KUNZMAN ASSOCIATES, INC.

BAKER FUEL FACILITY

AIR QUALITY, GLOBAL CLIMATE CHANGE, AND HEALTH RISK ASSESSMENT IMPACT ANALYSIS

May 18, 2016

Traffic Engineering | Transportation Planning | Parking | Noise/Vibration | Expert Witness
Air Quality | Global Climate Change | Health Risk Assessment

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I. INTRODUCTION AND SETTING

A. Purpose and Objectives

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

- documentation of the atmospheric setting
- discussion of criteria pollutants and greenhouse gases
- discussion of the air quality and global climate change regulatory framework
- discussion of the air quality, greenhouse gases, and cancer risk thresholds of significance
- analysis of the construction related air quality and greenhouse gas emissions
- analysis of the operations related air quality and greenhouse gas emissions
- analysis of the operations related cancer risk from diesel emissions
- recommendations for mitigation measures
- analysis of the conformity of the proposed project with the MDAQMD Attainment Plans

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

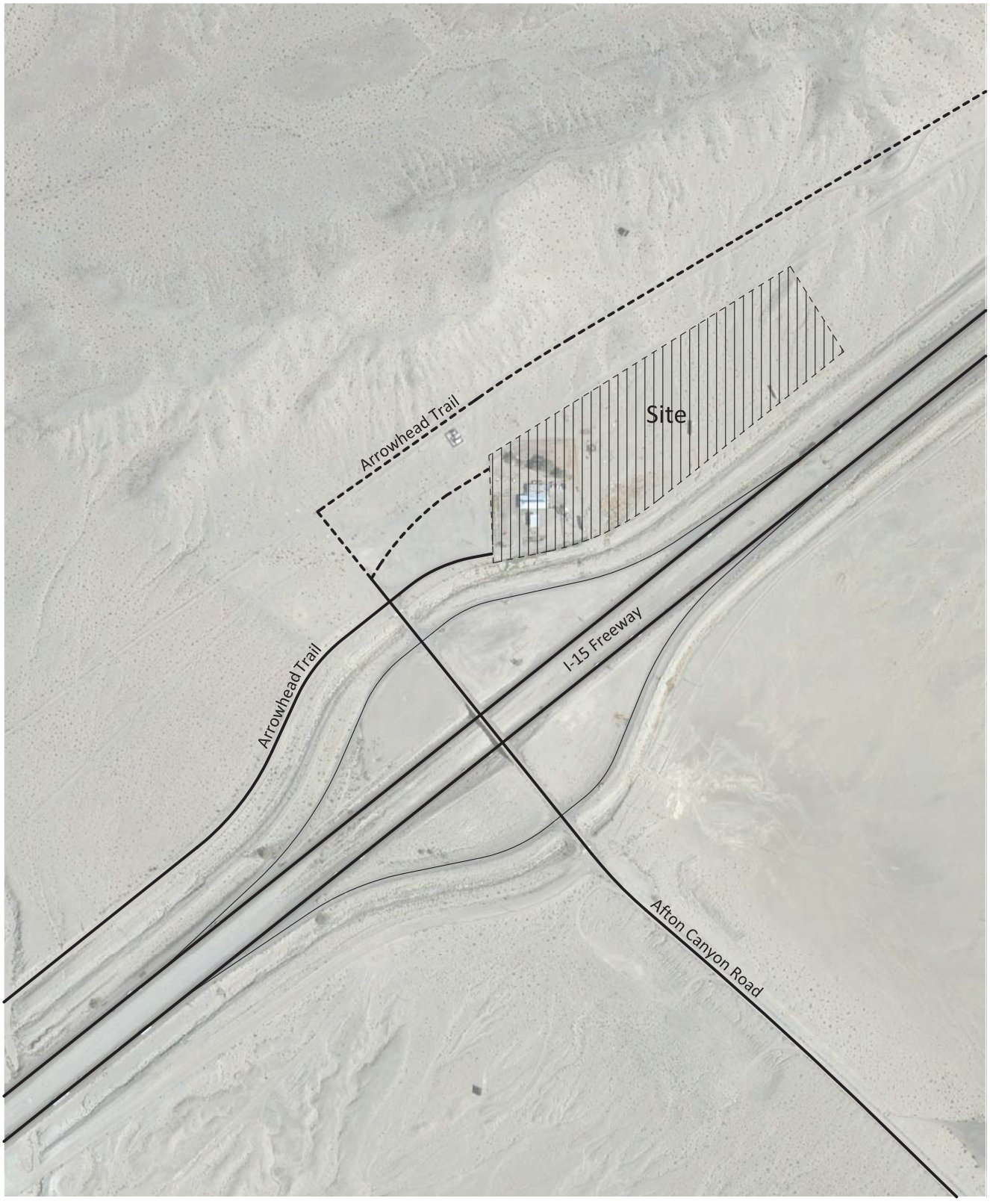
B. Project Location

The proposed project is located east of Afton Canyon Road and north of the I-15 Freeway Southbound Ramps in the County of San Bernardino. The project site has the following APNs: 0542-131-35 and 0542-131-39. A vicinity map showing the project location is provided on Figure 1.

C. Project Description

The project site is proposed to be developed with 5 apartment dwelling units, 3,600 square feet of fast-food restaurant with drive-through window, 10 fast-food drive-in stalls, a 30 fueling position gasoline/service station with convenience market, and 15 alternative fuel charging stations. Figure 2 illustrates the project site plan.

Figure 1
Project Location Map

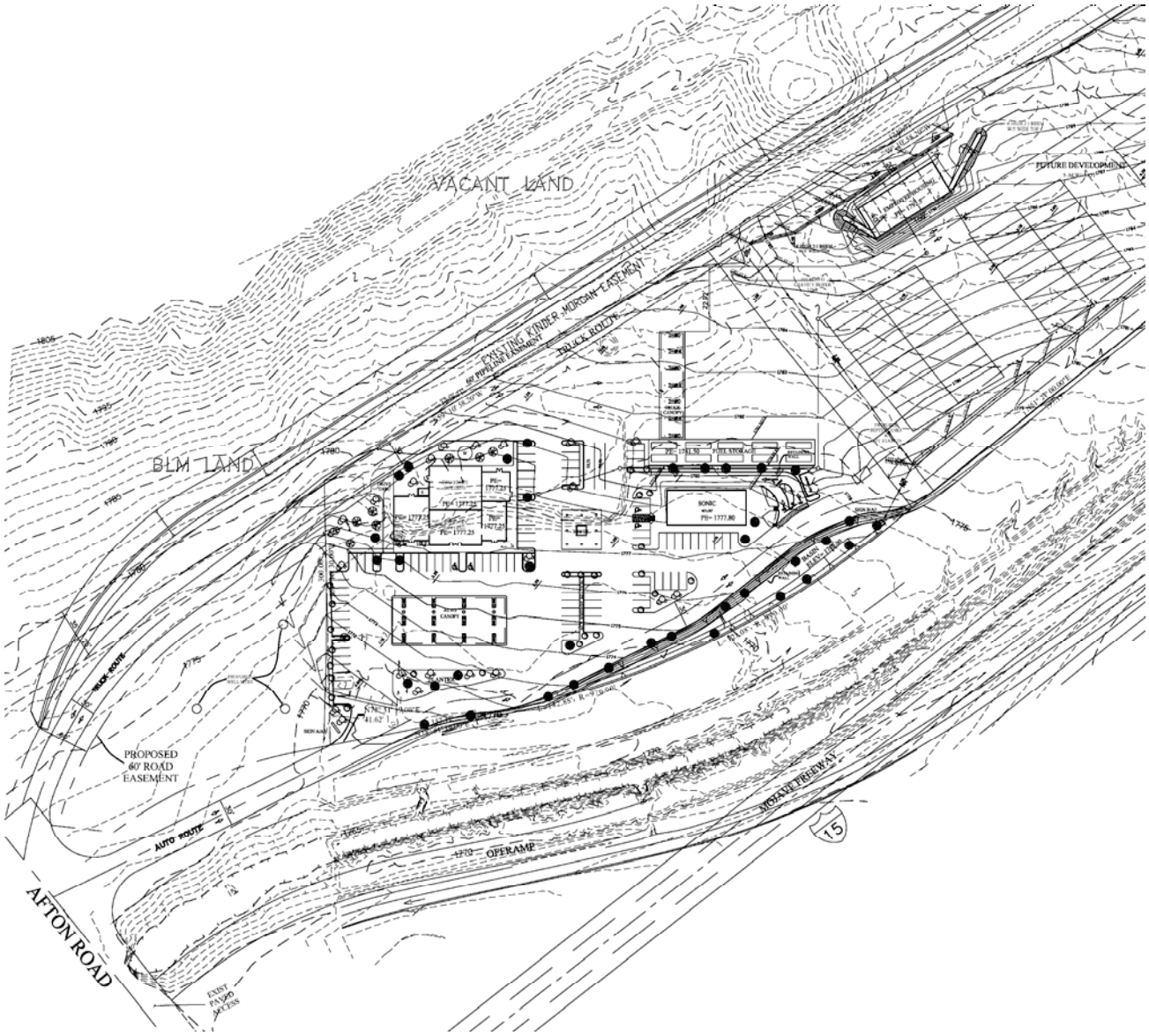


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Figure 2
Site Plan



II. ATMOSPHERIC SETTING

The project site is located within the northwestern portion of San Bernardino County, which is part of the Mojave Desert Air Basin (MDAB). The MDAB is an assemblage of mountain ranges interspersed with long broad valleys that often contain dry lakes. Many of the lower mountains which dot the vast terrain rise from 1,000 to 4,000 feet above the valley floor. Prevailing winds in the MDAB are out of the west and southwest. These prevailing winds are due to the proximity of the MDAB to coastal and central regions and the blocking nature of the Sierra Nevada mountains to the north; air masses pushed onshore in southern California by differential heating are channeled through the MDAB. The MDAB is separated from the southern California coastal and central California valley regions by mountains (highest elevation approximately 10,000 feet), whose passes form the main channels for these air masses. The Antelope Valley is bordered in the northwest by the Tehachapi Mountains, separated from the Sierra Nevada's in the north by the Tehachapi Pass (3,800 foot elevation). The Antelope Valley is bordered in the south by the San Gabriel Mountains, bisected by Soledad Canyon (3,300 feet). The Mojave Desert is bordered in the southwest by the San Bernardino Mountains, separated from the San Gabriel's by the Cajon Pass (4,200 feet). A lesser channel lies between the San Bernardino Mountains and the Little San Bernardino Mountains (the Morongo Valley).

