduction measures, mitigation measures must be implemented to require compliance.

3.3 Greenhouse Gas Emissions Impact Assessment

3.3.1 Thresholds of Significance

The impact analysis provided below is based on the following CEQA Guidelines Appendix G thresholds of significance. The Project would result in a significant impact to greenhouse gas emissions if it would:

1) Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment.

2) Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases or

The Appendix G thresholds for GHG emissions do not prescribe specific methodologies for performing an assessment, do not establish specific thresholds of significance, and do not mandate specific mitigation measures. Rather, the CEQA Guidelines emphasize the lead agency's discretion to determine the appropriate methodologies and thresholds of significance consistent with the manner in which other impact areas are handled in CEQA. With respect to GHG emissions, the CEQA Guidelines Section 15064.4(a) states that lead agencies "shall make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate" GHG emissions resulting from a project. The CEQA Guidelines note that an agency has the discretion to either quantify a project's GHG emissions or rely on a "qualitative analysis or other performance-based standards." (14 CCR 15064.4(b)). A lead agency may use a "model or methodology" to estimate GHG emissions and has the discretion to select the model or methodology it considers "most appropriate to enable decision makers to intelligently take into account the project's incremental contribution to climate change." (14 CCR 15064.4(c)). Section 15064.4(b) provides that the lead agency should consider the following when determining the significance of impacts from GHG emissions on the environment:

1. The extent a project may increase or reduce GHG emissions as compared to the existing environmental setting.
2. Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.
3. The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions (14 CCR 15064.4(b)).

In addition, Section 15064.7(c) of the CEQA Guidelines specifies that "[w]hen adopting or using thresholds of significance, a lead agency may consider thresholds of significance previously adopted or recommended by other public agencies, or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence" (14 CCR 15064.7(c)). The CEQA Guidelines also clarify that the effects of GHG emissions are cumulative and should be analyzed in the context of CEQA's requirements for cumulative impact analysis (see CEQA Guidelines Section 15130). As a note, the CEQA

Guidelines were amended in response to Senate Bill 97. In particular, the CEQA Guidelines were amended to specify that compliance with a GHG emissions reduction plan renders a cumulative impact insignificant.

Per CEQA Guidelines Section 15064(h)(3), a project's incremental contribution to a cumulative impact can be found not cumulatively considerable if the project would comply with an approved plan or mitigation program that provides specific requirements that would avoid or substantially lessen the cumulative problem within the geographic area of the project. To qualify, such plans or programs must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency. Examples of such programs include a "water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plans [and] plans or regulations for the reduction of greenhouse gas emissions." Put another way, CEQA Guidelines Section 15064(h)(3) allows a lead agency to make a finding of less than significant for GHG emissions if a project complies with adopted programs, plans, policies and/or other regulatory strategies to reduce GHG emissions.

The local air quality agency regulating the SoCAB is the SCAQMD, the regional air pollution control officer for the basin. As previously stated, to provide guidance to local lead agencies on determining significance for GHG emissions in CEQA documents, SCAQMD staff convened a GHG CEQA Significance Threshold Working Group. The Working Group was formed to assist the SCAQMD's efforts to develop a GHG significance threshold and is composed of a wide variety of stakeholders including the State Office of Planning and Research (OPR), CARB, the Attorney General's Office, a variety of city and county planning departments in the Basin, various utilities such as sanitation and power companies throughout the Basin, industry groups, and environmental and professional organizations. The numeric bright line and efficiency-based thresholds described above were developed to be consistent with CEQA requirements for developing significance thresholds, are supported by substantial evidence, and provide guidance to CEQA practitioners and lead agencies with regard to determining whether GHG emissions from a proposed project are significant.

In *Center for Biological Diversity v. Department of Fish and Wildlife* (2015) 62 Cal. 4th 2014, 213, 221, 227, following its review of various potential GHG thresholds proposed in an academic study [Crockett, *Addressing the Significance of Greenhouse Gas Emissions: California's Search for Regulatory Certainty in an Uncertain World* (July 2011), 4 Golden Gate U. Envtl. L. J. 203], the California Supreme Court identified the use of numeric bright-line thresholds as a potential pathway for compliance with CEQA GHG requirements. The study found numeric bright line thresholds designed to determine when small projects were so small as to not cause a cumulatively considerable impact on global climate change was consistent with CEQA. Specifically, Public Resources Code section 21003(f) provides it is a policy of the State that "[a]ll persons and public agencies involved in the environmental review process be responsible for carrying out the process in the most efficient, expeditious manner in order to conserve the available financial, governmental, physical and social resources with the objective that those resources may be better applied toward the mitigation of actual significant effects on the environment." The Supreme Court-reviewed study noted, "[s]ubjecting the smallest projects to the full panoply of CEQA requirements, even though the public benefit would be minimal, would not be consistent with implementing the statute in the most efficient, expeditious manner.

Nor would it be consistent with applying lead agencies' scarce resources toward mitigating actual significant climate change impacts." (Crockett, *Addressing the Significance of Greenhouse Gas Emissions: California's Search for Regulatory Certainty in an Uncertain World* (July 2011), 4 Golden Gate U. Envtl. L. J. 203, 221, 227.)

The significance of the Project's GHG emissions is evaluated consistent with CEQA Guidelines Section 15064.4(b)(2) by considering whether the Project complies with applicable plans, policies, regulations and requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions. The City of Lake Elsinore may set a project-specific threshold based on the context of each particular project, including using the SCAQMD Working Group expert recommendation. This standard is appropriate for this Project because it is in the same air quality basin that the experts analyzed. For the Proposed Project, the SCAQMD's 3,000 metric tons of CO_2e per year threshold is used as the significance threshold in addition to the qualitative thresholds of significance set forth below from Section VII of CEQA Guidelines Appendix G. The 3,000 metric tons of CO_2e per year threshold represents a 90 percent capture rate (i.e., this threshold captures projects that represent approximately 90 percent of GHG emissions from new sources). The 3,000 metric tons of CO_2e per year value is typically used in defining small projects within this air basin that are considered less than significant because it represents less than one percent of future 2050 statewide GHG emissions target and the lead agency can provide more efficient implementation of CEQA by focusing its scarce resources on the top 90 percent. This threshold is correlated to the 90 percent capture rate for industrial projects within the air basin. Land use projects above the 3,000 metric tons of CO_2e per year level would fall within the percentage of largest projects that are worth mitigating without wasting scarce financial, governmental, physical and social resources. (Crockett 2011). As noted in the academic study, the fact that small projects below a numeric bright line threshold are not subject to CEQA-based mitigation does not mean such small projects do not help the State achieve its climate change goals because even small projects participate in or comply with non-CEQA-based GHG reduction programs, such as constructing development in accordance with statewide GHG-reducing energy efficiency building standards, called Cal Green or Title 24 energy-efficiency building standards (Crockett 2011).

Additionally, the Project is assessed for consistency with the City of Lake Elsinore Climate Action Plan (CAP), a long-range plan to reduce communitywide greenhouse gas emissions from activities within the City limits. Specifically, the City set emission reduction goals of 48.2 percent below 2008 emissions levels by lowering GHG emission rates to 4.3 metric tons of carbon dioxide equivalent per person by 2030. Therefore, Project compliance with the CAP adequately establishes Project compliance with statewide GHG reduction goals for the year 2030 associated with AB 32. The CAP is a strategy for the City to continue to grow in a sustainable way that meets GHG reduction targets while continuing to allow for public and private development and redevelopment that will uphold the City as a vibrant and livable community.

3.3.2 Methodology

GHG emissions-related impacts were assessed in accordance with methodologies recommended by the SCAQMD. Where GHG emission quantification was required, emissions were modeled using CalEEMod, version 2020.4.0. CalEEMod is a statewide land use emissions computer model designed to quantify potential GHG emissions associated with both construction and operations from a variety of land use projects. Project construction-generated air pollutant emissions were calculated using CalEEMod model

defaults for Riverside County coupled with details associated with construction timing, phasing, and duration provided by the Project Applicant. Operational air pollutant emissions were based on the Project site plans, and traffic trip generation rates from K2 Traffic Engineering Group, Inc. (2022).

3.3.3 Impact Analysis

Generation of GHG Emissions

Construction

Construction-related activities that would generate GHG emissions include worker commute trips, haul trucks carrying supplies and materials to and from the Project site, and off-road construction equipment (e.g., dozers, loaders, excavators). Table 3-2 illustrates the specific construction generated GHG emissions that would result from construction of the Project. Once construction is complete, the generation of these GHG emissions would cease.

Table 3-2. Construction-Related Greenhouse Gas Emissions

Emissions Source	CO_2e (Metric Tons/ Year)
Construction Calendar Year One	**307**
Construction Calendar Year Two	**93**
Total Construction Emissions	**400**

Source: CalEEMod version 2020.4.0. Refer to Attachment A for Model Data Outputs.

As shown in Table 3-2, Project construction would result in the generation of approximately 400 metric tons of CO_2e over the course of construction. Once construction is complete, the generation of these GHG emissions would cease. Consistent with SCAQMD recommendations, Project construction GHG emissions have been amortized of the expected life of the Project, which is considered to be 30 years per the SCAQMD. The amortized construction emissions are added to the annual average operational emissions (see Table 3-3).

Operational Significance Analysis

Operation of the Project would result in an increase in GHG emissions primarily associated with motor vehicle trips and onsite energy sources. Long-term operational GHG emissions attributed to the Project are identified in Table 3-3.

Table 3-3. Operational-Related Greenhouse Gas Emissions	
Emission Source	**CO_2e (Metric Tons/ Year)**
Construction Emissions (amortized over the 30-year life of the Project)	13
Area Source	0
Energy	42
Mobile	175
Waste	7
Water	10
Total	**247**
SCAQMD Significance Threshold	*3,000*
Exceed SCAQMD Threshold?	**No**

Source: CalEEMod version 2020.4.0. Refer to Attachment B for Model Data Outputs.
Notes: Emission projections predominately based on CalEEMod model defaults for Riverside County. Average daily vehicle trips provided by K2 Traffic Engineering (2022).

As shown in Table 3-3, operational-generated emissions would not exceed the SCAQMD's numeric bright-line threshold of 3,000 metric tons of CO_2e annually. SCAQMD thresholds were developed based on substantial evidence that such thresholds represent quantitative levels of GHG emissions, compliance with which means that the environmental impact of the GHG emissions will normally not be cumulatively considerable under CEQA. These thresholds were developed as part of the SCAQMD GHG CEQA Significance Threshold Working Group. The working group was formed to assist the SCAQMD's efforts to develop a GHG significance threshold and is composed of a wide variety of stakeholders including the State OPR, CARB, the Attorney General's Office, a variety of city and county planning departments in the SoCAB, various utilities such as sanitation and power companies throughout the basin, industry groups, and environmental and professional organizations.

Conflict with any Applicable Plan, Policy, or Regulation of an Agency Adopted for the Purpose of Reducing the Emissions of Greenhouse Gases

In 2011, the City of Lake Elsinore adopted the City of Lake Elsinore Climate Action Plan, a long-range plan to reduce communitywide greenhouse gas emissions from activities within the City limits. The CAP is a strategy for the City to continue to grow in a sustainable way that meets GHG reduction targets while continuing to allow for public and private development and redevelopment that will uphold the City as a vibrant and livable community (City of Lake Elsinore 2011). According to the CAP, the City selected efficiency-based target is 4.4 metric tons of CO_2e per service population (defined as employees + residents) per year by 2030 (a 48.2 percent reduction from the 2008 rate of 8.5 metric tons of CO_2e per service

population). These efficiency-based targets represent the AB 32 and SB 32 targeted emissions levels for 2020 and 2030 on a per service population basis.

The CAP specifically states, "A project-specific environmental document that relies on the CAP for its cumulative impact analysis must identify the CAP measures that apply to the project and demonstrate how the project incorporates or is consistent with them. In order to demonstrate project-level compliance with CEQA relevant to GHG emissions impacts, applications for discretionary projects must demonstrate the following (all mandates not pertaining to the Project excluded):

- How the project is consistent with the CAP and incorporates all applicable measures from the CAP as binding and enforceable components of the project.
- How the project is consistent with the General Plan land use designations and population and employment growth projections within the City limits upon which the CAP modeling is based."