The Palo Verde Valley portion of the Mojave Desert lies in the low desert, at the eastern end of a series of valleys (notably the Coachella Valley) whose primary channel is the San Gorgonio Pass (2,300 feet) between the San Bernardino and San Jacinto Mountains.

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

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

Table 1

Baker Monthly Climate Data[1]

Descriptor	Month of Year											
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Avg. Max. Temperature	63.1	68.3	77.2	85.3	95.2	104.6	109.8	107.6	99.9	87.0	70.0	62.0
Avg. Min. Temperature	34.2	39.1	45.3	52.3	62.0	70.8	77.3	75.7	66.6	53.6	40.6	34.1
Avg. Total Precipitation (in.)	0.44	0.71	0.41	0.22	0.09	0.05	0.26	0.52	0.36	0.24	0.34	0.48

[1] Source: http://www.wrcc.dri.edu/cgi-bin/cliMAIN.pl?ca0436

III. POLLUTANTS

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

A. Criteria Pollutants

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

1. Nitrogen Dioxide (NO_2)

Nitrogen Oxides (NOx) is the generic term for a group of highly reactive gases which contain nitrogen and oxygen. While most NOx are colorless and odorless, concentrations of nitrogen dioxide (NO_2) can often be seen as a reddish-brown layer over many urban areas. NOx form when fuel is burned at high temperatures, as in a combustion process. The primary manmade sources of NOx are motor vehicles, electric utilities, and other industrial, commercial, and residential sources that burn fuel. NOx reacts with other pollutants to form, ground-level ozone, nitrate particles, acid aerosols, as well as NO_2, which cause respiratory problems. NOx and the pollutants formed from NOx can be transported over long distances, following the patterns of prevailing winds. Therefore controlling NOx is often most effective if done from a regional perspective, rather than focusing on the nearest sources.

2. Ozone (O_3)

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

3. Carbon Monoxide (CO)

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

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

4. Sulfur Dioxide (SO_2)

Sulfur Oxide (SOx) gases (including sulfur dioxide [SO_2]) are formed when fuel containing sulfur, such as coal and oil is burned, and from the refining of gasoline. SOx dissolves easily in water vapor to form acid and interacts with other gases and particles in the air to form sulfates and other products that can be harmful to people and the environment.

5. Lead

Lead is a metal found naturally in the environment as well as manufactured products. The major sources of lead emissions have historically been motor vehicles and industrial sources. Due to the phase out of leaded gasoline, metal processing is now the primary source of lead emissions to the air. High levels of lead in the air are typically only found near lead smelters, waste incinerators, utilities, and lead-acid battery manufacturers. Exposure of fetuses, infants and children to low levels of lead can adversely affect the development and function of the central nervous system,

leading to learning disorders, distractibility, inability to follow simple commands, and lower intelligence quotient. In adults, increased lead levels are associated with increased blood pressure.

6. Particulate Matter (PM)

Particulate matter (PM) is the term for a mixture of solid particles and liquid droplets found in the air. Particulate matter is made up of a number of components including acids (such as nitrates and sulfates), organic chemicals, metals, and soil or dust particles. The size of particles is directly linked to their potential for causing health problems. Particles that are less than 10 micrometers in diameter (PM10) are the particles that generally pass through the throat and nose and enter the lungs. Once inhaled, these particles can affect the heart and lungs and cause serious health effects. Particles that are less than 2.5 micrometers in diameter (PM2.5) have been designated as a subset of PM10 due to their increased negative health impacts and its ability to remain suspended in the air longer and travel further.

7. Volatile Organic Compounds (VOCs)

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

B. Other Pollutants of Concern

1. Toxic Air Contaminants

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

Toxic air contaminants are less pervasive in the urban atmosphere than criteria air pollutants, however they are linked to short-term (acute) or long-term (chronic or carcinogenic) adverse human health effects. There are hundreds of different types of

toxic air contaminants with varying degrees of toxicity. Sources of toxic air contaminants include industrial processes, commercial operations (e.g., gasoline stations and dry cleaners), and motor vehicle exhaust.

According to the 2005 California Almanac of Emissions and Air Quality, the majority of the estimated health risk from toxic air contaminants can be attributed to relatively few compounds, the most important of which is diesel particulate matter (DPM). Diesel particulate matter is a subset of PM2.5 because the size of diesel particles are typically 2.5 microns and smaller. The identification of diesel particulate matter as a toxic air contaminant in 1998 led the California Air Resources Board (CARB) to adopt the Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-fueled Engines and Vehicles in September 2000. The plan's goals are a 75-percent reduction in diesel particulate matter by 2010 and an 85-percent reduction by 2020 from the 2000 baseline. Diesel engines emit a complex mixture of air pollutants, composed of gaseous and solid material. The visible emissions in diesel exhaust are known as particulate matter or PM, which includes carbon particles or "soot." Diesel exhaust also contains a variety of harmful gases and over 40 other cancer-causing substances. California's identification of diesel particulate matter as a toxic air contaminant was based on its potential to cause cancer, premature deaths, and other health problems. Exposure to diesel particulate matter is a health hazard, particularly to children whose lungs are still developing and the elderly who may have other serious health problems. Overall, diesel engine emissions are responsible for the majority of California's potential airborne cancer risk from combustion sources.

2. Asbestos

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

C. Greenhouse Gases

Constituent gases of the Earth's atmosphere, called atmospheric greenhouse gases (GHG), play a critical role in the Earth's radiation amount by trapping infrared radiation emitted from the Earth's surface, which otherwise would have escaped to space. Prominent greenhouse gases contributing to this process include carbon dioxide (CO_2), methane (CH_4), ozone, water vapor, nitrous oxide (N_2O), and chlorofluorocarbons (CFCs). This phenomenon, known as the Greenhouse Effect, is responsible for maintaining a habitable

climate. Anthropogenic (caused or produced by humans) emissions of these greenhouse gases in excess of natural ambient concentrations are responsible for the enhancement of the Greenhouse Effect and have led to a trend of unnatural warming of the Earth's natural climate, known as global warming or climate change. Emissions of gases that induce global warming are attributable to human activities associated with industrial/manufacturing, agriculture, utilities, transportation, and residential land uses. Transportation is responsible for 41 percent of the State's greenhouse gas emissions, followed by electricity generation. Emissions of CO_2 and nitrous oxide (NOx) are byproducts of fossil fuel combustion. Methane, a potent greenhouse gas, results from off-gassing associated with agricultural practices and landfills. Sinks of CO_2, where CO_2 is stored outside of the atmosphere, include uptake by vegetation and dissolution into the ocean. The following provides a description of each of the greenhouse gases and their global warming potential.

1. Water Vapor

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

2. Carbon Dioxide

The natural production and absorption of CO_2 is achieved through the terrestrial biosphere and the ocean. However, humankind has altered the natural carbon cycle by burning coal, oil, natural gas, and wood. Since the industrial revolution began in the mid 1700s. Each of these activities has increased in scale and distribution. CO_2 was the first GHG demonstrated to be increasing in atmospheric concentration with the first conclusive measurements being made in the last half of the 20th century. Prior to the industrial revolution, concentrations were fairly stable at 280 parts per million (ppm). The International Panel on Climate Change (IPCC) indicates that concentrations were 379 ppm in 2005, an increase of more than 30 percent. Left unchecked, the IPCC projects that concentration of carbon dioxide in the atmosphere is projected to increase to a minimum of 540 ppm by 2100 as a direct result of

anthropogenic sources. This could result in an average global temperature rise of at least two degrees Celsius.

3. Methane

CH_4 is an extremely effective absorber of radiation, although its atmospheric concentration is less than that of CO_2. Its lifetime in the atmosphere is brief (10 to 12 years), compared to some other GHGs (such as CO_2, N_2O, and Chlorofluorocarbons (CFCs). CH_4 has both natural and anthropogenic sources. It is released as part of the biological processes in low oxygen environments, such as in swamplands or in rice production (at the roots of the plants). Over the last 50 years, human activities such as growing rice, raising cattle, using natural gas, and mining coal have added to the atmospheric concentration of methane. Other anthropocentric sources include fossil-fuel combustion and biomass burning.

4. Nitrous Oxide

Concentrations of N_2O also began to rise at the beginning of the industrial revolution. In 1998, the global concentration was 314 parts per billion (ppb). N_2O is produced by microbial processes in soil and water, including those reactions which occur in fertilizer containing nitrogen. In addition to agricultural sources, some industrial processes (fossil fuel-fired power plants, nylon production, nitric acid production, and vehicle emissions) also contribute to its atmospheric load. It is also commonly used as an aerosol spray propellant, (i.e., in whipped cream bottles, in potato chip bags to keep chips fresh, and in rocket engines and in race cars).

5. Chlorofluorocarbons

CFCs are gases formed synthetically by replacing all hydrogen atoms in methane or ethane (C_2H_6) with chlorine and/or fluorine atoms. CFCs are nontoxic, nonflammable, insoluble, and chemically unreactive in the troposphere (the level of air at the Earth's surface). CFCs have no natural source, but were first synthesized in 1928. It was used for refrigerants, aerosol propellants, and cleaning solvents. Due to the discovery that they are able to destroy stratospheric ozone, a global effort to halt their production was undertaken and in 1989 the European Community agreed to ban CFCs by 2000 and subsequent treaties banned CFCs worldwide by 2010. This effort was extremely successful, and the levels of the major CFCs are now remaining level or declining. However, their long atmospheric lifetimes mean that some of the CFCs will remain in the atmosphere for over 100 years.

6. Hydrofluorocarbons

HFCs are synthetic man-made chemicals that are used as a substitute for CFCs. Out of all the GHGs, they are one of three groups with the highest global warming potential. The HFCs with the largest measured atmospheric abundances are (in order), HFC-23 (CHF_3), HFC-134a (CF_3CH_2F), and HFC-152a (CH_3CHF_2). Prior to 1990, the only significant emissions were HFC-23. HFC-134a use is increasing due to its use as a refrigerant. Concentrations of HFC-23 HFC-134a are now about 10 parts per trillion

(ppt) each. Concentrations of HFC-152a are about 1 ppt. HFCs are manmade for applications such as automobile air conditioners and refrigerants.

7. Perfluorocarbons

PFCs have stable molecular structures and do not break down through the chemical processes in the lower atmosphere. High-energy ultraviolet rays about 60 kilometers above Earth's surface are able to destroy the compounds. Because of this, PFCs have very long lifetimes, between 10,000 and 50,000 years. Two common PFCs are tetrafluoromethane (CF_4) and hexafluoroethane (C_2F_6). Concentrations of CF_4 in the atmosphere are over 70 ppt. The two main sources of PFCs are primary aluminum production and semiconductor manufacturing.