A specific project proposal is considered consistent with the City CAP if it complies with the "required" GHG reduction measures in the adopted CAP. The following questions are used by the City in order to determine consistency:

1. *Is the project consistent with the General Plan land use designation?*

2. *Is the project consistent with the General Plan population and employment projections for the site upon which the CAP modeling is based?*

3. *Does the project incorporate the following CAP measures as binding and enforceable components of the project? Until these measures have been formally adopted by the City and incorporated in to applicable codes, the requirements must be incorporated as mitigation measures applicable to the project (CEQA Guidelines, Section 15183.5(b)(2)).*

    - **T-1.2 Pedestrian Infrastructure**
        - Does the project provide connections to neighborhood activity centers, major destinations, and transit contiguous to site?
    - **D-2 T-1.5 Bicycle Parking**
        - Does new, non-residential development that is anticipated to generate visitor traffic provide permanently anchored bicycle racks within 200 feet of the visitor entrance, readily visible to passers-by, for 5% of visitor motorized vehicle parking capacity, with a minimum of one two-bike capacity rack?
    - **T-2.1 Designated Parking for Fuel-Efficient Vehicles**
        - Does a non-residential development designate 10% of its total parking spaces for "Clean Air Vehicles?"
    - **E-1.1 Tree Planting**
        - Does the developer provide a 15-gal non-deciduous, umbrella-form tree per 30 linear feet of boundary length, near buildings, or to shade pavement in parking lots and streets?
    - **E-1.2 Cool Roof Requirements**

  - Does the new non-residential development use roofing materials having solar reflectance, thermal emittance or Solar Reflectance Index 3 per CalGreen Tier 1 values?
- **E-1.3 Energy Efficient Building Standards**
  - Does new construction achieve CalGreen Tier 1 energy efficiency standards?
- **E-4.1 Landscaping**
  - Does the development comply with the City's AB 1881 Landscaping Ordinance?
- **E-4.2 Indoor Water Conservation Requirements**
  - Does the development reduce indoor water consumption by 30%, consistent with CalGreen Tier 1, Section A5.303.2.3.1?

The Proposed Project is consistent with the City of Lake Elsinore General Plan land use designation for the site and is consistent with the General Plan population and employment projections for the site upon which the CAP modeling is based. In order to ensure the required CAP measures are implemented, mitigation measure GHG-1 is recommended.

Recommended Mitigation Measure:

GHG-1: Climate Action Plan Consistency

The following measures shall be included in the Project design:

- Consistent with CAP Reduction Measure D-2 T-1.5, the Project shall provide permanently anchored bicycle racks within 200 feet of the visitor entrance, readily visible to passers-by, for 5% of visitor motorized vehicle parking capacity, with a minimum of one two-bike capacity rack.
- Consistent with CAP Reduction Measure T-2.1, the Project shall designate 10% of its total parking spaces for "Clean Air Vehicles".
- Consistent with CAP Reduction Measure E-1.1, the Project shall provide a 15-gal non-deciduous, umbrella-form tree per 30 linear feet of boundary length, near buildings, or to shade pavement in parking lots and streets.
- Consistent with CAP Reduction Measure E-1.2, the Project shall use roofing materials having solar reflectance, thermal emittance or Solar Reflectance Index 3 per CalGreen Tier 1 values.
- Consistent with CAP Reduction Measure E-1.3, the Project shall achieve CalGreen Tier 1 energy efficiency standards.
- Consistent with CAP Reduction Measure E-4.1, the Project shall comply with the City's AB 1881 Landscaping Ordinance.
- Consistent with CAP Reduction Measure 4.2, the Project shall reduce indoor water consumption by 30%, consistent with CalGreen Tier 1, Section A5.303.2.3.1.

Timing/Implementation: Prior to the issuance of occupancy permits

Monitoring/Enforcement: City of Lake Elsinore Community Development Department

Implementing the City's CAP will greatly reduce the regional GHG emissions from transportation, helping to achieve statewide emission reduction targets. All development in the City, including the Project, is required to adhere to all applicable City-adopted policy provisions, including those contained in the City CAP. The City ensures all applicable provisions of the CAP are incorporated into projects and their permits through development review and applications of conditions of approval as applicable. All of the applicable and feasible provisions of the City GHG-reduction program as promulgated by its CAP will be incorporated into the Proposed Project. Therefore, the Proposed Project would in no way conflict with the stated goals of the CAP and thus would not interfere with City's ability to achieve the goals set forth in the CAP. The Proposed Project is consistent with the City General Plan land use designation and development intensity for the site. The Proposed Project would not conflict with the CAP GHG-reduction targets. As such, the Project would not conflict with applicable plans, policies, or regulations adopted for the purpose of reducing GHG emissions.

4.0 REFERENCES

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LIST OF ATTACHMENTS

Attachment A – CalEEMod Output File for Air Quality Emissions

Attachment B – CalEEMod Output File for Greenhouse Gas Emissions

ATTACHMENT A

CalEEMod Output Files – Criteria Air Pollutants

Collier Commercial Project - Riverside-South Coast County, Summer

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

Collier Commercial Project

Riverside-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Light Industry	11.97	1000sqft	2.80	11,975.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.4	**Precipitation Freq (Days)**	28
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 - Lot acreage totals 2.8 acres

Construction Phase - construction, paving, and architecural coating will be happening simultaneously

Mobile Land Use Mitigation -

Area Mitigation -

Vehicle Trips - corrected trip rate to meet Traffic Study's amount of 119 daily trips

Construction Off-road Equipment Mitigation - Rule 403

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	10.00	220.00
tblConstructionPhase	NumDays	10.00	220.00

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

tblConstructionPhase	PhaseEndDate	3/31/2023	3/3/2023
tblConstructionPhase	PhaseEndDate	3/17/2023	3/3/2023
tblConstructionPhase	PhaseStartDate	3/18/2023	5/2/2022
tblConstructionPhase	PhaseStartDate	4/30/2022	5/2/2022
tblConstructionPhase	PhaseStartDate	3/4/2023	5/2/2022
tblLandUse	LandUseSquareFeet	11,970.00	11,975.00
tblLandUse	LotAcreage	0.27	2.80
tblVehicleTrips	ST_TR	1.99	9.96
tblVehicleTrips	SU_TR	5.00	9.96
tblVehicleTrips	WD_TR	4.96	9.96

2.0 Emissions Summary

Collier Commercial Project - Riverside-South Coast County, 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					
2022	3.5918	25.4828	28.7293	0.0483	7.1944	1.2741	7.9372	3.4544	1.2070	4.1378	0.0000	4,534.6554	4,534.6554	1.0076	0.0111	4,563.1423
2023	3.3690	23.6494	28.5048	0.0483	0.2475	1.1199	1.3675	0.0659	1.0607	1.1266	0.0000	4,526.7036	4,526.7036	0.9970	0.0104	4,554.7278
Maximum	**3.5918**	**25.4828**	**28.7293**	**0.0483**	**7.1944**	**1.2741**	**7.9372**	**3.4544**	**1.2070**	**4.1378**	**0.0000**	**4,534.6554**	**4,534.6554**	**1.0076**	**0.0111**	**4,563.1423**

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					
2022	3.5918	25.4828	28.7293	0.0483	2.8740	1.2741	3.6168	1.3653	1.2070	2.0487	0.0000	4,534.6554	4,534.6554	1.0076	0.0111	4,563.1423
2023	3.3690	23.6494	28.5048	0.0483	0.2475	1.1199	1.3675	0.0659	1.0607	1.1266	0.0000	4,526.7036	4,526.7036	0.9970	0.0104	4,554.7278
Maximum	**3.5918**	**25.4828**	**28.7293**	**0.0483**	**2.8740**	**1.2741**	**3.6168**	**1.3653**	**1.2070**	**2.0487**	**0.0000**	**4,534.6554**	**4,534.6554**	**1.0076**	**0.0111**	**4,563.1423**

Collier Commercial Project - Riverside-South Coast County, 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	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	58.05	0.00	46.43	59.34	0.00	39.68	0.00	0.00	0.00	0.00	0.00	0.00

Collier Commercial Project - Riverside-South Coast County, Summer

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	lb/day										lb/day					
Area	0.2676	1.0000e-005	1.2200e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.6200e-003	2.6200e-003	1.0000e-005		2.7900e-003
Energy	0.0114	0.1040	0.0874	6.2000e-004		7.9000e-003	7.9000e-003		7.9000e-003	7.9000e-003		124.7870	124.7870	2.3900e-003	2.2900e-003	125.5286
Mobile	0.4169	0.5986	4.5526	0.0109	1.1155	8.2000e-003	1.1237	0.2976	7.6900e-003	0.3053		1,109.0060	1,109.0060	0.0496	0.0488	1,124.7920
Total	**0.6960**	**0.7026**	**4.6412**	**0.0115**	**1.1155**	**0.0161**	**1.1316**	**0.2976**	**0.0156**	**0.3132**		**1,233.7956**	**1,233.7956**	**0.0520**	**0.0511**	**1,250.3234**

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	0.2676	1.0000e-005	1.2200e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.6200e-003	2.6200e-003	1.0000e-005		2.7900e-003
Energy	0.0114	0.1040	0.0874	6.2000e-004		7.9000e-003	7.9000e-003		7.9000e-003	7.9000e-003		124.7870	124.7870	2.3900e-003	2.2900e-003	125.5286
Mobile	0.4169	0.5986	4.5526	0.0109	1.1155	8.2000e-003	1.1237	0.2976	7.6900e-003	0.3053		1,109.0060	1,109.0060	0.0496	0.0488	1,124.7920
Total	**0.6960**	**0.7026**	**4.6412**	**0.0115**	**1.1155**	**0.0161**	**1.1316**	**0.2976**	**0.0156**	**0.3132**		**1,233.7956**	**1,233.7956**	**0.0520**	**0.0511**	**1,250.3234**

Collier Commercial Project - Riverside-South Coast County, 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	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	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	4/19/2022	4/21/2022	5	3	
2	Grading	Grading	4/22/2022	4/29/2022	5	6	
3	Building Construction	Building Construction	5/2/2022	3/3/2023	5	220	
4	Paving	Paving	5/2/2022	3/3/2023	5	220	
5	Architectural Coating	Architectural Coating	5/2/2022	3/3/2023	5	220	

Acres of Grading (Site Preparation Phase): 4.5

Acres of Grading (Grading Phase): 6

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 17,963; Non-Residential Outdoor: 5,988; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Forklifts	2	7.00	89	0.20
Grading	Graders	1	8.00	187	0.41

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

Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	8.00	130	0.42
Paving	Rollers	2	8.00	80	0.38
Paving	Paving Equipment	1	8.00	132	0.36
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Site Preparation	Scrapers	1	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45

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	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	5.00	2.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	1.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

Collier Commercial Project - Riverside-South Coast County, Summer

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

3.2 Site Preparation - 2022

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					1.5908	0.0000	1.5908	0.1718	0.0000	0.1718			0.0000			0.0000
Off-Road	1.3784	15.6673	10.0558	0.0245		0.5952	0.5952		0.5476	0.5476		2,375.1569	2,375.1569	0.7682		2,394.3613
Total	**1.3784**	**15.6673**	**10.0558**	**0.0245**	**1.5908**	**0.5952**	**2.1859**	**0.1718**	**0.5476**	**0.7193**		**2,375.1569**	**2,375.1569**	**0.7682**		**2,394.3613**

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	0.0315	0.0204	0.3185	8.1000e-004	0.0894	4.4000e-004	0.0899	0.0237	4.1000e-004	0.0241		82.1515	82.1515	2.0500e-003	2.0300e-003	82.8087
Total	**0.0315**	**0.0204**	**0.3185**	**8.1000e-004**	**0.0894**	**4.4000e-004**	**0.0899**	**0.0237**	**4.1000e-004**	**0.0241**		**82.1515**	**82.1515**	**2.0500e-003**	**2.0300e-003**	**82.8087**

Collier Commercial Project - Riverside-South Coast County, Summer

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

3.2 Site Preparation - 2022

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					0.6204	0.0000	0.6204	0.0670	0.0000	0.0670			0.0000			0.0000
Off-Road	1.3784	15.6673	10.0558	0.0245		0.5952	0.5952		0.5476	0.5476	0.0000	2,375.1569	2,375.1569	0.7682		2,394.3613
Total	**1.3784**	**15.6673**	**10.0558**	**0.0245**	**0.6204**	**0.5952**	**1.2156**	**0.0670**	**0.5476**	**0.6146**	**0.0000**	**2,375.1569**	**2,375.1569**	**0.7682**		**2,394.3613**

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	0.0315	0.0204	0.3185	8.1000e-004	0.0894	4.4000e-004	0.0899	0.0237	4.1000e-004	0.0241		82.1515	82.1515	2.0500e-003	2.0300e-003	82.8087
Total	**0.0315**	**0.0204**	**0.3185**	**8.1000e-004**	**0.0894**	**4.4000e-004**	**0.0899**	**0.0237**	**4.1000e-004**	**0.0241**		**82.1515**	**82.1515**	**2.0500e-003**	**2.0300e-003**	**82.8087**