8. Sulfur Hexafluoride

SF_6 is an inorganic, odorless, colorless, nontoxic, nonflammable gas. SF_6 has the highest global warming potential of any gas evaluated; 23,900 times that of CO_2. Concentrations in the 1990s were about 4 ppt. Sulfur hexafluoride is used for insulation in electric power transmission and distribution equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas for leak detection.

9. Aerosols

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

10. Global Warming Potential

GHGs have varying global warming potential (GWP). The global warming potential is the potential of a gas or aerosol to trap heat in the atmosphere; it is the cumulative radiative forcing effects of a gas over a specified time horizon resulting from the emission of a unit mass of gas relative to the reference gas, CO_2. One teragram of carbon dioxide equivalent (Tg CO_2e) is essentially the emissions of the gas multiplied by the global warming potential. One teragram is equal to one million metric tons. The carbon dioxide equivalent is a good way to assess emissions because it gives weight to the global warming potential of the gas. A summary of the atmospheric lifetime and the global warming potential of selected gases are summarized in Table 2. As shown in Table 2, the global warming potential of GHGs ranges from 1 to 22,800.

Table 2

Global Warming Potentials and Atmospheric Lifetimes[1]

Gas	Atmospheric Lifetime	Global Warming Potential[2] (100 Year Horizon)
Carbon Dioxide (CO_2)	—[3]	1
Methane (CH_4)	12	28-36
Nitrous Oxide (NO)	114	298
Hydrofluorocarbons (HFCs)	1-270	12-14,800
Perfluorocarbons (PFCs)	2,600-50,000	7,390-12,200
Nitrogen trifluoride (NF_3)	740	17,200
Sulfur Hexafluoride (SF_6)	3,200	22,800

[1] Source: http://www3.epa.gov/climatechange/ghgemissions/gases.html

[2] Compared to the same quantity of CO_2 emissions.

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

IV. AIR QUALITY MANAGEMENT

A. Regulatory Setting

The proposed project is addressed through the efforts of various international, federal, state, regional, and local government agencies. These agencies work jointly, as well as individually, to improve air quality through legislation, regulations, planning, policy-making, education, and a variety of programs. The agencies responsible for improving the air quality are discussed below.

1. International

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

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

2. Federal - United States Environmental Protection Agency

The United States Environmental Protection Agency (EPA) is responsible for setting and enforcing the National Ambient Air Quality Standards (NAAQS) for atmospheric pollutants. It regulates emission sources that are under the exclusive authority of the federal government, such as aircraft, ships, and certain locomotives. The National Ambient Air Quality Standards (NAAQS) pollutants were identified using medical evidence and are shown below in Table 3.

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

As indicated below in Table 4, the MDAB has been designated by the EPA as a non-attainment area for ozone (O3) and suspended particulates (PM10). Currently, the Basin is in attainment with the ambient air quality standards for carbon monoxide

(CO), lead, sulfur dioxide (SO2), nitrogen dioxide (NO2) and particulate matter (PM2.5).

On December 14, 2012, the EPA revised the primary annual PM2.5 NAAQS from 15 µg/m3 to 12 µg/m3 and retained the 24 hour PM2.5 standard at 35 µg/m3 in order to provide increased protection for children, older adults, persons with pre-existing heart and lung disease and other at risk populations.

In 2013, the MDAB exceeded federal standards for either ozone or PM2.5 at one or more locations on a total of 31 days, based on the current federal standards for 8-hour ozone and 24-hour PM2.5. Despite substantial improvements in air quality over the past few decades, some air monitoring stations in the Basin still exceed the NAAQS for ozone more frequently than any other stations in the U.S.

In Massachusetts v. Environmental Protection Agency (Docket No. 05–1120), argued November 29, 2006 and decided April 2, 2007, the U.S. Supreme Court held that not only did the EPA have authority to regulate greenhouse gases, but the EPA's reasons for not regulating this area did not fit the statutory requirements. As such, the U.S. Supreme Court ruled that the EPA should be required to regulate CO_2 and other greenhouse gases as pollutants under the federal Clean Air Act (CAA).

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

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

On March 19, 2015, the Whitehouse announced that President Obama will issue an Executive Order that will cut the Federal Government's greenhouse gas (GHG) emissions 40 percent over the next decade from 2008 levels -- saving taxpayers up to $18 billion in avoided energy costs -- and increase the share of electricity the Federal Government consumes from renewable sources to 30 percent. Complementing this effort, several major Federal suppliers are announcing commitments to cut their own GHG emissions. Today, the Administration is hosting a roundtable that will bring

some of these large Federal suppliers together to discuss the benefits of their GHG reduction targets or to make their first-ever corporate commitments to disclose emissions and set new reduction goals.

Together, the combined results of the Federal Government actions and new supplier commitments will reduce GHG emissions by 26 million metric tons by 2025 from 2008 levels, the equivalent of taking nearly 5.5 million cars off the road for a year. To encourage continued progress across the Federal supply chain, the Administration is releasing a new scorecard to publicly track self-reported emissions disclosure and progress for all major Federal suppliers, who together represent more than $187 billion in Federal spending and account for more than 40 percent of all Federal contract dollars.

Since the Federal Government is the single largest consumer of energy in the Nation, Federal emissions reductions and progress across the supply chain will have broad impacts. The new commitments announced today support the United States' international commitment to cut net GHG emissions 26-28 percent below 2005 levels by 2025, which President Obama first announced in November 2014 as part of an historic agreement with China. Additionally, the goals build on the strong progress made by Federal agencies during the first six years of the Administration under President Obama's 2009 Executive Order on Federal Leadership on Environmental, Energy and Economic Performance, including reducing Federal GHG emissions by 17 percent — which helped Federal agencies avoid $1.8 billion in cumulative energy costs — and increasing the share of renewable energy consumption to 9 percent.[1]

3. State – California Air Resources Board

The California Air Resources Board (CARB), which is a part of the California Environmental Protection Agency, is responsible for the coordination and administration of both federal and state air pollution control programs within California. In this capacity, the CARB conducts research, sets the California Ambient Air Quality Standards (CAAQS), compiles emission inventories, develops suggested control measures, provides oversight of local programs, and prepares the State Implementation Plan (SIP). The California Ambient Air Quality Standards (CAAQS) for criteria pollutants are shown in Table 3. In addition, the CARB establishes emission standards for motor vehicles sold in California, consumer products (e.g., hairspray, aerosol paints, and barbeque lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions.

The MDAQMD-portion of the Mojave Desert Air Basin (MDAB) has been designated by the CARB as a nonattainment area for ozone, PM10 and PM2.5. Currently, the MDAB is in attainment with the ambient air quality standards for CO, lead, SO_2, NO_2, and sulfates and is unclassified for visibility reducing particles and Hydrogen Sulfide.

[1] Source: https://www.whitehouse.gov/the-press-office/2015/03/19/fact-sheet-reducing-greenhouse-gas-emissions-federal-government-and-acro.

On June 20, 2002, the CARB revised the PM10 annual average standard to 20 µg/m3 and established an annual average standard for PM2.5 of 12 µg/m3. These standards were approved by the Office of Administrative Law in June 2003 and are now effective.

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

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

CARB also proposed interim statewide CEQA thresholds for GHG emissions and released Recommended Approaches for Setting Interim Significance Thresholds for Greenhouse Gases under the California Environmental Quality Act, on October 24, 2008. The State currently has no regulations that establish ambient air quality standards for GHGs. However, the State has passed laws directing CARB to develop actions to reduce GHG emissions, which are listed below.

Assembly Bill 1493

California Assembly Bill 1493 (also known as the Pavley Bill, in reference to its author Fran Pavley) was enacted on July 22, 2002 and required CARB to develop and adopt regulations that reduce GHGs emitted by passenger vehicles and light duty trucks. In 2004, CARB approved the "Pavley I" regulations limiting the amount of GHGs that may be released from new passenger automobiles that are being phased in between model years 2009 through 2016. This regulation will reduce GHG emissions by 30 percent from 2002 levels by 2016. The second set of regulations "Pavley II" is currently in development and will be phased in between model years 2017 through 2025 and will reduce emissions by 45 percent by the year 2020. The Pavley II standards are being developed by linking the GHG emissions and formerly separate toxic tailpipe emissions standards previously known as the "LEV III" (third stage of the Low Emission Vehicle standards) into a single regulatory framework.

In 2005, the CARB submitted a "waiver" request to the EPA in order to implement the GHG standards and in March of 2008, the U.S. EPA denied the

request. However, in June 2009, the decision was reversed and the U.S. EPA granted California the authority to implement the GHG standards for passenger cars, pickup trucks and sport utility vehicles. In September 2009, the Pavley I regulations were adopted by CARB.

Executive Order S-3-05

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

- 2010: Reduce greenhouse gas emissions to 2000 levels
- 2020: Reduce greenhouse gas emissions to 1990 levels
- 2050: Reduce greenhouse gas emissions to 80 percent below 1990 levels.

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

Assembly Bill 32

In 2006, the California State Legislature adopted Assembly Bill 32 (AB 32), the California Global Warming Solutions Act of 2006. AB 32 requires CARB, to adopt rules and regulations that would achieve GHG emissions equivalent to statewide levels in 1990 by 2020 through an enforceable statewide emission cap which will be phased in starting in 2012. Emission reductions shall include carbon sequestration projects that would remove carbon from the atmosphere and best management practices that are technologically feasible and cost effective.

On December 6, 2007 CARB released the calculated Year 1990 GHG emissions of 427 million metric tons of CO_2e ($MMTCO_2e$). The 2020 target of 427 $MMTCO_2e$ requires the reduction of 169 $MMTCO_2e$, or approximately 30 percent from the State's projected 2020 business as usual emissions of 596 $MMTCO_2e$ and the reduction of 42 $MMTCO_2e$, or almost 10 percent from the 2002-2004 average GHG emissions. Under AB 32, CARB was required to adopt regulations by January 1, 2011 to achieve reductions in GHGs to meet the 1990 cap by 2020. Early measures CARB took to lower GHG emissions included requiring operators of the largest industrial facilities that emit 25,000 metric tons of CO_2 in a calendar year to submit verification of GHG emissions by December 1, 2010. The CARB Board also approved nine discrete early action measures that include regulations affecting landfills, motor vehicle fuels, refrigerants in cars, port operations and other sources that became enforceable on or before January 1, 2010.

On December 11, 2008 the CARB Board approved a Scoping Plan, with final adoption May 11, 2009 that proposed a variety of measures including direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, a market-based cap-and-trade system, and a fee regulation to fund the program. In current pending litigation, Association of Irritated Residents v. California Air Resources Board, a California State trial court found that the analysis of the alternatives identified in the AB 32 Scoping Plan Functional Equivalent Document (FED) was not sufficient for informed decision-making and public review under CEQA. In response, CARB has appealed the decision. In addition, CARB prepared the *Supplement to the AB 32 Scoping Plan Functional Equivalent Document,* June 13, 2011. On August 24, 2011 CARB recertified the complete AB 32 Scoping Plan Functional Equivalent Environmental Document revised by the Final Supplement. In December, 2011 the Final Supplement was accepted as sufficient to fulfill the trial court's March order.