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

3.3 Grading - 2022

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					7.0826	0.0000	7.0826	3.4247	0.0000	3.4247			0.0000			0.0000
Off-Road	1.5403	16.9836	9.2202	0.0206		0.7423	0.7423		0.6829	0.6829		1,995.4825	1,995.4825	0.6454		2,011.6169
Total	**1.5403**	**16.9836**	**9.2202**	**0.0206**	**7.0826**	**0.7423**	**7.8249**	**3.4247**	**0.6829**	**4.1076**		**1,995.4825**	**1,995.4825**	**0.6454**		**2,011.6169**

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	0.0394	0.0255	0.3981	1.0200e-003	0.1118	5.6000e-004	0.1123	0.0296	5.1000e-004	0.0302		102.6894	102.6894	2.5600e-003	2.5400e-003	103.5109
Total	**0.0394**	**0.0255**	**0.3981**	**1.0200e-003**	**0.1118**	**5.6000e-004**	**0.1123**	**0.0296**	**5.1000e-004**	**0.0302**		**102.6894**	**102.6894**	**2.5600e-003**	**2.5400e-003**	**103.5109**

Collier Commercial Project - Riverside-South Coast County, Summer

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

3.3 Grading - 2022

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					2.7622	0.0000	2.7622	1.3357	0.0000	1.3357			0.0000			0.0000
Off-Road	1.5403	16.9836	9.2202	0.0206		0.7423	0.7423		0.6829	0.6829	0.0000	1,995.4825	1,995.4825	0.6454		2,011.6169
Total	**1.5403**	**16.9836**	**9.2202**	**0.0206**	**2.7622**	**0.7423**	**3.5045**	**1.3357**	**0.6829**	**2.0186**	**0.0000**	**1,995.4825**	**1,995.4825**	**0.6454**		**2,011.6169**

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	0.0394	0.0255	0.3981	1.0200e-003	0.1118	5.6000e-004	0.1123	0.0296	5.1000e-004	0.0302		102.6894	102.6894	2.5600e-003	2.5400e-003	103.5109
Total	**0.0394**	**0.0255**	**0.3981**	**1.0200e-003**	**0.1118**	**5.6000e-004**	**0.1123**	**0.0296**	**5.1000e-004**	**0.0302**		**102.6894**	**102.6894**	**2.5600e-003**	**2.5400e-003**	**103.5109**

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

3.4 Building Construction - 2022

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	1.8555	14.6040	14.3533	0.0250		0.7022	0.7022		0.6731	0.6731		2,289.2813	2,289.2813	0.4417		2,300.3230
Total	**1.8555**	**14.6040**	**14.3533**	**0.0250**		**0.7022**	**0.7022**		**0.6731**	**0.6731**		**2,289.2813**	**2,289.2813**	**0.4417**		**2,300.3230**

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	3.2500e-003	0.0846	0.0294	3.6000e-004	0.0128	1.2200e-003	0.0140	3.6900e-003	1.1700e-003	4.8600e-003		38.5891	38.5891	4.1000e-004	5.7200e-003	40.3046
Worker	0.0197	0.0128	0.1991	5.1000e-004	0.0559	2.8000e-004	0.0562	0.0148	2.6000e-004	0.0151		51.3447	51.3447	1.2800e-003	1.2700e-003	51.7555
Total	**0.0230**	**0.0973**	**0.2285**	**8.7000e-004**	**0.0687**	**1.5000e-003**	**0.0702**	**0.0185**	**1.4300e-003**	**0.0199**		**89.9338**	**89.9338**	**1.6900e-003**	**6.9900e-003**	**92.0601**

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

3.4 Building Construction - 2022

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	1.8555	14.6040	14.3533	0.0250		0.7022	0.7022		0.6731	0.6731	0.0000	2,289.2813	2,289.2813	0.4417		2,300.3230
Total	**1.8555**	**14.6040**	**14.3533**	**0.0250**		**0.7022**	**0.7022**		**0.6731**	**0.6731**	**0.0000**	**2,289.2813**	**2,289.2813**	**0.4417**		**2,300.3230**

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	3.2500e-003	0.0846	0.0294	3.6000e-004	0.0128	1.2200e-003	0.0140	3.6900e-003	1.1700e-003	4.8600e-003		38.5891	38.5891	4.1000e-004	5.7200e-003	40.3046
Worker	0.0197	0.0128	0.1991	5.1000e-004	0.0559	2.8000e-004	0.0562	0.0148	2.6000e-004	0.0151		51.3447	51.3447	1.2800e-003	1.2700e-003	51.7555
Total	**0.0230**	**0.0973**	**0.2285**	**8.7000e-004**	**0.0687**	**1.5000e-003**	**0.0702**	**0.0185**	**1.4300e-003**	**0.0199**		**89.9338**	**89.9338**	**1.6900e-003**	**6.9900e-003**	**92.0601**

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 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	1.7136	13.6239	14.2145	0.0250		0.6136	0.6136		0.5880	0.5880		2,289.5233	2,289.5233	0.4330		2,300.3479
Total	**1.7136**	**13.6239**	**14.2145**	**0.0250**		**0.6136**	**0.6136**		**0.5880**	**0.5880**		**2,289.5233**	**2,289.5233**	**0.4330**		**2,300.3479**

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	2.2500e-003	0.0653	0.0269	3.5000e-004	0.0128	5.7000e-004	0.0134	3.6900e-003	5.4000e-004	4.2300e-003		37.0542	37.0542	3.8000e-004	5.4800e-003	38.6954
Worker	0.0183	0.0113	0.1829	4.9000e-004	0.0559	2.6000e-004	0.0562	0.0148	2.4000e-004	0.0151		49.6870	49.6870	1.1500e-003	1.1700e-003	50.0653
Total	**0.0205**	**0.0766**	**0.2098**	**8.4000e-004**	**0.0687**	**8.3000e-004**	**0.0695**	**0.0185**	**7.8000e-004**	**0.0193**		**86.7412**	**86.7412**	**1.5300e-003**	**6.6500e-003**	**88.7606**

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 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	1.7136	13.6239	14.2145	0.0250		0.6136	0.6136		0.5880	0.5880	0.0000	2,289.5233	2,289.5233	0.4330		2,300.3479
Total	**1.7136**	**13.6239**	**14.2145**	**0.0250**		**0.6136**	**0.6136**		**0.5880**	**0.5880**	**0.0000**	**2,289.5233**	**2,289.5233**	**0.4330**		**2,300.3479**

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	2.2500e-003	0.0653	0.0269	3.5000e-004	0.0128	5.7000e-004	0.0134	3.6900e-003	5.4000e-004	4.2300e-003		37.0542	37.0542	3.8000e-004	5.4800e-003	38.6954
Worker	0.0183	0.0113	0.1829	4.9000e-004	0.0559	2.6000e-004	0.0562	0.0148	2.4000e-004	0.0151		49.6870	49.6870	1.1500e-003	1.1700e-003	50.0653
Total	**0.0205**	**0.0766**	**0.2098**	**8.4000e-004**	**0.0687**	**8.3000e-004**	**0.0695**	**0.0185**	**7.8000e-004**	**0.0193**		**86.7412**	**86.7412**	**1.5300e-003**	**6.6500e-003**	**88.7606**

Collier Commercial Project - Riverside-South Coast County, Summer

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

3.5 Paving - 2022

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	0.9412	9.3322	11.6970	0.0179		0.4879	0.4879		0.4500	0.4500		1,709.6892	1,709.6892	0.5419		1,723.2356
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9412**	**9.3322**	**11.6970**	**0.0179**		**0.4879**	**0.4879**		**0.4500**	**0.4500**		**1,709.6892**	**1,709.6892**	**0.5419**		**1,723.2356**

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	0.0591	0.0383	0.5972	1.5200e-003	0.1677	8.3000e-004	0.1685	0.0445	7.7000e-004	0.0452		154.0341	154.0341	3.8400e-003	3.8100e-003	155.2664
Total	**0.0591**	**0.0383**	**0.5972**	**1.5200e-003**	**0.1677**	**8.3000e-004**	**0.1685**	**0.0445**	**7.7000e-004**	**0.0452**		**154.0341**	**154.0341**	**3.8400e-003**	**3.8100e-003**	**155.2664**

Collier Commercial Project - Riverside-South Coast County, Summer

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

3.5 Paving - 2022

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	0.9412	9.3322	11.6970	0.0179		0.4879	0.4879		0.4500	0.4500	0.0000	1,709.6892	1,709.6892	0.5419		1,723.2356
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9412**	**9.3322**	**11.6970**	**0.0179**		**0.4879**	**0.4879**		**0.4500**	**0.4500**	**0.0000**	**1,709.6892**	**1,709.6892**	**0.5419**		**1,723.2356**

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	0.0591	0.0383	0.5972	1.5200e-003	0.1677	8.3000e-004	0.1685	0.0445	7.7000e-004	0.0452		154.0341	154.0341	3.8400e-003	3.8100e-003	155.2664
Total	**0.0591**	**0.0383**	**0.5972**	**1.5200e-003**	**0.1677**	**8.3000e-004**	**0.1685**	**0.0445**	**7.7000e-004**	**0.0452**		**154.0341**	**154.0341**	**3.8400e-003**	**3.8100e-003**	**155.2664**

Collier Commercial Project - Riverside-South Coast County, Summer

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

3.5 Paving - 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	0.8802	8.6098	11.6840	0.0179		0.4338	0.4338		0.4003	0.4003		1,709.9926	1,709.9926	0.5420		1,723.5414
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.8802**	**8.6098**	**11.6840**	**0.0179**		**0.4338**	**0.4338**		**0.4003**	**0.4003**		**1,709.9926**	**1,709.9926**	**0.5420**		**1,723.5414**

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	0.0548	0.0338	0.5488	1.4700e-003	0.1677	7.8000e-004	0.1685	0.0445	7.2000e-004	0.0452		149.0611	149.0611	3.4500e-003	3.5200e-003	150.1959
Total	**0.0548**	**0.0338**	**0.5488**	**1.4700e-003**	**0.1677**	**7.8000e-004**	**0.1685**	**0.0445**	**7.2000e-004**	**0.0452**		**149.0611**	**149.0611**	**3.4500e-003**	**3.5200e-003**	**150.1959**

Collier Commercial Project - Riverside-South Coast County, Summer

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

3.5 Paving - 2023

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	0.8802	8.6098	11.6840	0.0179		0.4338	0.4338		0.4003	0.4003	0.0000	1,709.9926	1,709.9926	0.5420		1,723.5414
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.8802**	**8.6098**	**11.6840**	**0.0179**		**0.4338**	**0.4338**		**0.4003**	**0.4003**	**0.0000**	**1,709.9926**	**1,709.9926**	**0.5420**		**1,723.5414**

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	0.0548	0.0338	0.5488	1.4700e-003	0.1677	7.8000e-004	0.1685	0.0445	7.2000e-004	0.0452		149.0611	149.0611	3.4500e-003	3.5200e-003	150.1959
Total	**0.0548**	**0.0338**	**0.5488**	**1.4700e-003**	**0.1677**	**7.8000e-004**	**0.1685**	**0.0445**	**7.2000e-004**	**0.0452**		**149.0611**	**149.0611**	**3.4500e-003**	**3.5200e-003**	**150.1959**

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

3.6 Architectural Coating - 2022

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	0.5046					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062
Total	**0.7091**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**		**281.4481**	**281.4481**	**0.0183**		**281.9062**

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	3.9400e-003	2.5500e-003	0.0398	1.0000e-004	0.0112	6.0000e-005	0.0112	2.9600e-003	5.0000e-005	3.0200e-003		10.2689	10.2689	2.6000e-004	2.5000e-004	10.3511
Total	**3.9400e-003**	**2.5500e-003**	**0.0398**	**1.0000e-004**	**0.0112**	**6.0000e-005**	**0.0112**	**2.9600e-003**	**5.0000e-005**	**3.0200e-003**		**10.2689**	**10.2689**	**2.6000e-004**	**2.5000e-004**	**10.3511**

Collier Commercial Project - Riverside-South Coast County, Summer

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

3.6 Architectural Coating - 2022

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	0.5046					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817	0.0000	281.4481	281.4481	0.0183		281.9062
Total	**0.7091**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**	**0.0000**	**281.4481**	**281.4481**	**0.0183**		**281.9062**

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	3.9400e-003	2.5500e-003	0.0398	1.0000e-004	0.0112	6.0000e-005	0.0112	2.9600e-003	5.0000e-005	3.0200e-003		10.2689	10.2689	2.6000e-004	2.5000e-004	10.3511
Total	**3.9400e-003**	**2.5500e-003**	**0.0398**	**1.0000e-004**	**0.0112**	**6.0000e-005**	**0.0112**	**2.9600e-003**	**5.0000e-005**	**3.0200e-003**		**10.2689**	**10.2689**	**2.6000e-004**	**2.5000e-004**	**10.3511**