While local government operations were not accounted for in achieving the 2020 emissions reduction, local land use changes are estimated to result in a reduction of 5 metric tons of CO2e, which is approximately 3 percent of the 2020 GHG emissions reduction goal. In recognition of the critical role local governments will play in successful implementation of AB 32, CARB is recommending GHG reduction goals of 15 percent of 2010 levels by 2020 to ensure that municipal and community-wide emissions match the state's reduction target. According to the Measure Documentation Supplement to the Scoping Plan, local government actions and targets are anticipated to reduce vehicle miles by approximately 2 percent through land use planning, resulting in a potential GHG reduction of 2 metric tons of CO2e (or approximately 1.2 percent of the GHG reduction target).

In May 2014, CARB released its First Update to the Climate Change Scoping Plan (CARB 2014). This Update identifies the next steps for California's leadership on climate change. While California continues on its path to meet the near-term 2020 greenhouse gas limit, it must also set a clear path toward long-term, deep GHG emission reductions. This report highlights California's success to date in reducing its GHG emissions and lays the foundation for establishing a broad framework for continued emission reductions beyond 2020, on the path to 80 percent below 1990 levels by 2050.

Senate Bill 1368

Senate Bill 1368 (SB 1368) is the companion Bill of AB 32 and was adopted September, 2006. SB 1368 requires the California Public Utilities Commission (CPUC) to establish a performance standard for baseload generation of GHG emissions by investor-owned utilities by February 1, 2007 and for local publicly owned utilities by June 30, 2007. These standards could not exceed the GHG emissions rate from a baseload combined-cycle, natural gas-fired plant. Furthermore, the legislation states that all electricity provided to the State, including imported electricity, must be generated by plants that meet the

standards set by California Public Utilities Commission (CPUC) and California Energy Commission (CEC).

Executive Order S-1-07

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

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

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

Senate Bill 97

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

Pursuant to the requirements of SB 97 as stated above, on December 30, 2009 the Natural Resources Agency adopted amendments to the state CEQA guidelines that address GHG emissions. The CEQA Guidelines Amendments

changed 14 sections of the CEQA Guidelines and incorporate GHG language throughout the Guidelines. However, no GHG emissions thresholds of significance are provided and no specific mitigation measures are identified. The GHG emission reduction amendments went into effect on March 18, 2010 and are summarized below:

- Climate action plans and other greenhouse gas reduction plans can be used to determine whether a project has significant impacts, based upon its compliance with the plan.
- Local governments are encouraged to quantify the greenhouse gas emissions of proposed projects, noting that they have the freedom to select the models and methodologies that best meet their needs and circumstances. The section also recommends consideration of several qualitative factors that may be used in the determination of significance, such as the extent to which the given project complies with state, regional, or local GHG reduction plans and policies. OPR does not set or dictate specific thresholds of significance. Consistent with existing CEQA Guidelines, OPR encourages local governments to develop and publish their own thresholds of significance for GHG impacts assessment.
- When creating their own thresholds of significance, local governments may consider the thresholds of significance adopted or recommended by other public agencies, or recommended by experts.
- New amendments include guidelines for determining methods to mitigate the effects of greenhouse gas emissions in Appendix F of the CEQA Guidelines.
- OPR is clear to state that "to qualify as mitigation, specific measures from an existing plan must be identified and incorporated into the project; general compliance with a plan, by itself, is not mitigation."
- OPR's emphasizes the advantages of analyzing GHG impacts on an institutional, programmatic level. OPR therefore approves tiering of environmental analyses and highlights some benefits of such an approach.
- Environmental impact reports (EIRs) must specifically consider a project's energy use and energy efficiency potential.

Senate Bills 1078, 107, and X1-2 and Executive Orders S-14-08 and S-21-09

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

Senate Bill 375

Senate Bill 375 (SB 375) was adopted September 2008 and aligns regional transportation planning efforts, regional GHG emission reduction targets, and

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

The proposed project is located within the Southern California Association of Governments (SCAG), which has authority to develop the SCS or APS. For the SCAG region, the targets set by CARB are at eight percent below 2005 per capita GHG emissions levels by 2020 and 13 percent below 2005 per capita GHG emissions levels by 2035. On April 4, 2012, SCAG adopted the 2012-2035 Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS), which meets the CARB emission reduction requirements. The Housing Element Update is required by the State to be completed within 18 months after RTP/SCS adoption or by October 2013.

City and County land use policies, including General Plans, are not required to be consistent with the RTP and associated SCS or APS. However, new provisions of CEQA would incentivize, through streamlining and other provisions, qualified projects that are consistent with an approved SCS or APS and categorized as "transit priority projects."

Senate Bill X7-7

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

Senate Bills 939 and 1374

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

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

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

The Energy Commission adopted 2008 Standards on April 23, 2008 and Building Standards Commission approved them for publication on September 11, 2008. These updates became effective on August 1, 2009. CalEEMod emissions modeling defaults to 2008 standards. 2013 Standards have been approved and became effective July 1, 2014.

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

All buildings for which an application for a building permit is submitted on or after January 1, 2014 must follow the 2013 standards. The 2013 commercial standards are estimated to be 30 percent more efficient than the 2008 standards; residential standards are 25 percent more efficient. Energy efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases greenhouse gas emissions.

California Green Building Standards

On January 12, 2010, the State Building Standards Commission unanimously adopted updates to the California Green Building Standards Code, which went into effect on January 1, 2011. The Code is a comprehensive and uniform regulatory code for all residential, commercial and school buildings. CCR Title 24, Part 11: California Green Building Standards (Title 24) became effective in 2001 in response to continued efforts to reduce GHG emissions associated with energy consumption. CCR Title 24, Part 11 now require that new buildings reduce water consumption, employ building commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials. One focus of CCR Title 24, Part 11 is water conservation measures, which reduce GHG emissions by reducing electrical consumption associated with pumping and treating water. CCR Title 24, Part 11 has approximately 52 nonresidential mandatory measures and an additional 130 provisions for optional use. Some key mandatory measures for commercial occupancies include specified parking for clean air vehicles, a 20 percent reduction of potable water use within buildings, a 50 percent construction waste diversion from landfills, use of building finish materials that emit low levels of volatile organic compounds, and commissioning for new, nonresidential buildings over 10,000 square feet.

The California Green Building Standards Code does not prevent a local jurisdiction from adopting a more stringent code as state law provides methods for local enhancements. The Code recognizes that many jurisdictions have

developed existing construction and demolition ordinances, and defers to them as the ruling guidance provided they provide a minimum 50-percent diversion requirement. The code also provides exemptions for areas not served by construction and demolition recycling infrastructure. State building code provides the minimum standard that buildings need to meet in order to be certified for occupancy. Enforcement is generally through the local building official.

4. Regional

Regional Air Quality Planning Framework. The 1976 Lewis Air Quality Management Act established the MDAQMD and other air districts throughout the State. The federal CAA Amendments of 1977 required that each state adopt an implementation plan outlining pollution control measures to attain the federal standards in nonattainment areas of the state.

The ARB is responsible for incorporating air quality management plans for local air basins into a State Implementation Plan (SIP) for EPA approval. Significant authority for air quality control within them has been given to local air districts that regulate stationary source emissions and develop local nonattainment plans.

California is divided geographically into air basins for the purpose of managing the air resources of the State on a regional basis. An air basin generally has similar meteorological and geographic conditions throughout. The State is currently divided into 15 air basins. The proposed project site is located within the Mojave Desert Air Basin (MDAB). The MDAQMD includes the desert portion of the San Bernardino County. The MDAQMD is responsible for controlling emissions primarily from stationary sources within the MDAQMD and also maintains air quality monitoring stations to document historical and current levels of air quality within the District. The MDAQMD is also responsible for developing, updating, and implementing the Ozone Attainment Plan (MDAQMD 2004) which establishes a plan to implement, maintain, and enforce a program of emission control measures to attain and maintain the federal ozone air quality standards. Attainment plans prepared by the various air pollution control districts throughout the state are used to develop the SIP for the State of California. The proposed project is located within the MDAQMD and, thus, is subject to the rules and regulations of the MDAQMD.

Regional Air Quality Management Plan. The MDAQMD and SCAG are responsible for formulating and implementing the air quality attainment plan (AQAP) for the Basin. Regional AQAPs were adopted in 1991, 1994, and 1997. The following SIP and AQAP are the currently approved plans for the Basin region:

- 1997 SIP for O_3, PM10, and NO_2
- 1995 Mojave Desert Planning Area Federal PM10 Attainment Plan; no formal action by the EPA

The MDAQMD completed the MDAQMD 2004 Ozone Attainment Plan (State and federal) in April 2004, which has been approved by the EPA.

MDAQMD. The MDAQMD is downwind of the Los Angeles basin and the San Joaquin Valley. Prevailing winds transport ozone and ozone precursors from both regions into and through the MDAB during the summer ozone season. These transport couplings have been officially recognized by the CARB. Local MDAQMD emissions contribute to exceedances of both the NAAQS and CAAQS for ozone, but photochemical ozone modeling conducted by the MDAQMD and CARB indicates that the MDAB would be in attainment of both standards without the influence of this transported air pollution from upwind regions. Therefore, emissions reductions in the upwind area are critical to the attainment demonstration.

The following includes, but is not limited to, the MDAQMD rules that are applicable to the proposed project:

- Rule 201 (Permit to Construct) - requires written authorization to build, erect, install, alter, or replace any equipment, the use of which may cause the issuance of air contaminants or the use of which may eliminate, reduce, or control the issuance of air contaminants. With respect to the proposed project, this rule would apply to any stationary equipment that is not otherwise exempt from this rule as an insignificant source of air pollutants (see Rule 219).

- Rule 203 (Permit to Operate) - requires written authorization to operate any equipment, the use of which may cause the issuance of air pollutants, or the use of which may reduce or control the issuance of air contaminants. With respect to the proposed project, this rule would apply to any stationary equipment that is not otherwise exempt from this rule as an insignificant source of air pollutants (see Rule 219).