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

3.6 Architectural Coating - 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					
Archit. Coating	0.5046					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	**0.6963**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**		**281.4481**	**281.4481**	**0.0168**		**281.8690**

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	3.6500e-003	2.2600e-003	0.0366	1.0000e-004	0.0112	5.0000e-005	0.0112	2.9600e-003	5.0000e-005	3.0100e-003		9.9374	9.9374	2.3000e-004	2.3000e-004	10.0131
Total	**3.6500e-003**	**2.2600e-003**	**0.0366**	**1.0000e-004**	**0.0112**	**5.0000e-005**	**0.0112**	**2.9600e-003**	**5.0000e-005**	**3.0100e-003**		**9.9374**	**9.9374**	**2.3000e-004**	**2.3000e-004**	**10.0131**

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

3.6 Architectural Coating - 2023

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	0.5046					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
Total	**0.6963**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**	**0.0000**	**281.4481**	**281.4481**	**0.0168**		**281.8690**

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	3.6500e-003	2.2600e-003	0.0366	1.0000e-004	0.0112	5.0000e-005	0.0112	2.9600e-003	5.0000e-005	3.0100e-003		9.9374	9.9374	2.3000e-004	2.3000e-004	10.0131
Total	**3.6500e-003**	**2.2600e-003**	**0.0366**	**1.0000e-004**	**0.0112**	**5.0000e-005**	**0.0112**	**2.9600e-003**	**5.0000e-005**	**3.0100e-003**		**9.9374**	**9.9374**	**2.3000e-004**	**2.3000e-004**	**10.0131**

Collier Commercial Project - Riverside-South Coast County, Summer

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	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	0.4169	0.5986	4.5526	0.0109	1.1155	8.2000e-003	1.1237	0.2976	7.6900e-003	0.3053		1,109.0060	1,109.0060	0.0496	0.0488	1,124.7920
Unmitigated	0.4169	0.5986	4.5526	0.0109	1.1155	8.2000e-003	1.1237	0.2976	7.6900e-003	0.3053		1,109.0060	1,109.0060	0.0496	0.0488	1,124.7920

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Light Industry	119.22	119.22	119.22	527,945	527,945
Total	119.22	119.22	119.22	527,945	527,945

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 Light Industry	16.60	8.40	6.90	59.00	28.00	13.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Light Industry	0.537845	0.056225	0.173186	0.138405	0.025906	0.007191	0.011447	0.018769	0.000611	0.000309	0.023821	0.001097	0.005189

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

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	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	0.0114	0.1040	0.0874	6.2000e-004		7.9000e-003	7.9000e-003		7.9000e-003	7.9000e-003		124.7870	124.7870	2.3900e-003	2.2900e-003	125.5286
NaturalGas Unmitigated	0.0114	0.1040	0.0874	6.2000e-004		7.9000e-003	7.9000e-003		7.9000e-003	7.9000e-003		124.7870	124.7870	2.3900e-003	2.2900e-003	125.5286

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 Light Industry	1060.69	0.0114	0.1040	0.0874	6.2000e-004		7.9000e-003	7.9000e-003		7.9000e-003	7.9000e-003		124.7870	124.7870	2.3900e-003	2.2900e-003	125.5286
Total		**0.0114**	**0.1040**	**0.0874**	**6.2000e-004**		**7.9000e-003**	**7.9000e-003**		**7.9000e-003**	**7.9000e-003**		**124.7870**	**124.7870**	**2.3900e-003**	**2.2900e-003**	**125.5286**

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 Light Industry	1.06069	0.0114	0.1040	0.0874	6.2000e-004		7.9000e-003	7.9000e-003		7.9000e-003	7.9000e-003		124.7870	124.7870	2.3900e-003	2.2900e-003	125.5286
Total		**0.0114**	**0.1040**	**0.0874**	**6.2000e-004**		**7.9000e-003**	**7.9000e-003**		**7.9000e-003**	**7.9000e-003**		**124.7870**	**124.7870**	**2.3900e-003**	**2.2900e-003**	**125.5286**

6.0 Area Detail

6.1 Mitigation Measures Area

No Hearths Installed

	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	0.2676	1.0000e-005	1.2200e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.6200e-003	2.6200e-003	1.0000e-005		2.7900e-003
Unmitigated	0.2676	1.0000e-005	1.2200e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.6200e-003	2.6200e-003	1.0000e-005		2.7900e-003

Collier Commercial Project - Riverside-South Coast County, 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

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	0.0304					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2371					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.1000e-004	1.0000e-005	1.2200e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.6200e-003	2.6200e-003	1.0000e-005		2.7900e-003
Total	**0.2676**	**1.0000e-005**	**1.2200e-003**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**2.6200e-003**	**2.6200e-003**	**1.0000e-005**		**2.7900e-003**

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	0.0304					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2371					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.1000e-004	1.0000e-005	1.2200e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.6200e-003	2.6200e-003	1.0000e-005		2.7900e-003
Total	**0.2676**	**1.0000e-005**	**1.2200e-003**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**2.6200e-003**	**2.6200e-003**	**1.0000e-005**		**2.7900e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

Collier Commercial Project - Riverside-South Coast County, Winter

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

Collier Commercial Project

Riverside-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Light Industry	11.97	1000sqft	2.80	11,975.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.4	**Precipitation Freq (Days)**	28
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 - Lot acreage totals 2.8 acres

Construction Phase - construction, paving, and architecural coating will be happening simultaneously

Mobile Land Use Mitigation -

Area Mitigation -

Vehicle Trips - corrected trip rate to meet Traffic Study's amount of 119 daily trips

Construction Off-road Equipment Mitigation - Rule 403

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	10.00	220.00
tblConstructionPhase	NumDays	10.00	220.00

Collier Commercial Project - Riverside-South Coast County, Winter

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

tblConstructionPhase	PhaseEndDate	3/31/2023	3/3/2023
tblConstructionPhase	PhaseEndDate	3/17/2023	3/3/2023
tblConstructionPhase	PhaseStartDate	3/18/2023	5/2/2022
tblConstructionPhase	PhaseStartDate	4/30/2022	5/2/2022
tblConstructionPhase	PhaseStartDate	3/4/2023	5/2/2022
tblLandUse	LandUseSquareFeet	11,970.00	11,975.00
tblLandUse	LotAcreage	0.27	2.80
tblVehicleTrips	ST_TR	1.99	9.96
tblVehicleTrips	SU_TR	5.00	9.96
tblVehicleTrips	WD_TR	4.96	9.96

2.0 Emissions Summary

Collier Commercial Project - Riverside-South Coast County, 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					
2022	3.5862	25.4894	28.5719	0.0481	7.1944	1.2741	7.9372	3.4544	1.2070	4.1378	0.0000	4,514.3828	4,514.3828	1.0076	0.0112	4,542.9096
2023	3.3641	23.6552	28.3613	0.0481	0.2475	1.1199	1.3675	0.0659	1.0607	1.1266	0.0000	4,507.1990	4,507.1990	0.9969	0.0105	4,535.2625
Maximum	**3.5862**	**25.4894**	**28.5719**	**0.0481**	**7.1944**	**1.2741**	**7.9372**	**3.4544**	**1.2070**	**4.1378**	**0.0000**	**4,514.3828**	**4,514.3828**	**1.0076**	**0.0112**	**4,542.9096**

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					
2022	3.5862	25.4894	28.5719	0.0481	2.8740	1.2741	3.6168	1.3653	1.2070	2.0487	0.0000	4,514.3828	4,514.3828	1.0076	0.0112	4,542.9096
2023	3.3641	23.6552	28.3613	0.0481	0.2475	1.1199	1.3675	0.0659	1.0607	1.1266	0.0000	4,507.1990	4,507.1990	0.9969	0.0105	4,535.2625
Maximum	**3.5862**	**25.4894**	**28.5719**	**0.0481**	**2.8740**	**1.2741**	**3.6168**	**1.3653**	**1.2070**	**2.0487**	**0.0000**	**4,514.3828**	**4,514.3828**	**1.0076**	**0.0112**	**4,542.9096**

Collier Commercial Project - Riverside-South Coast County, 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	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	58.05	0.00	46.43	59.34	0.00	39.68	0.00	0.00	0.00	0.00	0.00	0.00

Collier Commercial Project - Riverside-South Coast County, Winter

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	lb/day										lb/day					
Area	0.2676	1.0000e-005	1.2200e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.6200e-003	2.6200e-003	1.0000e-005		2.7900e-003
Energy	0.0114	0.1040	0.0874	6.2000e-004		7.9000e-003	7.9000e-003		7.9000e-003	7.9000e-003		124.7870	124.7870	2.3900e-003	2.2900e-003	125.5286
Mobile	0.3613	0.6349	3.9793	0.0101	1.1155	8.2100e-003	1.1237	0.2976	7.7000e-003	0.3053		1,029.4889	1,029.4889	0.0502	0.0498	1,045.5890
Total	**0.6404**	**0.7389**	**4.0679**	**0.0107**	**1.1155**	**0.0161**	**1.1316**	**0.2976**	**0.0156**	**0.3132**		**1,154.2785**	**1,154.2785**	**0.0526**	**0.0521**	**1,171.1203**

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	0.2676	1.0000e-005	1.2200e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.6200e-003	2.6200e-003	1.0000e-005		2.7900e-003
Energy	0.0114	0.1040	0.0874	6.2000e-004		7.9000e-003	7.9000e-003		7.9000e-003	7.9000e-003		124.7870	124.7870	2.3900e-003	2.2900e-003	125.5286
Mobile	0.3613	0.6349	3.9793	0.0101	1.1155	8.2100e-003	1.1237	0.2976	7.7000e-003	0.3053		1,029.4889	1,029.4889	0.0502	0.0498	1,045.5890
Total	**0.6404**	**0.7389**	**4.0679**	**0.0107**	**1.1155**	**0.0161**	**1.1316**	**0.2976**	**0.0156**	**0.3132**		**1,154.2785**	**1,154.2785**	**0.0526**	**0.0521**	**1,171.1203**

Collier Commercial Project - Riverside-South Coast County, 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	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	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	4/19/2022	4/21/2022	5	3	
2	Grading	Grading	4/22/2022	4/29/2022	5	6	
3	Building Construction	Building Construction	5/2/2022	3/3/2023	5	220	
4	Paving	Paving	5/2/2022	3/3/2023	5	220	
5	Architectural Coating	Architectural Coating	5/2/2022	3/3/2023	5	220	

Acres of Grading (Site Preparation Phase): 4.5

Acres of Grading (Grading Phase): 6

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 17,963; Non-Residential Outdoor: 5,988; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Forklifts	2	7.00	89	0.20
Grading	Graders	1	8.00	187	0.41

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

Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	8.00	130	0.42
Paving	Rollers	2	8.00	80	0.38
Paving	Paving Equipment	1	8.00	132	0.36
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Site Preparation	Scrapers	1	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45

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	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	5.00	2.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	1.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

Collier Commercial Project - Riverside-South Coast County, Winter

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

3.2 Site Preparation - 2022

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					1.5908	0.0000	1.5908	0.1718	0.0000	0.1718			0.0000			0.0000
Off-Road	1.3784	15.6673	10.0558	0.0245		0.5952	0.5952		0.5476	0.5476		2,375.1569	2,375.1569	0.7682		2,394.3613
Total	**1.3784**	**15.6673**	**10.0558**	**0.0245**	**1.5908**	**0.5952**	**2.1859**	**0.1718**	**0.5476**	**0.7193**		**2,375.1569**	**2,375.1569**	**0.7682**		**2,394.3613**

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	0.0294	0.0212	0.2581	7.4000e-004	0.0894	4.4000e-004	0.0899	0.0237	4.1000e-004	0.0241		74.4126	74.4126	2.0300e-003	2.0800e-003	75.0838
Total	**0.0294**	**0.0212**	**0.2581**	**7.4000e-004**	**0.0894**	**4.4000e-004**	**0.0899**	**0.0237**	**4.1000e-004**	**0.0241**		**74.4126**	**74.4126**	**2.0300e-003**	**2.0800e-003**	**75.0838**

Collier Commercial Project - Riverside-South Coast County, Winter

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

3.2 Site Preparation - 2022

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					0.6204	0.0000	0.6204	0.0670	0.0000	0.0670			0.0000			0.0000
Off-Road	1.3784	15.6673	10.0558	0.0245		0.5952	0.5952		0.5476	0.5476	0.0000	2,375.1569	2,375.1569	0.7682		2,394.3613
Total	**1.3784**	**15.6673**	**10.0558**	**0.0245**	**0.6204**	**0.5952**	**1.2156**	**0.0670**	**0.5476**	**0.6146**	**0.0000**	**2,375.1569**	**2,375.1569**	**0.7682**		**2,394.3613**

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	0.0294	0.0212	0.2581	7.4000e-004	0.0894	4.4000e-004	0.0899	0.0237	4.1000e-004	0.0241		74.4126	74.4126	2.0300e-003	2.0800e-003	75.0838
Total	**0.0294**	**0.0212**	**0.2581**	**7.4000e-004**	**0.0894**	**4.4000e-004**	**0.0899**	**0.0237**	**4.1000e-004**	**0.0241**		**74.4126**	**74.4126**	**2.0300e-003**	**2.0800e-003**	**75.0838**

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

3.3 Grading - 2022

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					7.0826	0.0000	7.0826	3.4247	0.0000	3.4247			0.0000			0.0000
Off-Road	1.5403	16.9836	9.2202	0.0206		0.7423	0.7423		0.6829	0.6829		1,995.4825	1,995.4825	0.6454		2,011.6169
Total	**1.5403**	**16.9836**	**9.2202**	**0.0206**	**7.0826**	**0.7423**	**7.8249**	**3.4247**	**0.6829**	**4.1076**		**1,995.4825**	**1,995.4825**	**0.6454**		**2,011.6169**

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	0.0368	0.0265	0.3226	9.2000e-004	0.1118	5.6000e-004	0.1123	0.0296	5.1000e-004	0.0302		93.0158	93.0158	2.5400e-003	2.6000e-003	93.8548
Total	**0.0368**	**0.0265**	**0.3226**	**9.2000e-004**	**0.1118**	**5.6000e-004**	**0.1123**	**0.0296**	**5.1000e-004**	**0.0302**		**93.0158**	**93.0158**	**2.5400e-003**	**2.6000e-003**	**93.8548**

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

3.3 Grading - 2022

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					2.7622	0.0000	2.7622	1.3357	0.0000	1.3357			0.0000			0.0000
Off-Road	1.5403	16.9836	9.2202	0.0206		0.7423	0.7423		0.6829	0.6829	0.0000	1,995.4825	1,995.4825	0.6454		2,011.6169
Total	**1.5403**	**16.9836**	**9.2202**	**0.0206**	**2.7622**	**0.7423**	**3.5045**	**1.3357**	**0.6829**	**2.0186**	**0.0000**	**1,995.4825**	**1,995.4825**	**0.6454**		**2,011.6169**

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	0.0368	0.0265	0.3226	9.2000e-004	0.1118	5.6000e-004	0.1123	0.0296	5.1000e-004	0.0302		93.0158	93.0158	2.5400e-003	2.6000e-003	93.8548
Total	**0.0368**	**0.0265**	**0.3226**	**9.2000e-004**	**0.1118**	**5.6000e-004**	**0.1123**	**0.0296**	**5.1000e-004**	**0.0302**		**93.0158**	**93.0158**	**2.5400e-003**	**2.6000e-003**	**93.8548**

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

3.4 Building Construction - 2022

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	1.8555	14.6040	14.3533	0.0250		0.7022	0.7022		0.6731	0.6731		2,289.2813	2,289.2813	0.4417		2,300.3230
Total	**1.8555**	**14.6040**	**14.3533**	**0.0250**		**0.7022**	**0.7022**		**0.6731**	**0.6731**		**2,289.2813**	**2,289.2813**	**0.4417**		**2,300.3230**

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	3.1200e-003	0.0891	0.0305	3.6000e-004	0.0128	1.2200e-003	0.0140	3.6900e-003	1.1700e-003	4.8600e-003		38.6312	38.6312	4.0000e-004	5.7300e-003	40.3497
Worker	0.0184	0.0133	0.1613	4.6000e-004	0.0559	2.8000e-004	0.0562	0.0148	2.6000e-004	0.0151		46.5079	46.5079	1.2700e-003	1.3000e-003	46.9274
Total	**0.0215**	**0.1024**	**0.1919**	**8.2000e-004**	**0.0687**	**1.5000e-003**	**0.0702**	**0.0185**	**1.4300e-003**	**0.0199**		**85.1390**	**85.1390**	**1.6700e-003**	**7.0300e-003**	**87.2771**

Collier Commercial Project - Riverside-South Coast County, Winter

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

3.4 Building Construction - 2022

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	1.8555	14.6040	14.3533	0.0250		0.7022	0.7022		0.6731	0.6731	0.0000	2,289.2813	2,289.2813	0.4417		2,300.3230
Total	**1.8555**	**14.6040**	**14.3533**	**0.0250**		**0.7022**	**0.7022**		**0.6731**	**0.6731**	**0.0000**	**2,289.2813**	**2,289.2813**	**0.4417**		**2,300.3230**

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	3.1200e-003	0.0891	0.0305	3.6000e-004	0.0128	1.2200e-003	0.0140	3.6900e-003	1.1700e-003	4.8600e-003		38.6312	38.6312	4.0000e-004	5.7300e-003	40.3497
Worker	0.0184	0.0133	0.1613	4.6000e-004	0.0559	2.8000e-004	0.0562	0.0148	2.6000e-004	0.0151		46.5079	46.5079	1.2700e-003	1.3000e-003	46.9274
Total	**0.0215**	**0.1024**	**0.1919**	**8.2000e-004**	**0.0687**	**1.5000e-003**	**0.0702**	**0.0185**	**1.4300e-003**	**0.0199**		**85.1390**	**85.1390**	**1.6700e-003**	**7.0300e-003**	**87.2771**

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 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	1.7136	13.6239	14.2145	0.0250		0.6136	0.6136		0.5880	0.5880		2,289.5233	2,289.5233	0.4330		2,300.3479
Total	**1.7136**	**13.6239**	**14.2145**	**0.0250**		**0.6136**	**0.6136**		**0.5880**	**0.5880**		**2,289.5233**	**2,289.5233**	**0.4330**		**2,300.3479**

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	2.0900e-003	0.0693	0.0278	3.5000e-004	0.0128	5.7000e-004	0.0134	3.6900e-003	5.5000e-004	4.2300e-003		37.1462	37.1462	3.7000e-004	5.4900e-003	38.7926
Worker	0.0171	0.0117	0.1486	4.5000e-004	0.0559	2.6000e-004	0.0562	0.0148	2.4000e-004	0.0151		45.0212	45.0212	1.1400e-003	1.2000e-003	45.4075
Total	**0.0192**	**0.0810**	**0.1764**	**8.0000e-004**	**0.0687**	**8.3000e-004**	**0.0695**	**0.0185**	**7.9000e-004**	**0.0193**		**82.1673**	**82.1673**	**1.5100e-003**	**6.6900e-003**	**84.2001**

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 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	1.7136	13.6239	14.2145	0.0250		0.6136	0.6136		0.5880	0.5880	0.0000	2,289.5233	2,289.5233	0.4330		2,300.3479
Total	**1.7136**	**13.6239**	**14.2145**	**0.0250**		**0.6136**	**0.6136**		**0.5880**	**0.5880**	**0.0000**	**2,289.5233**	**2,289.5233**	**0.4330**		**2,300.3479**

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	2.0900e-003	0.0693	0.0278	3.5000e-004	0.0128	5.7000e-004	0.0134	3.6900e-003	5.5000e-004	4.2300e-003		37.1462	37.1462	3.7000e-004	5.4900e-003	38.7926
Worker	0.0171	0.0117	0.1486	4.5000e-004	0.0559	2.6000e-004	0.0562	0.0148	2.4000e-004	0.0151		45.0212	45.0212	1.1400e-003	1.2000e-003	45.4075
Total	**0.0192**	**0.0810**	**0.1764**	**8.0000e-004**	**0.0687**	**8.3000e-004**	**0.0695**	**0.0185**	**7.9000e-004**	**0.0193**		**82.1673**	**82.1673**	**1.5100e-003**	**6.6900e-003**	**84.2001**

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

3.5 Paving - 2022

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	0.9412	9.3322	11.6970	0.0179		0.4879	0.4879		0.4500	0.4500		1,709.6892	1,709.6892	0.5419		1,723.2356
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9412**	**9.3322**	**11.6970**	**0.0179**		**0.4879**	**0.4879**		**0.4500**	**0.4500**		**1,709.6892**	**1,709.6892**	**0.5419**		**1,723.2356**

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	0.0552	0.0398	0.4840	1.3800e-003	0.1677	8.3000e-004	0.1685	0.0445	7.7000e-004	0.0452		139.5236	139.5236	3.8100e-003	3.9000e-003	140.7822
Total	**0.0552**	**0.0398**	**0.4840**	**1.3800e-003**	**0.1677**	**8.3000e-004**	**0.1685**	**0.0445**	**7.7000e-004**	**0.0452**		**139.5236**	**139.5236**	**3.8100e-003**	**3.9000e-003**	**140.7822**

Collier Commercial Project - Riverside-South Coast County, Winter

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

3.5 Paving - 2022

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	0.9412	9.3322	11.6970	0.0179		0.4879	0.4879		0.4500	0.4500	0.0000	1,709.6892	1,709.6892	0.5419		1,723.2356
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9412**	**9.3322**	**11.6970**	**0.0179**		**0.4879**	**0.4879**		**0.4500**	**0.4500**	**0.0000**	**1,709.6892**	**1,709.6892**	**0.5419**		**1,723.2356**

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	0.0552	0.0398	0.4840	1.3800e-003	0.1677	8.3000e-004	0.1685	0.0445	7.7000e-004	0.0452		139.5236	139.5236	3.8100e-003	3.9000e-003	140.7822
Total	**0.0552**	**0.0398**	**0.4840**	**1.3800e-003**	**0.1677**	**8.3000e-004**	**0.1685**	**0.0445**	**7.7000e-004**	**0.0452**		**139.5236**	**139.5236**	**3.8100e-003**	**3.9000e-003**	**140.7822**

Collier Commercial Project - Riverside-South Coast County, Winter

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

3.5 Paving - 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	0.8802	8.6098	11.6840	0.0179		0.4338	0.4338		0.4003	0.4003		1,709.9926	1,709.9926	0.5420		1,723.5414
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.8802**	**8.6098**	**11.6840**	**0.0179**		**0.4338**	**0.4338**		**0.4003**	**0.4003**		**1,709.9926**	**1,709.9926**	**0.5420**		**1,723.5414**

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	0.0513	0.0351	0.4456	1.3400e-003	0.1677	7.8000e-004	0.1685	0.0445	7.2000e-004	0.0452		135.0635	135.0635	3.4300e-003	3.6000e-003	136.2226
Total	**0.0513**	**0.0351**	**0.4456**	**1.3400e-003**	**0.1677**	**7.8000e-004**	**0.1685**	**0.0445**	**7.2000e-004**	**0.0452**		**135.0635**	**135.0635**	**3.4300e-003**	**3.6000e-003**	**136.2226**

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

3.5 Paving - 2023

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	0.8802	8.6098	11.6840	0.0179		0.4338	0.4338		0.4003	0.4003	0.0000	1,709.9926	1,709.9926	0.5420		1,723.5414
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.8802**	**8.6098**	**11.6840**	**0.0179**		**0.4338**	**0.4338**		**0.4003**	**0.4003**	**0.0000**	**1,709.9926**	**1,709.9926**	**0.5420**		**1,723.5414**

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	0.0513	0.0351	0.4456	1.3400e-003	0.1677	7.8000e-004	0.1685	0.0445	7.2000e-004	0.0452		135.0635	135.0635	3.4300e-003	3.6000e-003	136.2226
Total	**0.0513**	**0.0351**	**0.4456**	**1.3400e-003**	**0.1677**	**7.8000e-004**	**0.1685**	**0.0445**	**7.2000e-004**	**0.0452**		**135.0635**	**135.0635**	**3.4300e-003**	**3.6000e-003**	**136.2226**

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

3.6 Architectural Coating - 2022

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	0.5046					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062
Total	**0.7091**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**		**281.4481**	**281.4481**	**0.0183**		**281.9062**

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	3.6800e-003	2.6500e-003	0.0323	9.0000e-005	0.0112	6.0000e-005	0.0112	2.9600e-003	5.0000e-005	3.0200e-003		9.3016	9.3016	2.5000e-004	2.6000e-004	9.3855
Total	**3.6800e-003**	**2.6500e-003**	**0.0323**	**9.0000e-005**	**0.0112**	**6.0000e-005**	**0.0112**	**2.9600e-003**	**5.0000e-005**	**3.0200e-003**		**9.3016**	**9.3016**	**2.5000e-004**	**2.6000e-004**	**9.3855**