- Rule 219 (Equipment Not Requiring A Written Permit Pursuant to Regulation II) - specifies stationary sources that the MDAQMD considers to be insignificant sources of air pollutants that are exempt from Rules 201 and 202. With respect to the proposed project, the following sources would be exempt from permit requirements:

    - Comfort air conditioning or ventilating systems which are not designed or used to remove air contaminants generated by, or released from, specific equipment units;
    - Space heaters;
    - Equipment used exclusively for steam cleaning;

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

- Rule 403.2 (Fugitive Dust Control for the Mojave Desert Planning Area) - This rule requires owners or operators of a construction or demolition fugitive dust source to implement the fugitive dust control measures listed in Rule 403.2. These measures include periodic watering for short-term stabilization of disturbed surface area to minimize visible dust emissions, stabilization of graded surfaces if no development is planned within 30 days, reducing non-essential earth moving activity under high wind conditions, and more. In addition, for sites over 100 acres such as the proposed project, the control measures in Rule 403.2 must also be implemented. The additional control measures include preparing and submitting a dust control plan to the MDAQMD prior to commencing earth-moving activities. The dust control plan must describe all applicable dust control measures that will be implemented at the project site. Other additional control measures to minimize visible fugitive dust for sites over 100 acres include stabilizing access routes, maintaining natural topography to the extent possible, and constructing paved roads and parking lots first where feasible.

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

- Rule 1160 (Internal Combustion Engines) - This rule establishes limits for VOC, NOx, and CO emissions associated with stationary internal combustion engines. However, the provisions of the rule do not apply to the following engines:

    - All internal combustion engines rated at less than 500 brake horsepower;
    - All internal combustion engines operated less than 100 hours within any continuous four consecutive calendar quarter period; and
    - Emergency internal combustion engines.

Regulation XIII (New Source Review) - For new and modified stationary sources subject to permitting requirements (see Rule 201), this series of rules prescribes the use of Best Available Control Technology and the provision of emission offsets (i.e., mitigation) for equipment whose emissions exceed specified thresholds. The applicability of these requirements would be determined upon submittal of an application for permit to construct under Rule 201.

To assist in the establishment of a quantitative determination of what is considered "significant," the MDAQMD has published significance thresholds that apply to new projects constructed or operated within the MDAQMD.

Thresholds. The MDAQMD recommends that lead agencies apply these thresholds in determining whether a proposed project would result in a significant air quality impact. If the lead agency finds that a proposed project has the potential to exceed these air pollution thresholds, the project would be considered significant. The MDAQMD has defined thresholds for NOx, VOC, SOx, CO, and PM10, hereinafter

referred to as "criteria" pollutants, and for health risk in terms of cancer and non-cancer risk (MDAQMD 2009). Any project is significant if it:

1. Generates total emissions (direct and indirect) in excess of the thresholds given in Table 6; and/or
2. Generates a violation of any ambient air quality standard when added to the local background*; and/or
3. Does not conform with the applicable attainment or maintenance plan(s)*[2]; and/or
4. Exposes sensitive receptors to substantial pollutant concentrations, including those resulting in a cancer risk greater than or equal to 10 in one million and/or a Hazard Index (HI) (non-cancerous) greater than or equal to one*.

*These significance thresholds are not applicable to all projects. In general, the emissions comparison (criteria number 1) is sufficient.

Southern California Association of Governments

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

5. Local – County of San Bernardino

Local jurisdictions, such as the County of San Bernardino, have the authority and responsibility to reduce air pollution through its police power and decision-making authority. Specifically, the County is responsible for the assessment and mitigation of air emissions resulting from its land use decisions. The County is also responsible for the implementation of transportation control measures as outlined in the 2007 and 2012 AQMP and MDAQMD Attainment Plans. Examples of such measures include bus turnouts, energy-efficient streetlights, and synchronized traffic signals. In accordance with CEQA requirements and the CEQA review process, the County assesses the air quality impacts of new development projects, requires mitigation of potentially significant air quality impacts by conditioning discretionary permits, and monitors and enforces implementation of such mitigation.

[2] A project is deemed to not exceed this threshold, and hence not be significant, if it is consistent with the existing land use plan. Zoning changes, specific plans, general plan amendments and similar land use plan changes which do not increase dwelling unit density, do not increase vehicle trips, and do not increase vehicle miles traveled are also deemed to not exceed this threshold.

In accordance with the CEQA requirements, the County does not, however, have the expertise to develop plans, programs, procedures, and methodologies to ensure that air quality within the County and region will meet federal and state standards. Instead, the County relies on the expertise of the SCAQMD and MDAQMD and utilizes the SCAQMD CEQA Handbook and MDAQMD California Environmental Quality Act (CEQA) And Federal Conformity Guidelines (depending on the location/jurisdiction of the project) as guidance documents for the environmental review of plans and development proposals within its jurisdiction.

The County of San Bernardino General Plan contains the following air quality-related goals and policies that are applicable to the proposed project:

Goal CO 4: The County will ensure good air quality for its residents, businesses, and visitors to reduce impacts on human health and the economy.

CO 4.1 Because developments can add to the wind hazard (due to increased dust, the removal of wind breaks, and other factors), the County will require either as mitigation measures in the appropriate environmental analysis required by the County for the development proposal or as conditions of approval if no environmental document is required, that developments in areas identified as susceptible to wind hazards to address site-specific analysis of:

a. Grading restrictions and/or controls on the basis of soil types, topography or season.
b. Landscaping methods, plant varieties, and scheduling to maximize successful revegetation.
c. Dust-control measures during grading, heavy truck travel, and other dust generating activities.

CO 4.2 Coordinate air quality improvement technologies with the South Coast Air Quality Management District (SCAQMD) and the Mojave Desert Air Quality Management District (MDAQMD) to improve air quality through reductions in pollutants from the region.

CO 4.4 Because congestion resulting from growth is expected to result in a significant increase in the air quality degradation, the County may manage growth by insuring the timely provision of infrastructure to serve new development.

Programs

1. Consistent with the land use designations in the Land Use Policy Map (see the Land Use Element) that will improve growth management at a subregional level in relation to major activity centers, review new development to encourage new intensified development around transit nodes and along transit corridors.

2. Locate and design new development in a manner that will minimize direct and indirect emission of air contaminants through such means as:
    a. Promoting mixed-use development to reduce the length and frequency of vehicle trips;
    b. Providing for increased intensity of development along existing and proposed transit corridors; and
    c. Providing for the location of ancillary employee services (including but not limited to child care, restaurants, banking facilities, convenience markets) at major employment centers for the purpose of reducing midday vehicle trips.
    d. The County shall comply, to the extent feasible, with the recommendations on siting new sensitive land uses, as recommended in California Air Resources Board's Air Quality and Land Use Handbook: A Community Health Perspective, which includes the following:

       Notable siting recommendations include avoiding siting new sensitive land uses within:
       - 500 feet of a freeway, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day;
       - 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units per day, or where transport refrigeration units exceed 300 hours per week);
       - 1,000 feet of a chrome plater;
       - 300 feet of any dry cleaning operation; and 300 feet of a large gas station (defined as a facility with a through put of 3.6 million gallons per year or greater); a 50 foot separation is recommended for typical gas dispensing facilities.
3. Incorporate phasing policies and requirements in the General Plan and development plans to achieve timely provision of infrastructure (particularly transportation facilities) to serve development through:
    a. Tying growth to Level of Service (LOS) standards; and
    b. Using phasing areas to manage growth.

CO 4.5 Reduce emissions through reduced energy consumption.

Programs

1. Implement programs to phase in energy conservation improvements through the annual budget process.

CO 4.6 Provide incentives such as preferential parking for alternative-fuel vehicles (e.g., CNG or hydrogen).

CO 4.10 Support the development of alternative fuel infrastructure that is publicly accessible.

CO 4.12 Provide incentives to promote siting or use of clean air technologies (e.g., fuel cell technologies, renewable energy sources, UV coatings, and hydrogen fuel).

CO 4.13 Reduce Greenhouse Gas (GHG) emissions within the County boundaries.

Programs

1. Emission Inventories. The County will prepare GHG emissions inventories including emissions produced by: (1) the County's operational activities, services and facilities, over which the County has direct responsibility and control, and (2) private industry and development, that is located within the area subject to the County's discretionary land use authority.
   a) Establish an inventory of existing GHG emissions.
   b) Establish a projected inventory for year 2020.
2 GHG Emissions Reduction Plan. The County will adopt a GHG Emissions Reduction Plan that includes:
   a) Measures to reduce GHG emissions attributable to the County's operational activities, services and facilities, over which the County has direct responsibility and control; and,
   b) Measures to reduce GHG emissions produced by private industry and development that is located within the area subject to the County's discretionary land use authority and ministerial building permit authority; and,
   c) Implementation and monitoring procedures to provide periodic review of the plan's progress and allow for adjustments overtime to ensure fulfillment of the plan's objectives.

County of San Bernardino Development Code

83.01.040 - Air Quality.

(a) **Equipment permit and Inspection Requirements.** Required permits shall be obtained from either the Mojave Air Pollution Management District or the South Coast Air Quality Management District depending on the location of the subject property and equipment for equipment that may cause air pollution. Before the equipment may be constructed, plans and specifications shall be submitted to the appropriate District for approval.

(b) **Permits from Air Quality Management Districts.** Permits shall be obtained from either the Mojave Air Pollution Management District or the South Coast Air Quality Management District depending on the location of the subject property and equipment. If requested by the Director, uses, activities, or processes that require Air Quality Management District approval to operate shall file a copy of the permit with the Department within 30 days of its approval.

(c) **Diesel Exhaust Emissions Control Measures.** The following emissions control measures shall apply to all discretionary land use projects approved by the County on or after January 15, 2009:

1. **On-Road Diesel Vehicles.** On-road diesel vehicles are regulated by the State of California Air Resources Board.

2. **Off-Road Diesel Vehicle/Equipment Operations.** All business establishments and contractors that use off-road diesel vehicle/equipment as part of their normal business operations shall adhere to the following measures during their operations in order to reduce diesel particulate matter emissions from diesel fueled engines:

    a. Off-road vehicles/equipment shall not be left idling on site for periods in excess of five minutes. The idling limit does not apply to:
        i. Idling when queuing,
        ii. Idling to verify that the vehicle is in safe operating condition,
        iii. Idling for testing, servicing, repairing, or diagnostic purposes,
        iv. Idling necessary to accomplish work for which the vehicle was designed (such as operating a crane),
        v. Idling required to bring the machine system to operating temperature, and
        vi. Idling necessary to ensure safe operation of the vehicle

    b. Use reformulated ultra-low sulfur diesel fuel in equipment and use equipment certified by the U.S. Environmental Protection Agency (EPA) or that pre-dates EPA regulations.
    c. Maintain engines in good working order to reduce emissions.
    d. Signs shall be posted requiring vehicle drivers to turn off engines when parked.
    e. Any requirements or standards subsequently adopted by the South Coast Air Quality Management District, the Mojave Air Quality Management District, or the California Air Resources Board.
    f. Provide temporary traffic control during all phases of construction.
    g. Onsite electrical power connections shall be provided for electric construction tools to eliminate the need for diesel-powered electric generators, where feasible.

h. Maintain construction equipment engines in good working order to reduce emissions. The developer shall have each contractor certify that all construction equipment is properly serviced and maintained in good operating condition.

i. Contractors shall use ultra-low sulfur diesel fuel for stationary construction equipment as required by Air Quality Management District (AQMD) Rules 431.1 and 431.2 to reduce the release of undesirable emissions.

j. Substitute electric and gasoline-powered equipment for diesel-powered equipment, where feasible.

3. **Project Design.** Distribution centers, warehouses, truck stops and other facilities with loading docks where diesel trucks may reside overnight or for periods in excess of three hours shall be designed to enable any vehicle using these facilities to utilize on-site electrical connections to power the heating and air conditioning of the cabs of such trucks, instead of operating the diesel engines and diesel refrigeration units of such trucks and trailers for these purposes. This requirement shall also apply to Recreational Vehicle Parks (as defined in Section 810.01.200(k) of this title) and other development projects where diesel engines may reasonably be expected to operate on other than an occasional basis.

B. Monitored Air Quality

The MDAQMD maintains an air-monitoring network that measures levels of several air pollutants throughout the air basin. Since not all air monitoring stations measure all of the tracked pollutants, the data from the following two monitoring stations, listed in the order of proximity to the project site have been used. The nearest air monitoring station to the project site is the Barstow monitoring station (Barstow Station) located approximately 36.86 miles southwest of the project site at 200 E. Buena Vista, Barstow. The next nearest monitoring station to the project site is the Victorville-14306 Park Avenue monitoring station (Victorville Station) located approximately 64.72 miles southwest of the project site at 14306 Park Avenue, Victorville. Table 5 presents the monitored pollutant levels from the Victorville Station. However, it should be noted that due to the air monitoring station distance from the project site, recorded air pollution levels at the air monitoring station reflect with varying degrees of accuracy, local air quality conditions at the project site.

The monitoring data presented in Table 5 shows that ozone and particulate matter (PM10) are the air pollutants of primary concern in the project area, which are detailed below.

Ozone

Ozone is a secondary pollutant as it is not directly emitted. Ozone is the result of chemical reactions between other pollutants, most importantly hydrocarbons and NO_2, which occur only in the presence of bright sunlight. Pollutants emitted from upwind cities react during transport downwind to produce the oxidant concentrations experienced in the area. Many

areas of the SCAQMD and MDAQMD contribute to the ozone levels experienced at the monitoring station, with the more significant areas being those directly upwind.

During the 2013 to 2015 monitoring period, the State 1-hour concentration standard for ozone was exceeded for only one day in 2013 at the Barstow Station. The State 8-hour ozone standard has been exceeded between 20 and 37 days each year over the past three years at the Barstow Station. The Federal 8-hour ozone standard was exceeded between five and 17 days each year over the past three years at the Barstow Station.

Carbon Monoxide

CO is another important pollutant that is due mainly to motor vehicles. The Barstow Station did not record an exceedance of the state or federal 1-hour or 8-hour CO standards for the last three years.

Nitrogen Dioxide

The Barstow Station did not record an exceedance of the State or Federal NO_2 standards for the last three years.

Particulate Matter

The State 24-hour concentration standards for PM10 was exceeded for one day in 2013. Over the past three years the Federal 24-hour standard for PM10 was exceeded for one day in 2014 at the Barstow Station.

Over the past three years the Federal standard for PM2.5 has not been exceeded at the Victorville Station. The annual average PM2.5 concentration has not exceeded either the State or Federal standard for the past three years. There does not appear to be a noticeable trend for PM10 or PM2.5 in either maximum particulate concentrations or days of exceedances in the area.

Particulate levels in the area are due to natural sources, grading operations, and motor vehicles. According to the EPA, some people are much more sensitive than others to breathing fine particles (PM10 and PM2.5). People with influenza, chronic respiratory and cardiovascular diseases, and the elderly may suffer worsening illness and premature death due to breathing these fine particles. People with bronchitis can expect aggravated symptoms from breathing in fine particles. Children may experience decline in lung function due to breathing in PM10 and PM2.5. Other groups considered sensitive are smokers and people who cannot breathe well through their noses. Exercising athletes are also considered sensitive, because many breathe through their mouths during exercise.

Table 3

State and Federal Criteria Pollutant Standards[1]

Air Pollutant	Concentration / Averaging Time		Most Relevant Effects
	California Standards	Federal Primary Standards	
Ozone (O_3)	0.09 ppm/1-hour 0.07 ppm/8-hour	0.075 ppm/8-hour	(a) Decline in pulmonary function and localized lung edema in humans and animals; (b) Risk to public health implied by alterations in pulmonary morphology and host defense in animals; (c) Increased mortality risk; (d) Risk to public health implied by altered connective tissue metabolism and altered pulmonary morphology in animals after long-term exposures and pulmonary function decrements in chronically exposed humans; (e) Vegetation damage; and (f) Property damage.
Carbon Monoxide (CO)	20.0 ppm/1-hour 9.0 ppm/8-hour	35.0 ppm/1-hour 9.0 ppm/8-hour	(a) Aggravation of angina pectoris and other aspects of coronary heart disease; (b) Decreased exercise tolerance in persons with peripheral vascular disease and lung disease; (c) Impairment of central nervous system functions; and (d) Possible increased risk to fetuses.
Nitrogen Dioxide (NO_2)	0.18 ppm/1-hour 0.03 ppm/annual	100 ppb/1-hour 0.053 ppm/annual	(a) Potential to aggravate chronic respiratory disease and respiratory symptoms in sensitive groups; (b) Risk to public health implied by pulmonary and extra-pulmonary biochemical and cellular changes and pulmonary structural changes; and (c) Contribution to atmospheric discoloration.
Sulfur Dioxide (SO_2)	0.25 ppm/1-hour 0.04 ppm/24-hour	75 ppb/1-hour 0.14 ppm/24-hour	(a) Bronchoconstriction accompanied by symptoms which may include wheezing, shortness of breath and chest tightness, during exercise or physical activity in persons with asthma.
Suspended Particulate Matter (PM_{10})	50 µg/m^3/24-hour 20 µg/m^3/annual	150 µg/m^3/24-hour	(a) Exacerbation of symptoms in sensitive patients with respiratory or cardiovascular disease; (b) Declines in pulmonary function growth in children; (c) Increased risk of premature death from heart or lung diseases in elderly.
Suspended Particulate Matter ($PM_{2.5}$)	12 µg/m^3 / annual	35 µg/m^3/24-hour 15 µg/m^3/annual	
Sulfates	25 µg/m^3/24-hour	No Federal Standards	(a) Decrease in ventilatory function; (b) Aggravation of asthmatic symptoms; (c) Aggravation of cardio-pulmonary disease; (d) Vegetation damage; (e) Degradation of visibility; (f) property damage.
Lead	1.5 µg/m^3/30-day	0.15 µg/m^3/3-month rolling	(a) Learning disabilities; (b) Impairment of blood formation and nerve conduction.
Visibility Reducing Particles	Extinction coefficient of 0.23 per kilometer-visibility of 10 miles or more due to particles when humidity is less than 70 percent.	No Federal Standards	Visibility impairment on days when relative humidity is less than 70 percent.

[1] Source: http://www.arb.ca.gov/research/aaqs/aaqs2.pdf .

Table 4

Attainment Status of MDAQMD[1]-Portion of Mojave Desert Air Basin[2]

Pollutant	Federal Designation	State Designation
1-Hour Ozone	Revoked June 2005	--
8-Hour Ozone	Nonattainment: Moderate	Nonattainment
CO	Attainment	Attainment
PM10	Nonattainment: Moderate	Nonattainment
PM2.5	Unclassified/ attainment	Nonattainment
Lead	Attainment	Attainment
SO_2	Attainment/ unclassified	Attainment/ unclassified
NO_2	Attainment/ unclassified	Attainment/ unclassified

[1] MDAQMD = Mojave Desert Air Quality Management District

[2] Source: California Air Resources Board (2013) (http://www.arb.ca.gov/desig/desig.htm).

Table 5

Local Area Air Quality Monitoring Summary[1]

Pollutant (Standard)[2]	Year		
	2013	2014	2015
Ozone:[3]			
Maximum 1-Hour Concentration (ppm)	0.099	0.094	0.090
Days > CAAQS (0.09 ppm)	**1**	0	0
Maximum 8-Hour Concentration (ppm)	0.093	0.087	0.083
Days > NAAQS (0.08 ppm)	**10**	**17**	**5**
Days > CAAQS (0.070 ppm)	**31**	**37**	**20**
Carbon Monoxide:[3]			
Maximum 1-Hour Concentration (ppm)	*	*	*
Days > NAAQS (20 ppm)	0	0	*
Days > NAAQS (9 ppm)	0	0	*
Nitrogen Dioxide:[3]			
Maximum 1-Hour Concentration (ppm)	0.0849	0.0693	0.0613
Days > NAAQS (0.25 ppm)	0	0	0
Inhalable Particulates (PM10):[3]			
Maximum 24-Hour Concentration (ug/m^3)	87.1	305.8	*
Days > NAAQS (150 ug/m^3)	0	**1**	0
Days > CAAQS (50 ug/m^3)	**1**	*	0
Annual Arithmetic Mean (AAM) (ug/m^3)	24.8	27.7	*
Annual > NAAQS (50 ug/m^3)	No	No	No
Annual > CAAQS (20 ug/m^3)	**Yes**	**Yes**	No
Ultra-Fine Particulates (PM2.5):[4]			
Maximum 24-Hour Concentration (pg/m^3)	13.8	24.1	*
Days > NAAQS (35 ug/m^3)	0	0	0
Annual Arithmetic Mean (AAM) (ug/m^3)	*	*	*
Annual > NAAQS (15 ug/m3)	No	No	No
Annual > CAAQS (12 ug/m^3)	No	No	No

[1] Source: http://www.arb.ca.gov/adam/

[2] CAAQS = California Ambient Air Quality Standard; NAAQS = National Ambient Air Quality Standard; ppm = parts per million

[3] Data obtained from Barstow Station

[4] Data obtained from Victorville Station

* = Insufficient data available to determine value

V. AIR QUALITY STANDARDS

A. Regional Air Quality

According to the MDAQMD, a project is non-conforming if it conflicts with or delays implementation of any applicable attainment or maintenance plan. A project is conforming if it complies with all applicable MDAQMD rules and regulations, complies with all proposed control measures that are not yet adopted from the applicable plan(s), and it is consistent with the growth forecasts in the applicable plan(s) (or is directly included in the applicable plan).