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

3.6 Architectural Coating - 2022

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	0.5046					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817	0.0000	281.4481	281.4481	0.0183		281.9062
Total	**0.7091**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**	**0.0000**	**281.4481**	**281.4481**	**0.0183**		**281.9062**

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	3.6800e-003	2.6500e-003	0.0323	9.0000e-005	0.0112	6.0000e-005	0.0112	2.9600e-003	5.0000e-005	3.0200e-003		9.3016	9.3016	2.5000e-004	2.6000e-004	9.3855
Total	**3.6800e-003**	**2.6500e-003**	**0.0323**	**9.0000e-005**	**0.0112**	**6.0000e-005**	**0.0112**	**2.9600e-003**	**5.0000e-005**	**3.0200e-003**		**9.3016**	**9.3016**	**2.5000e-004**	**2.6000e-004**	**9.3855**

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

3.6 Architectural Coating - 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					
Archit. Coating	0.5046					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	**0.6963**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**		**281.4481**	**281.4481**	**0.0168**		**281.8690**

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	3.4200e-003	2.3400e-003	0.0297	9.0000e-005	0.0112	5.0000e-005	0.0112	2.9600e-003	5.0000e-005	3.0100e-003		9.0042	9.0042	2.3000e-004	2.4000e-004	9.0815
Total	**3.4200e-003**	**2.3400e-003**	**0.0297**	**9.0000e-005**	**0.0112**	**5.0000e-005**	**0.0112**	**2.9600e-003**	**5.0000e-005**	**3.0100e-003**		**9.0042**	**9.0042**	**2.3000e-004**	**2.4000e-004**	**9.0815**

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

3.6 Architectural Coating - 2023

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	0.5046					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
Total	**0.6963**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**	**0.0000**	**281.4481**	**281.4481**	**0.0168**		**281.8690**

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	3.4200e-003	2.3400e-003	0.0297	9.0000e-005	0.0112	5.0000e-005	0.0112	2.9600e-003	5.0000e-005	3.0100e-003		9.0042	9.0042	2.3000e-004	2.4000e-004	9.0815
Total	**3.4200e-003**	**2.3400e-003**	**0.0297**	**9.0000e-005**	**0.0112**	**5.0000e-005**	**0.0112**	**2.9600e-003**	**5.0000e-005**	**3.0100e-003**		**9.0042**	**9.0042**	**2.3000e-004**	**2.4000e-004**	**9.0815**

Collier Commercial Project - Riverside-South Coast County, Winter

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	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	0.3613	0.6349	3.9793	0.0101	1.1155	8.2100e-003	1.1237	0.2976	7.7000e-003	0.3053		1,029.4889	1,029.4889	0.0502	0.0498	1,045.5890
Unmitigated	0.3613	0.6349	3.9793	0.0101	1.1155	8.2100e-003	1.1237	0.2976	7.7000e-003	0.3053		1,029.4889	1,029.4889	0.0502	0.0498	1,045.5890

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Light Industry	119.22	119.22	119.22	527,945	527,945
Total	119.22	119.22	119.22	527,945	527,945

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 Light Industry	16.60	8.40	6.90	59.00	28.00	13.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Light Industry	0.537845	0.056225	0.173186	0.138405	0.025906	0.007191	0.011447	0.018769	0.000611	0.000309	0.023821	0.001097	0.005189

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

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	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	0.0114	0.1040	0.0874	6.2000e-004		7.9000e-003	7.9000e-003		7.9000e-003	7.9000e-003		124.7870	124.7870	2.3900e-003	2.2900e-003	125.5286
NaturalGas Unmitigated	0.0114	0.1040	0.0874	6.2000e-004		7.9000e-003	7.9000e-003		7.9000e-003	7.9000e-003		124.7870	124.7870	2.3900e-003	2.2900e-003	125.5286

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 Light Industry	1060.69	0.0114	0.1040	0.0874	6.2000e-004		7.9000e-003	7.9000e-003		7.9000e-003	7.9000e-003		124.7870	124.7870	2.3900e-003	2.2900e-003	125.5286
Total		**0.0114**	**0.1040**	**0.0874**	**6.2000e-004**		**7.9000e-003**	**7.9000e-003**		**7.9000e-003**	**7.9000e-003**		**124.7870**	**124.7870**	**2.3900e-003**	**2.2900e-003**	**125.5286**

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 Light Industry	1.06069	0.0114	0.1040	0.0874	6.2000e-004		7.9000e-003	7.9000e-003		7.9000e-003	7.9000e-003		124.7870	124.7870	2.3900e-003	2.2900e-003	125.5286
Total		**0.0114**	**0.1040**	**0.0874**	**6.2000e-004**		**7.9000e-003**	**7.9000e-003**		**7.9000e-003**	**7.9000e-003**		**124.7870**	**124.7870**	**2.3900e-003**	**2.2900e-003**	**125.5286**

6.0 Area Detail

6.1 Mitigation Measures Area

No Hearths Installed

	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	0.2676	1.0000e-005	1.2200e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.6200e-003	2.6200e-003	1.0000e-005		2.7900e-003
Unmitigated	0.2676	1.0000e-005	1.2200e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.6200e-003	2.6200e-003	1.0000e-005		2.7900e-003

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

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	0.0304					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2371					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.1000e-004	1.0000e-005	1.2200e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.6200e-003	2.6200e-003	1.0000e-005		2.7900e-003
Total	**0.2676**	**1.0000e-005**	**1.2200e-003**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**2.6200e-003**	**2.6200e-003**	**1.0000e-005**		**2.7900e-003**

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	0.0304					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2371					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.1000e-004	1.0000e-005	1.2200e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.6200e-003	2.6200e-003	1.0000e-005		2.7900e-003
Total	**0.2676**	**1.0000e-005**	**1.2200e-003**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**2.6200e-003**	**2.6200e-003**	**1.0000e-005**		**2.7900e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

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

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

ATTACHMENT B

CalEEMod Output Files – Greenhouse Gas Emissions

Collier Commercial Project - Riverside-South Coast County, Annual

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

Collier Commercial Project

Riverside-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Light Industry	11.97	1000sqft	2.80	11,975.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.4	**Precipitation Freq (Days)**	28
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 - Lot acreage totals 2.8 acres

Construction Phase - construction, paving, and architecural coating will be happening simultaneously

Mobile Land Use Mitigation -

Area Mitigation -

Vehicle Trips - corrected trip rate to meet Traffic Study's amount of 119 daily trips

Construction Off-road Equipment Mitigation - Rule 403

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	10.00	220.00
tblConstructionPhase	NumDays	10.00	220.00

Collier Commercial Project - Riverside-South Coast County, Annual

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

tblConstructionPhase	PhaseEndDate	3/31/2023	3/3/2023
tblConstructionPhase	PhaseEndDate	3/17/2023	3/3/2023
tblConstructionPhase	PhaseStartDate	3/18/2023	5/2/2022
tblConstructionPhase	PhaseStartDate	4/30/2022	5/2/2022
tblConstructionPhase	PhaseStartDate	3/4/2023	5/2/2022
tblLandUse	LandUseSquareFeet	11,970.00	11,975.00
tblLandUse	LotAcreage	0.27	2.80
tblVehicleTrips	ST_TR	1.99	9.96
tblVehicleTrips	SU_TR	5.00	9.96
tblVehicleTrips	WD_TR	4.96	9.96

2.0 Emissions Summary

Collier Commercial Project - Riverside-South Coast County, 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					
2022	0.3203	2.3050	2.5474	4.3200e-003	0.0454	0.1146	0.1600	0.0163	0.1085	0.1248	0.0000	367.7314	367.7314	0.0828	9.1000e-004	370.0716
2023	0.0756	0.5323	0.6389	1.0800e-003	5.4800e-003	0.0252	0.0307	1.4600e-003	0.0239	0.0253	0.0000	92.0881	92.0881	0.0204	2.2000e-004	92.6615
Maximum	**0.3203**	**2.3050**	**2.5474**	**4.3200e-003**	**0.0454**	**0.1146**	**0.1600**	**0.0163**	**0.1085**	**0.1248**	**0.0000**	**367.7314**	**367.7314**	**0.0828**	**9.1000e-004**	**370.0716**

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					
2022	0.3203	2.3050	2.5474	4.3200e-003	0.0310	0.1146	0.1456	9.9100e-003	0.1085	0.1184	0.0000	367.7310	367.7310	0.0828	9.1000e-004	370.0712
2023	0.0756	0.5323	0.6389	1.0800e-003	5.4800e-003	0.0252	0.0307	1.4600e-003	0.0239	0.0253	0.0000	92.0880	92.0880	0.0204	2.2000e-004	92.6614
Maximum	**0.3203**	**2.3050**	**2.5474**	**4.3200e-003**	**0.0310**	**0.1146**	**0.1456**	**9.9100e-003**	**0.1085**	**0.1184**	**0.0000**	**367.7310**	**367.7310**	**0.0828**	**9.1000e-004**	**370.0712**

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	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**28.34**	**0.00**	**7.56**	**36.12**	**0.00**	**4.28**	**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	**4-19-2022**	**7-18-2022**	0.8814	0.8814
2	**7-19-2022**	**10-18-2022**	0.9553	0.9553
3	**10-19-2022**	**1-18-2023**	0.9421	0.9421
4	**1-19-2023**	**4-18-2023**	0.4246	0.4246
		Highest	0.9553	0.9553

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	0.0488	0.0000	1.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.0000e-004	3.0000e-004	0.0000	0.0000	3.2000e-004
Energy	2.0900e-003	0.0190	0.0159	1.1000e-004		1.4400e-003	1.4400e-003		1.4400e-003	1.4400e-003	0.0000	41.7271	41.7271	2.1700e-003	5.9000e-004	41.9586
Mobile	0.0665	0.1164	0.7503	1.8700e-003	0.1997	1.4900e-003	0.2012	0.0533	1.4000e-003	0.0547	0.0000	172.6891	172.6891	8.2900e-003	8.2700e-003	175.3620
Waste						0.0000	0.0000		0.0000	0.0000	3.0124	0.0000	3.0124	0.1780	0.0000	7.4631
Water						0.0000	0.0000		0.0000	0.0000	0.8782	6.3921	7.2702	0.0907	2.2000e-003	10.1928
Total	**0.1174**	**0.1354**	**0.7664**	**1.9800e-003**	**0.1997**	**2.9300e-003**	**0.2026**	**0.0533**	**2.8400e-003**	**0.0562**	**3.8906**	**220.8086**	**224.6992**	**0.2792**	**0.0111**	**234.9767**

Collier Commercial Project - Riverside-South Coast County, 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	0.0488	0.0000	1.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.0000e-004	3.0000e-004	0.0000	0.0000	3.2000e-004
Energy	2.0900e-003	0.0190	0.0159	1.1000e-004		1.4400e-003	1.4400e-003		1.4400e-003	1.4400e-003	0.0000	41.7271	41.7271	2.1700e-003	5.9000e-004	41.9586
Mobile	0.0665	0.1164	0.7503	1.8700e-003	0.1997	1.4900e-003	0.2012	0.0533	1.4000e-003	0.0547	0.0000	172.6891	172.6891	8.2900e-003	8.2700e-003	175.3620
Waste						0.0000	0.0000		0.0000	0.0000	3.0124	0.0000	3.0124	0.1780	0.0000	7.4631
Water						0.0000	0.0000		0.0000	0.0000	0.8782	6.3921	7.2702	0.0907	2.2000e-003	10.1928
Total	**0.1174**	**0.1354**	**0.7664**	**1.9800e-003**	**0.1997**	**2.9300e-003**	**0.2026**	**0.0533**	**2.8400e-003**	**0.0562**	**3.8906**	**220.8086**	**224.6992**	**0.2792**	**0.0111**	**234.9767**

	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	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**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	4/19/2022	4/21/2022	5	3	
2	Grading	Grading	4/22/2022	4/29/2022	5	6	
3	Building Construction	Building Construction	5/2/2022	3/3/2023	5	220	

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

4	Paving	Paving	5/2/2022	3/3/2023	5	220	
5	Architectural Coating	Architectural Coating	5/2/2022	3/3/2023	5	220	

Acres of Grading (Site Preparation Phase): 4.5

Acres of Grading (Grading Phase): 6

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 17,963; Non-Residential Outdoor: 5,988; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Forklifts	2	7.00	89	0.20
Grading	Graders	1	8.00	187	0.41
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	8.00	130	0.42
Paving	Rollers	2	8.00	80	0.38
Paving	Paving Equipment	1	8.00	132	0.36
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Site Preparation	Scrapers	1	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45