Violation of Air Quality Standards or Substantial Contribution to Air Quality Violations. The MDAQMD currently recommends that projects with construction-related and/or operational emissions that exceed any of the following emissions thresholds should be considered significant:

- 25 tons per year or 137 pounds per day pounds per day of VOC
- 25 tons per year or 137 pounds per day of NOx
- 100 tons per year or 548 pounds per day of CO
- 25 tons per year or 137 pounds per day of SOx
- 15 tons per year or 82 pounds per day of PM10
- 15 tons per year or 82 pounds per day of PM2.5

For the purposes to this air quality impact analysis, a regional air quality impact would be considered significant if emissions exceed the MDAQMD significance thresholds identified above and in Table 6.

B. Toxic Air Contaminants

According to the MDAQMD CEQA Guidelines, any project that has the potential to expose the public to toxic air contaminants in excess of the following thresholds would be considered to have a significant air quality impact:

- If the Maximum Incremental Cancer Risk is 10 in one million or greater; or
- Toxic air contaminants from the proposed project would result in a Hazard Index increase of 1 or greater.

Residences, schools, daycare centers, playgrounds and medical facilities are considered sensitive receptor land uses. The following project types proposed for sites within the specified distance to an existing or planned (zoned) sensitive receptor land use must be evaluated using significance threshold criteria number 4 (refer to the significance threshold discussion in Section IV, A, 4 above).

C. Greenhouse Gases

The County of San Bernardino adopted its "Greenhouse Gas Emissions Reduction Plan" in December 2011. The purpose of the GHG Reduction Plan is to reduce the County's internal

and external GHG emissions by 15 percent below current (2011) levels by year 2020. The GHG Reduction Plan includes a two-tiered development review procedure to determine if a project could result in a significant impact related greenhouse gas emissions or otherwise comply with the Plan pursuant to Section 15183.5 of the state CEQA Guidelines.

The initial screening procedure is to determine if a project will emit 3,000 metric tons of carbon dioxide equivalents (MTCO2e) per year or more. Projects that do not exceed this threshold require no further climate change analysis. Projects exceeding this threshold must meet a minimum 31 percent emissions reduction in order to garner a less than significant determination. This can be met by either (1) achieving 100 points from a menu of mitigation options provided in the GHG Plan or (2) quantifying proposed reduction measures. Projects failing to meet the 31 percent reduction threshold would have a potentially significant impact related to climate change and greenhouse gas emissions.

As shown in Table 6, the MDAQMD has identified thresholds of 100,000 tons per year or 548,000 pounds per day of CO2e emissions for individual projects. The GHG Reduction Plan threshold of 3,000 MTCO2e per year and the MDAQMD thresholds of 100,000 MTCO2e per year and 548,000 pounds per year of CO2e are used as thresholds of significance in this analysis.

Table 6

MDAQMD Air Quality Significance Thresholds[1]

Pollutant	Annual Thresholds (tons/year)	Daily Thresholds (lbs/day)
NOx	25	137
VOC	25	137
PM10	15	82
PM2.5	15	82
SOx	25	137
CO	100	548
Lead	0.6	3
Greenhouse Gases (CO2e)	100,000	548,000

[1] Source: http://www.mdaqmd.ca.gov/Modules/ShowDocument.aspx?documentid=2910

VI. SHORT-TERM CONSTRUCTION IMPACTS

Construction activities associated with the proposed project would have the potential to generate air emissions, toxic air contaminant emissions, and odor impacts. Assumptions for the phasing, duration, and required equipment for the construction of the proposed project were obtained from the project applicant. The construction activities for the proposed project are anticipated to include: demolition of approximately 7,702 square feet, grading of a total of 26.68 acres, construction of five apartment dwelling units, 3,600 square feet of fast-food restaurant with drive-through window, 10 fast-food drive-in stalls, a 30 fueling position gasoline/service station with convenience market, and 15 alternative fuel charging stations, paving of approximately 391,721 square feet, and application of architectural coatings. The proposed project is anticipated to start construction of no earlier than January 2017 and be completed by May 2017.

A. Construction-Related Regional Impacts

The construction-related regional air quality impacts have been analyzed for both criteria pollutants and GHGs.

1. Construction-Related Criteria Pollutants Analysis

The following provides a discussion of the methodology used to calculate regional construction air emissions and an analysis of the proposed project's short-term construction emissions for the criteria pollutants.

Methodology

Typical emission rates from construction activities were obtained from CalEEMod Version 2013.2.2. CalEEMod is a computer model published by the SCAQMD for estimating air pollutant emissions. The CalEEMod program uses the EMFAC2011 computer program to calculate the emission rates specific for the Mojave Desert portion of San Bernardino County for construction-related employee vehicle trips and the OFFROAD2011 computer program to calculate emission rates for heavy truck operations. EMFAC2011 and OFFROAD2011 are computer programs generated by CARB that calculates composite emission rates for vehicles. Emission rates are reported by the program in grams per trip and grams per mile or grams per running hour. Using CalEEMod, the peak daily air pollutant emissions during each phase was calculated and presented below. These emissions represent the highest level of emissions for each of the construction phases in terms of air pollutant emissions. The details on construction assumptions and daily construction emissions printouts from CalEEMod are provided in Appendix B.

The phases of the construction activities which have been analyzed below are: 1) demolition 2) grading, 3) building construction, 4) paving, and 5) application of architectural coatings. See CalEEMod Output (Appendix B) for details.

Per MDAQMD Rule 1113 as amended on April 23, 2012, the architectural coatings that would be applied after January 1, 2013 will be limited to an average of 150 grams

per liter or less and the CalEEMod model default VOC emissions have been adjusted accordingly.

The architectural coating phase was modeled based on the CalEEMod-based calculation of the exterior area of 26,224 square feet and 19,913 square feet[1] for the interior for the non-residential uses. The exterior amount includes approximately five percent of the 391,721 square feet of paved area for painting of the parking lot and onsite streets.

Project Impacts

The construction-related criteria pollutant emissions for each phase are shown below in Table 7. Table 7 shows that none of the analyzed criteria pollutants would exceed the MDAQMD daily emissions thresholds. Therefore, a less than significant regional air quality impact would occur from construction of the proposed project. Although no impacts would occur during construction, Mitigation Measure 1, will ensure that the contractor abide by all applicable MDAQMD rules and regulations during construction (see Section X).

B. Construction-Related Local Impacts

1. Construction-Related Toxic Air Contaminant Impacts

The greatest potential for toxic air contaminant emissions would be related to diesel particulate emissions associated with heavy equipment operations during construction of the proposed project. According to MDAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of "individual cancer risk". "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of toxic air contaminants over a 70-year lifetime will contract cancer, based on the use of standard risk-assessment methodology. Given the relatively limited number of heavy-duty construction equipment and the short-term construction schedule, the proposed project would not result in a long-term (i.e., 70 years) substantial source of toxic air contaminant emissions and corresponding individual cancer risk. Therefore, no significant short-term toxic air contaminant impacts would occur during construction of the proposed project.

2. Construction-Related Odor Impacts

Potential sources that may emit odors during construction activities include the application of materials such as asphalt pavement. The objectionable odors that may be produced during the construction process are of short-term in nature and the odor emissions are expected cease upon the drying or hardening of the odor producing materials. Due to the short-term nature and limited amounts of odor producing materials being utilized, no significant impact related to odors would occur during construction of the proposed project.

Table 7

Construction-Related Regional Pollutant Emissions[1]

Activity	Pollutant Emissions (pounds/day)					
	VOC	NOx	CO	SO_2	PM10	PM2.5
Demolition						
On-Site[2]	4.05	42.70	33.89	0.04	2.73	2.07
Off-Site[3]	0.22	1.38	3.30	0.01	0.35	0.12
Subtotal	4.27	44.07	37.20	0.05	3.08	2.19
Grading*						
On-Site[2]	6.10	69.59	46.81	0.06	6.40	4.42
Off-Site[3]	0.10	0.18	1.96	0.00	0.26	0.07
Subtotal	6.19	69.77	48.77	0.06	6.66	4.49
Building Construction						
On-Site[2]	3.10	26.41	18.13	0.03	1.78	1.67
Off-Site[3]	4.50	16.70	75.30	0.12	7.77	2.32
Subtotal	7.61	43.11	93.43	0.14	9.55	3.99
Paving						
On-Site[2]	4.26	20.30	14.73	0.02	1.14	1.05
Off-Site[3]	0.07	0.13	1.47	0.00	0.19	0.05
Subtotal	4.33	20.42	16.20	0.02	1.33	1.10
Architectural Coating						
On-Site[2]	39.92	2.19	1.87	0.00	0.17	0.17
Off-Site[3]	0.47	0.88	9.61	0.02	1.26	0.34
Subtotal	40.38	3.06	11.48	0.02	1.43	0.51
Total of Overlapping Construction Phases[4]	**52.32**	**66.59**	**121.10**	**0.19**	**12.31**	**5.60**
MDAQMD Thresholds	**137**	**137**	**548**	**137**	**82**	**82**
Exceeds Thresholds?	No	No	No	No	No	No

[1] Source: CalEEMod Version 2013.2.2

* includes fugitive dust control measures mandated by MDAQMD Rule 403 (used mitigated values for fugitive PM 10 and fugitive PM 2.5)

[2] On-site emissions from equipment operated on-site that is not operated on public roads.

[3] Off-site emissions from equipment operated on public roads.

[4] Construction phase, paving phase and painting phase may overlap.

VII. LONG-TERM AIR QUALITY OPERATIONAL IMPACTS

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

A. Operations-Related Regional Air Quality Impacts

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

1. Operations-Related Criteria Pollutant Analysis

The air quality impacts created by vehicle trips associated with the proposed project have been analyzed by inputting the project-generated vehicular trips from the Baker Fuel Facility Traffic Impact Analysis (TIA) (prepared by Kunzman Associates, Inc., 2016), for year 2018 into the CalEEMod Model. A 25 percent internal capture reduction was taken for the apartment dwelling units resulting in a trip generation rate of 5.0 trips per dwelling unit. A trip generation rate of 24.72 trips per thousand square feet was used for the fast-food restaurant with drive-through (fast-food drive-in stalls have been included in this rate), which takes into consideration the 25 percent internal capture reduction and the 95 percent pass-by reduction. In addition, a trip generation rate of 4.40 trips per fuel pump was used for the 30 fueling position gasoline service station with convenience market (the 15 alternative fuel charging stations have been included in this rate), which took into consideration the 25 percent internal capture reduction for service station, the 95 percent pass-by reduction for service station, the 50 percent internal capture reduction for alternative fuel station, and the 90 percent pass-by reduction for alternative fuel station[3]. The daily operations emissions printouts from the CalEEMod model are provided in Appendix B, the annual emissions are provided in Appendix C.

The CalEEMod model has standardized emission rates for electrical usage, natural gas appliances, landscape maintenance equipment, and architectural coatings. The program then multiplies these rates by the number of square feet proposed for the project being analyzed.

Per MDAQMD Rule 1113 as amended on April 23, 2012, the architectural coatings that would be applied after January 1, 2014 will be limited to an average of 150 grams per liter or less and the CalEEMod model default VOC emissions have been adjusted accordingly. No other changes were made to the default area source parameters.

[3] Pass-by and internal capture reductions were incorporated into the trip generation rates as an error in CalEEMod does not provide credit for reduction in trips if only the pass-by and/or internal capture percentages are changed (modified) within the model.

The annual VOC, NOx, CO, SO_x, PM10, and PM2.5 emissions created from the proposed project's long-term operations have been calculated and are summarized below in Table 8. The data provided in Table 8 shows that for the on-going operations activities for the proposed project, none of the operational criteria pollutant emissions would exceed the MDAQMD annual thresholds of significance discussed above in Section V. Therefore, operation of the proposed project would not create a significant regional impact from operational emissions.

2. Cumulative Regional Air Quality Impacts

Cumulative projects include local development as well as general growth within the project area. However, as with most development, the greatest source of emissions is from mobile sources, which travel well out of the local area. Therefore, from an air quality standpoint, the cumulative analysis would extend beyond any local projects and when wind patterns are considered, would cover an even larger area. Accordingly, the cumulative analysis for the project's air quality must be generic by nature.

The project area is out of attainment for both ozone and particulate matter. Construction and operation of cumulative projects will further degrade the air quality of the Mojave Desert Air Basin. The greatest cumulative impact on the quality of regional air cell will be the incremental addition of pollutants mainly from increased traffic from residential, commercial, and industrial development and the use of heavy equipment and trucks associated with the construction of these projects. Air quality will be temporarily degraded during construction activities that occur separately or simultaneously. However, in accordance with the MDAQMD methodology, projects that do not exceed the MDAQMD criteria or can be mitigated to less than criteria levels are not significant and do not add to the overall cumulative impact. With respect to long-term emissions, this project would create a less than significant cumulative impact.

3. Operations-Related Odor Impacts

Potential sources that may emit odors during the on-going operations of the proposed project would include odor emissions from diesel truck emissions, gasoline pumps, and trash storage areas. As the on-site apartments are expected to be over 300 feet from the gasoline/diesel fuel pumps (see Section X, Mitigation Measure 3 for details), no significant impact related to odors would occur during the on-going operations of the proposed project.

4. Operations-Related Toxic Air Contaminant Impacts

MDAQMD recommends avoiding siting new sensitive land uses such as residences, schools, daycare centers, playgrounds, or medical facilities within 1,000 feet of a major transportation project (50,000 or more vehicles per day) and within 300 feet of gasoline dispensing facility.

The proposed project involves the construction of a gasoline service station with other amenities (fast food etc.), plus residential dwelling units for employees in close proximity to the I-15 Freeway. According to the latest traffic volume data from Caltrans, the portion of the I-15 Freeway that runs southeast of the project site has a current annual average daily trips (AADT) of 49,500 vehicles[4]. Therefore, as the I-15 Freeway volume is less than 50,000 vehicles per day, impacts to future on-site residents (which will be located on the northern-most portion of the site; as far away from the freeway as feasible) are considered to be less than significant and a health risk assessment is not required.

Per MDAQMD requirements, the employee housing will be located at least 300 feet from any gasoline/diesel dispensing facilities, and mitigation measure 3 will ensure compliance (see Section X, Mitigation Measures for details).

Therefore, as the I-15 Freeway volume is less than 50,000 vehicles and the residential uses will be located at least 300 feet from any gasoline/diesel dispensing facilities, a project-specific health risk assessment is not required or warranted. Impacts to future on-site sensitive receptors are considered to be less than significant.

[4] Source: http://www.traffic-counts.dot.ca.gov/

Table 8

Unmitigated Operational Regional Pollutant Emissions[1]

Activity	Pollutant Emissions (tons/year)					
	VOC	NOx	CO	SOx	PM10	PM2.5
Area Sources[2]	5.10	0.00	0.44	0.00	0.05	0.05
Energy Usage[3]	0.01	0.05	0.04	0.00	0.00	0.00
Mobile Sources[4]	0.20	0.33	2.21	0.00	0.10	0.03
Total Emissions	**5.30**	**0.39**	**2.68**	**0.00**	**0.16**	**0.09**
MDAQMD Annual Thresholds	**25**	**25**	**100**	**25**	**15**	**15**
Exceeds Threshold?	No	No	No	No	No	No

[1] Source: CalEEMod Version 2013.2.2. Annual Emissions (see Appendix C for annual emissions).

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

[3] Energy usage consists of emissions from generation of electricity and on-site natural gas usage.

[4] Mobile sources consist of emissions from vehicles and road dust.

VIII. GLOBAL CLIMATE CHANGE ANALYSIS

The proposed project is anticipated to generate GHG emissions from area sources, energy usage, mobile sources, waste, water, and construction equipment. The following provides the methodology used to calculate the project-related GHG emissions, the project impacts and a consistency analysis of the proposed project with any applicable GHG reduction plans, policies or regulations.

A. Methodology

The CalEEMod Version 2013.2.2 was used to calculate the GHG emissions from the proposed project. Each source of GHG emissions is described in greater detail below. Emissions were initially compared to the *County of San Bernardino Greenhouse Gas Emissions Reduction Plan*'s screening threshold of 3,000 MTCO2e per year. If the project exceeded this threshold, then, per the *County of San Bernardino Greenhouse Gas Emissions Reduction Plan* methodology, the project's year 2020 emissions would be compared to the project's BAU emissions[5] (the project's emissions without benefit of regulation[6], mitigation or design features). The project was also compared to the MDAQMD thresholds of 100,000 tons per year and 548,000 pounds per day of CO2e emissions for individual projects.

1. Area Sources

Area sources include emissions from consumer products, landscape equipment and architectural coatings. Area sources were analyzed in the manner described in Section VII above.

2. Energy Usage

Energy usage includes emissions from the generation of electricity and natural gas used on-site. The energy usage was based on the CalEEMod defaults. No changes were made to the default energy usage parameters.

3. Mobile Sources

Mobile sources were analyzed in the manner described in Section VII above.

4. Waste

Waste includes the GHG emissions generated from the processing of waste from the proposed project as well as the GHG emissions from the waste once it is interred into a landfill. The CalEEMod default values were used in the analysis.

[5] Obtained through modeling year 2005 emissions in CalEEMod.

[6] Such as the Renewable Portfolio Standard, Pavley I and II, Low Carbon Fuel Standards etc.

5. Water

Water includes the water used for the interior of the building as well as for landscaping and is based on the GHG emissions associated with the energy used to transport and filter the water. The CalEEMod default values were used in the analysis.

6. Construction

The construction-related GHG emissions were also included in the analysis and were based on a 30 year amortization rate as recommended in the SCAQMD GHG Working Group meeting on November 19, 2009. The construction-related GHG emissions were calculated by CalEEMod (see Appendix C for details on emissions output).

B. Project Greenhouse Gas Emissions

The GHG emissions have been calculated based on the parameters described above. Unmitigated emissions for the project would result in annual emissions of 329.69 MT CO2e per year (without the addition of amortized construction emissions which would add an additional 14.79 MT CO2e per year; see Appendix C CalEEMod Annual Output for details). This level of emissions (329.69 MT plus 14.79 MT gives a total of 344.48 MT CO2e) does not exceed the screening threshold of 3,000 metric tons per year of CO2e. As shown in Table 9, the project's GHG emissions also do not exceed the MDAQMD annual threshold of 100,000 MTCO2e or the daily threshold of 548,000 pounds of CO2e.

According to the San Bernardino County thresholds of significance established above in Section 5.0, a cumulative global climate change impact would occur if the GHG emissions created from the on-going operations would exceed 3,000 metric tons per year of CO2e. Therefore, operation of the proposed project would not create a significant cumulative impact to global climate change.

As mentioned above, the project is subject to the Performance Standards outlined in the County of San Bernardino Greenhouse Gas Emissions Reduction Plan and the requirements of the California Green Building Standards Code. Mitigation Measure 2 has been included to ensure that the project complies with the County's Performance Standards for Commercial and Residential Projects.

On January 12, 2010, the State Building Standards Commission unanimously adopted updates to the California Green Building Standards Code, which went into effect on January 1, 2011. The Code is a comprehensive and uniform regulatory code for all residential, commercial and school buildings.

The California Green Building Standards Code does not prevent a local jurisdiction from adopting a more stringent code as state law provides methods for local enhancements. The Code recognizes that many jurisdictions have developed existing construction and demolition ordinances, and defers to them as the ruling guidance provided they provide a minimum 50-percent diversion requirement. The code also provides exemptions for areas

not served by construction and demolition recycling infrastructure. State building code provides the minimum standard that buildings need to meet in order to be certified for occupancy. Enforcement is generally through the local building official.

The California Green Building Standards Code (code section in parentheses) requires:

- Water Efficiency and Conservation [Indoor Water Use (4.303.1)]. Fixtures and fixture fittings reducing the overall use of potable water within the building by at least 20 percent shall be provided. The 20 percent reduction shall be demonstrated by one of the following methods:
    - Prescriptive Method: Showerheads (≤ 2.0 gpm @ 80 psi); Residential Lavatory Faucets (≤ 1.5 gpm @ 60 psi); Nonresidential Lavatory Faucets (≤ .4 gpm @ 60 psi); Kitchen Faucets (≤ 1.8 gpm @ 60 psi); Toilets (≤ 1.28 gal/flush); and urinals (≤ 0.5 gal/flush).
    - Performance Method: Provide a calculation demonstrating a 20% reduction of indoor potable water using the baseline values set forth in Table 4.303.1. The calculation will be limited to the total water usage of showerheads, lavatory faucets, water closets and urinals within the dwelling.
- Water Efficiency and Conservation [Outdoor Water Use (4.304.1)]. Irrigation Controllers. Automatic irrigation system controllers for landscaping provided by the builder and installed at the time of final inspection shall comply with the following:
    - Controllers shall be weather- or soil moisture-based controllers that automatically adjust irrigation in response to changes in plants' watering needs as weather or soil conditions change.
    - Weather-based controllers without integral rain sensors or communication systems that account for rainfall shall have a separate wired