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	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	5.00	2.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	1.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Site Preparation - 2022

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					2.3900e-003	0.0000	2.3900e-003	2.6000e-004	0.0000	2.6000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.0700e-003	0.0235	0.0151	4.0000e-005		8.9000e-004	8.9000e-004		8.2000e-004	8.2000e-004	0.0000	3.2321	3.2321	1.0500e-003	0.0000	3.2582
Total	**2.0700e-003**	**0.0235**	**0.0151**	**4.0000e-005**	**2.3900e-003**	**8.9000e-004**	**3.2800e-003**	**2.6000e-004**	**8.2000e-004**	**1.0800e-003**	**0.0000**	**3.2321**	**3.2321**	**1.0500e-003**	**0.0000**	**3.2582**

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

3.2 Site Preparation - 2022

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	4.0000e-005	3.0000e-005	4.1000e-004	0.0000	1.3000e-004	0.0000	1.3000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1036	0.1036	0.0000	0.0000	0.1046
Total	**4.0000e-005**	**3.0000e-005**	**4.1000e-004**	**0.0000**	**1.3000e-004**	**0.0000**	**1.3000e-004**	**4.0000e-005**	**0.0000**	**4.0000e-005**	**0.0000**	**0.1036**	**0.1036**	**0.0000**	**0.0000**	**0.1046**

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					9.3000e-004	0.0000	9.3000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.0700e-003	0.0235	0.0151	4.0000e-005		8.9000e-004	8.9000e-004		8.2000e-004	8.2000e-004	0.0000	3.2321	3.2321	1.0500e-003	0.0000	3.2582
Total	**2.0700e-003**	**0.0235**	**0.0151**	**4.0000e-005**	**9.3000e-004**	**8.9000e-004**	**1.8200e-003**	**1.0000e-004**	**8.2000e-004**	**9.2000e-004**	**0.0000**	**3.2321**	**3.2321**	**1.0500e-003**	**0.0000**	**3.2582**

Collier Commercial Project - Riverside-South Coast County, Annual

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

3.2 Site Preparation - 2022

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	4.0000e-005	3.0000e-005	4.1000e-004	0.0000	1.3000e-004	0.0000	1.3000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1036	0.1036	0.0000	0.0000	0.1046
Total	**4.0000e-005**	**3.0000e-005**	**4.1000e-004**	**0.0000**	**1.3000e-004**	**0.0000**	**1.3000e-004**	**4.0000e-005**	**0.0000**	**4.0000e-005**	**0.0000**	**0.1036**	**0.1036**	**0.0000**	**0.0000**	**0.1046**

3.3 Grading - 2022

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					0.0213	0.0000	0.0213	0.0103	0.0000	0.0103	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.6200e-003	0.0510	0.0277	6.0000e-005		2.2300e-003	2.2300e-003		2.0500e-003	2.0500e-003	0.0000	5.4308	5.4308	1.7600e-003	0.0000	5.4747
Total	**4.6200e-003**	**0.0510**	**0.0277**	**6.0000e-005**	**0.0213**	**2.2300e-003**	**0.0235**	**0.0103**	**2.0500e-003**	**0.0123**	**0.0000**	**5.4308**	**5.4308**	**1.7600e-003**	**0.0000**	**5.4747**

Collier Commercial Project - Riverside-South Coast County, Annual

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

3.3 Grading - 2022

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	1.0000e-004	8.0000e-005	1.0200e-003	0.0000	3.3000e-004	0.0000	3.3000e-004	9.0000e-005	0.0000	9.0000e-005	0.0000	0.2591	0.2591	1.0000e-005	1.0000e-005	0.2614
Total	**1.0000e-004**	**8.0000e-005**	**1.0200e-003**	**0.0000**	**3.3000e-004**	**0.0000**	**3.3000e-004**	**9.0000e-005**	**0.0000**	**9.0000e-005**	**0.0000**	**0.2591**	**0.2591**	**1.0000e-005**	**1.0000e-005**	**0.2614**

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					8.2900e-003	0.0000	8.2900e-003	4.0100e-003	0.0000	4.0100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.6200e-003	0.0510	0.0277	6.0000e-005		2.2300e-003	2.2300e-003		2.0500e-003	2.0500e-003	0.0000	5.4308	5.4308	1.7600e-003	0.0000	5.4747
Total	**4.6200e-003**	**0.0510**	**0.0277**	**6.0000e-005**	**8.2900e-003**	**2.2300e-003**	**0.0105**	**4.0100e-003**	**2.0500e-003**	**6.0600e-003**	**0.0000**	**5.4308**	**5.4308**	**1.7600e-003**	**0.0000**	**5.4747**

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

3.3 Grading - 2022

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	1.0000e-004	8.0000e-005	1.0200e-003	0.0000	3.3000e-004	0.0000	3.3000e-004	9.0000e-005	0.0000	9.0000e-005	0.0000	0.2591	0.2591	1.0000e-005	1.0000e-005	0.2614
Total	**1.0000e-004**	**8.0000e-005**	**1.0200e-003**	**0.0000**	**3.3000e-004**	**0.0000**	**3.3000e-004**	**9.0000e-005**	**0.0000**	**9.0000e-005**	**0.0000**	**0.2591**	**0.2591**	**1.0000e-005**	**1.0000e-005**	**0.2614**

3.4 Building Construction - 2022

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	0.1624	1.2779	1.2559	2.1900e-003		0.0614	0.0614		0.0589	0.0589	0.0000	181.7201	181.7201	0.0351	0.0000	182.5966
Total	**0.1624**	**1.2779**	**1.2559**	**2.1900e-003**		**0.0614**	**0.0614**		**0.0589**	**0.0589**	**0.0000**	**181.7201**	**181.7201**	**0.0351**	**0.0000**	**182.5966**

Collier Commercial Project - Riverside-South Coast County, Annual

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

3.4 Building Construction - 2022

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	2.8000e-004	7.7700e-003	2.6200e-003	3.0000e-005	1.1100e-003	1.1000e-004	1.2100e-003	3.2000e-004	1.0000e-004	4.2000e-004	0.0000	3.0646	3.0646	3.0000e-005	4.5000e-004	3.2009
Worker	1.5300e-003	1.1900e-003	0.0149	4.0000e-005	4.8100e-003	2.0000e-005	4.8300e-003	1.2800e-003	2.0000e-005	1.3000e-003	0.0000	3.7780	3.7780	1.0000e-004	1.1000e-004	3.8119
Total	**1.8100e-003**	**8.9600e-003**	**0.0175**	**7.0000e-005**	**5.9200e-003**	**1.3000e-004**	**6.0400e-003**	**1.6000e-003**	**1.2000e-004**	**1.7200e-003**	**0.0000**	**6.8425**	**6.8425**	**1.3000e-004**	**5.6000e-004**	**7.0127**

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	0.1624	1.2779	1.2559	2.1900e-003		0.0614	0.0614		0.0589	0.0589	0.0000	181.7199	181.7199	0.0351	0.0000	182.5964
Total	**0.1624**	**1.2779**	**1.2559**	**2.1900e-003**		**0.0614**	**0.0614**		**0.0589**	**0.0589**	**0.0000**	**181.7199**	**181.7199**	**0.0351**	**0.0000**	**182.5964**

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

3.4 Building Construction - 2022

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	2.8000e-004	7.7700e-003	2.6200e-003	3.0000e-005	1.1100e-003	1.1000e-004	1.2100e-003	3.2000e-004	1.0000e-004	4.2000e-004	0.0000	3.0646	3.0646	3.0000e-005	4.5000e-004	3.2009
Worker	1.5300e-003	1.1900e-003	0.0149	4.0000e-005	4.8100e-003	2.0000e-005	4.8300e-003	1.2800e-003	2.0000e-005	1.3000e-003	0.0000	3.7780	3.7780	1.0000e-004	1.1000e-004	3.8119
Total	**1.8100e-003**	**8.9600e-003**	**0.0175**	**7.0000e-005**	**5.9200e-003**	**1.3000e-004**	**6.0400e-003**	**1.6000e-003**	**1.2000e-004**	**1.7200e-003**	**0.0000**	**6.8425**	**6.8425**	**1.3000e-004**	**5.6000e-004**	**7.0127**

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	0.0386	0.3065	0.3198	5.6000e-004		0.0138	0.0138		0.0132	0.0132	0.0000	46.7330	46.7330	8.8400e-003	0.0000	46.9539
Total	**0.0386**	**0.3065**	**0.3198**	**5.6000e-004**		**0.0138**	**0.0138**		**0.0132**	**0.0132**	**0.0000**	**46.7330**	**46.7330**	**8.8400e-003**	**0.0000**	**46.9539**

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	5.0000e-005	1.5400e-003	6.1000e-004	1.0000e-005	2.8000e-004	1.0000e-005	3.0000e-004	8.0000e-005	1.0000e-005	9.0000e-005	0.0000	0.7571	0.7571	1.0000e-005	1.1000e-004	0.7907
Worker	3.6000e-004	2.7000e-004	3.5200e-003	1.0000e-005	1.2400e-003	1.0000e-005	1.2400e-003	3.3000e-004	1.0000e-005	3.3000e-004	0.0000	0.9403	0.9403	2.0000e-005	2.0000e-005	0.9484
Total	**4.1000e-004**	**1.8100e-003**	**4.1300e-003**	**2.0000e-005**	**1.5200e-003**	**2.0000e-005**	**1.5400e-003**	**4.1000e-004**	**2.0000e-005**	**4.2000e-004**	**0.0000**	**1.6975**	**1.6975**	**3.0000e-005**	**1.3000e-004**	**1.7390**

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	0.0386	0.3065	0.3198	5.6000e-004		0.0138	0.0138		0.0132	0.0132	0.0000	46.7329	46.7329	8.8400e-003	0.0000	46.9539
Total	**0.0386**	**0.3065**	**0.3198**	**5.6000e-004**		**0.0138**	**0.0138**		**0.0132**	**0.0132**	**0.0000**	**46.7329**	**46.7329**	**8.8400e-003**	**0.0000**	**46.9539**

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	5.0000e-005	1.5400e-003	6.1000e-004	1.0000e-005	2.8000e-004	1.0000e-005	3.0000e-004	8.0000e-005	1.0000e-005	9.0000e-005	0.0000	0.7571	0.7571	1.0000e-005	1.1000e-004	0.7907
Worker	3.6000e-004	2.7000e-004	3.5200e-003	1.0000e-005	1.2400e-003	1.0000e-005	1.2400e-003	3.3000e-004	1.0000e-005	3.3000e-004	0.0000	0.9403	0.9403	2.0000e-005	2.0000e-005	0.9484
Total	**4.1000e-004**	**1.8100e-003**	**4.1300e-003**	**2.0000e-005**	**1.5200e-003**	**2.0000e-005**	**1.5400e-003**	**4.1000e-004**	**2.0000e-005**	**4.2000e-004**	**0.0000**	**1.6975**	**1.6975**	**3.0000e-005**	**1.3000e-004**	**1.7390**

3.5 Paving - 2022

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	0.0824	0.8166	1.0235	1.5600e-003		0.0427	0.0427		0.0394	0.0394	0.0000	135.7129	135.7129	0.0430	0.0000	136.7881
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0824**	**0.8166**	**1.0235**	**1.5600e-003**		**0.0427**	**0.0427**		**0.0394**	**0.0394**	**0.0000**	**135.7129**	**135.7129**	**0.0430**	**0.0000**	**136.7881**

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

3.5 Paving - 2022

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	4.5900e-003	3.5700e-003	0.0447	1.2000e-004	0.0144	7.0000e-005	0.0145	3.8300e-003	7.0000e-005	3.9000e-003	0.0000	11.3339	11.3339	3.0000e-004	3.2000e-004	11.4356
Total	**4.5900e-003**	**3.5700e-003**	**0.0447**	**1.2000e-004**	**0.0144**	**7.0000e-005**	**0.0145**	**3.8300e-003**	**7.0000e-005**	**3.9000e-003**	**0.0000**	**11.3339**	**11.3339**	**3.0000e-004**	**3.2000e-004**	**11.4356**

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	0.0824	0.8166	1.0235	1.5600e-003		0.0427	0.0427		0.0394	0.0394	0.0000	135.7127	135.7127	0.0430	0.0000	136.7880
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0824**	**0.8166**	**1.0235**	**1.5600e-003**		**0.0427**	**0.0427**		**0.0394**	**0.0394**	**0.0000**	**135.7127**	**135.7127**	**0.0430**	**0.0000**	**136.7880**

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

3.5 Paving - 2022

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	4.5900e-003	3.5700e-003	0.0447	1.2000e-004	0.0144	7.0000e-005	0.0145	3.8300e-003	7.0000e-005	3.9000e-003	0.0000	11.3339	11.3339	3.0000e-004	3.2000e-004	11.4356
Total	**4.5900e-003**	**3.5700e-003**	**0.0447**	**1.2000e-004**	**0.0144**	**7.0000e-005**	**0.0145**	**3.8300e-003**	**7.0000e-005**	**3.9000e-003**	**0.0000**	**11.3339**	**11.3339**	**3.0000e-004**	**3.2000e-004**	**11.4356**

3.5 Paving - 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	0.0198	0.1937	0.2629	4.0000e-004		9.7600e-003	9.7600e-003		9.0100e-003	9.0100e-003	0.0000	34.9038	34.9038	0.0111	0.0000	35.1803
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0198**	**0.1937**	**0.2629**	**4.0000e-004**		**9.7600e-003**	**9.7600e-003**		**9.0100e-003**	**9.0100e-003**	**0.0000**	**34.9038**	**34.9038**	**0.0111**	**0.0000**	**35.1803**

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

3.5 Paving - 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	1.0900e-003	8.1000e-004	0.0106	3.0000e-005	3.7100e-003	2.0000e-005	3.7300e-003	9.9000e-004	2.0000e-005	1.0000e-003	0.0000	2.8210	2.8210	7.0000e-005	7.0000e-005	2.8451
Total	**1.0900e-003**	**8.1000e-004**	**0.0106**	**3.0000e-005**	**3.7100e-003**	**2.0000e-005**	**3.7300e-003**	**9.9000e-004**	**2.0000e-005**	**1.0000e-003**	**0.0000**	**2.8210**	**2.8210**	**7.0000e-005**	**7.0000e-005**	**2.8451**

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	0.0198	0.1937	0.2629	4.0000e-004		9.7600e-003	9.7600e-003		9.0100e-003	9.0100e-003	0.0000	34.9037	34.9037	0.0111	0.0000	35.1803
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0198**	**0.1937**	**0.2629**	**4.0000e-004**		**9.7600e-003**	**9.7600e-003**		**9.0100e-003**	**9.0100e-003**	**0.0000**	**34.9037**	**34.9037**	**0.0111**	**0.0000**	**35.1803**

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

3.5 Paving - 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	1.0900e-003	8.1000e-004	0.0106	3.0000e-005	3.7100e-003	2.0000e-005	3.7300e-003	9.9000e-004	2.0000e-005	1.0000e-003	0.0000	2.8210	2.8210	7.0000e-005	7.0000e-005	2.8451
Total	**1.0900e-003**	**8.1000e-004**	**0.0106**	**3.0000e-005**	**3.7100e-003**	**2.0000e-005**	**3.7300e-003**	**9.9000e-004**	**2.0000e-005**	**1.0000e-003**	**0.0000**	**2.8210**	**2.8210**	**7.0000e-005**	**7.0000e-005**	**2.8451**

3.6 Architectural Coating - 2022

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	0.0442					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0179	0.1232	0.1587	2.6000e-004		7.1500e-003	7.1500e-003		7.1500e-003	7.1500e-003	0.0000	22.3410	22.3410	1.4500e-003	0.0000	22.3773
Total	**0.0621**	**0.1232**	**0.1587**	**2.6000e-004**		**7.1500e-003**	**7.1500e-003**		**7.1500e-003**	**7.1500e-003**	**0.0000**	**22.3410**	**22.3410**	**1.4500e-003**	**0.0000**	**22.3773**

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

3.6 Architectural Coating - 2022

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	3.1000e-004	2.4000e-004	2.9800e-003	1.0000e-005	9.6000e-004	0.0000	9.7000e-004	2.6000e-004	0.0000	2.6000e-004	0.0000	0.7556	0.7556	2.0000e-005	2.0000e-005	0.7624
Total	**3.1000e-004**	**2.4000e-004**	**2.9800e-003**	**1.0000e-005**	**9.6000e-004**	**0.0000**	**9.7000e-004**	**2.6000e-004**	**0.0000**	**2.6000e-004**	**0.0000**	**0.7556**	**0.7556**	**2.0000e-005**	**2.0000e-005**	**0.7624**

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	0.0442					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0179	0.1232	0.1587	2.6000e-004		7.1500e-003	7.1500e-003		7.1500e-003	7.1500e-003	0.0000	22.3409	22.3409	1.4500e-003	0.0000	22.3773
Total	**0.0621**	**0.1232**	**0.1587**	**2.6000e-004**		**7.1500e-003**	**7.1500e-003**		**7.1500e-003**	**7.1500e-003**	**0.0000**	**22.3409**	**22.3409**	**1.4500e-003**	**0.0000**	**22.3773**

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

3.6 Architectural Coating - 2022

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	3.1000e-004	2.4000e-004	2.9800e-003	1.0000e-005	9.6000e-004	0.0000	9.7000e-004	2.6000e-004	0.0000	2.6000e-004	0.0000	0.7556	0.7556	2.0000e-005	2.0000e-005	0.7624
Total	**3.1000e-004**	**2.4000e-004**	**2.9800e-003**	**1.0000e-005**	**9.6000e-004**	**0.0000**	**9.7000e-004**	**2.6000e-004**	**0.0000**	**2.6000e-004**	**0.0000**	**0.7556**	**0.7556**	**2.0000e-005**	**2.0000e-005**	**0.7624**

3.6 Architectural Coating - 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					
Archit. Coating	0.0114					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.3100e-003	0.0293	0.0408	7.0000e-005		1.5900e-003	1.5900e-003		1.5900e-003	1.5900e-003	0.0000	5.7448	5.7448	3.4000e-004	0.0000	5.7534
Total	**0.0157**	**0.0293**	**0.0408**	**7.0000e-005**		**1.5900e-003**	**1.5900e-003**		**1.5900e-003**	**1.5900e-003**	**0.0000**	**5.7448**	**5.7448**	**3.4000e-004**	**0.0000**	**5.7534**

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

3.6 Architectural Coating - 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	7.0000e-005	5.0000e-005	7.0000e-004	0.0000	2.5000e-004	0.0000	2.5000e-004	7.0000e-005	0.0000	7.0000e-005	0.0000	0.1881	0.1881	0.0000	0.0000	0.1897
Total	**7.0000e-005**	**5.0000e-005**	**7.0000e-004**	**0.0000**	**2.5000e-004**	**0.0000**	**2.5000e-004**	**7.0000e-005**	**0.0000**	**7.0000e-005**	**0.0000**	**0.1881**	**0.1881**	**0.0000**	**0.0000**	**0.1897**

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	0.0114					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.3100e-003	0.0293	0.0408	7.0000e-005		1.5900e-003	1.5900e-003		1.5900e-003	1.5900e-003	0.0000	5.7448	5.7448	3.4000e-004	0.0000	5.7534
Total	**0.0157**	**0.0293**	**0.0408**	**7.0000e-005**		**1.5900e-003**	**1.5900e-003**		**1.5900e-003**	**1.5900e-003**	**0.0000**	**5.7448**	**5.7448**	**3.4000e-004**	**0.0000**	**5.7534**

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

3.6 Architectural Coating - 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	7.0000e-005	5.0000e-005	7.0000e-004	0.0000	2.5000e-004	0.0000	2.5000e-004	7.0000e-005	0.0000	7.0000e-005	0.0000	0.1881	0.1881	0.0000	0.0000	0.1897
Total	**7.0000e-005**	**5.0000e-005**	**7.0000e-004**	**0.0000**	**2.5000e-004**	**0.0000**	**2.5000e-004**	**7.0000e-005**	**0.0000**	**7.0000e-005**	**0.0000**	**0.1881**	**0.1881**	**0.0000**	**0.0000**	**0.1897**

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	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	0.0665	0.1164	0.7503	1.8700e-003	0.1997	1.4900e-003	0.2012	0.0533	1.4000e-003	0.0547	0.0000	172.6891	172.6891	8.2900e-003	8.2700e-003	175.3620
Unmitigated	0.0665	0.1164	0.7503	1.8700e-003	0.1997	1.4900e-003	0.2012	0.0533	1.4000e-003	0.0547	0.0000	172.6891	172.6891	8.2900e-003	8.2700e-003	175.3620

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Light Industry	119.22	119.22	119.22	527,945	527,945
Total	119.22	119.22	119.22	527,945	527,945

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 Light Industry	16.60	8.40	6.90	59.00	28.00	13.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Light Industry	0.537845	0.056225	0.173186	0.138405	0.025906	0.007191	0.011447	0.018769	0.000611	0.000309	0.023821	0.001097	0.005189

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

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	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	21.0672	21.0672	1.7800e-003	2.2000e-004	21.1759
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	21.0672	21.0672	1.7800e-003	2.2000e-004	21.1759
NaturalGas Mitigated	2.0900e-003	0.0190	0.0159	1.1000e-004		1.4400e-003	1.4400e-003		1.4400e-003	1.4400e-003	0.0000	20.6599	20.6599	4.0000e-004	3.8000e-004	20.7827
NaturalGas Unmitigated	2.0900e-003	0.0190	0.0159	1.1000e-004		1.4400e-003	1.4400e-003		1.4400e-003	1.4400e-003	0.0000	20.6599	20.6599	4.0000e-004	3.8000e-004	20.7827

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 Light Industry	387152	2.0900e-003	0.0190	0.0159	1.1000e-004		1.4400e-003	1.4400e-003		1.4400e-003	1.4400e-003	0.0000	20.6599	20.6599	4.0000e-004	3.8000e-004	20.7827
Total		**2.0900e-003**	**0.0190**	**0.0159**	**1.1000e-004**		**1.4400e-003**	**1.4400e-003**		**1.4400e-003**	**1.4400e-003**	**0.0000**	**20.6599**	**20.6599**	**4.0000e-004**	**3.8000e-004**	**20.7827**

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 Light Industry	387152	2.0900e-003	0.0190	0.0159	1.1000e-004		1.4400e-003	1.4400e-003		1.4400e-003	1.4400e-003	0.0000	20.6599	20.6599	4.0000e-004	3.8000e-004	20.7827
Total		**2.0900e-003**	**0.0190**	**0.0159**	**1.1000e-004**		**1.4400e-003**	**1.4400e-003**		**1.4400e-003**	**1.4400e-003**	**0.0000**	**20.6599**	**20.6599**	**4.0000e-004**	**3.8000e-004**	**20.7827**

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 Light Industry	118792	21.0672	1.7800e-003	2.2000e-004	21.1759
Total		**21.0672**	**1.7800e-003**	**2.2000e-004**	**21.1759**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Light Industry	118792	21.0672	1.7800e-003	2.2000e-004	21.1759
Total		**21.0672**	**1.7800e-003**	**2.2000e-004**	**21.1759**

6.0 Area Detail

6.1 Mitigation Measures Area

No Hearths Installed

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	0.0488	0.0000	1.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.0000e-004	3.0000e-004	0.0000	0.0000	3.2000e-004
Unmitigated	0.0488	0.0000	1.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.0000e-004	3.0000e-004	0.0000	0.0000	3.2000e-004

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	5.5500e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0433					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.0000e-005	0.0000	1.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.0000e-004	3.0000e-004	0.0000	0.0000	3.2000e-004
Total	**0.0488**	**0.0000**	**1.5000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**3.0000e-004**	**3.0000e-004**	**0.0000**	**0.0000**	**3.2000e-004**

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	5.5500e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0433					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.0000e-005	0.0000	1.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.0000e-004	3.0000e-004	0.0000	0.0000	3.2000e-004
Total	**0.0488**	**0.0000**	**1.5000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**3.0000e-004**	**3.0000e-004**	**0.0000**	**0.0000**	**3.2000e-004**

7.0 Water Detail

7.1 Mitigation Measures Water

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	7.2702	0.0907	2.2000e-003	10.1928
Unmitigated	7.2702	0.0907	2.2000e-003	10.1928

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Light Industry	2.76806 / 0	7.2702	0.0907	2.2000e-003	10.1928
Total		**7.2702**	**0.0907**	**2.2000e-003**	**10.1928**

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 Light Industry	2.76806 / 0	7.2702	0.0907	2.2000e-003	10.1928
Total		**7.2702**	**0.0907**	**2.2000e-003**	**10.1928**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	3.0124	0.1780	0.0000	7.4631
Unmitigated	3.0124	0.1780	0.0000	7.4631

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

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Light Industry	14.84	3.0124	0.1780	0.0000	7.4631
Total		**3.0124**	**0.1780**	**0.0000**	**7.4631**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Light Industry	14.84	3.0124	0.1780	0.0000	7.4631
Total		**3.0124**	**0.1780**	**0.0000**	**7.4631**

9.0 Operational Offroad

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

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation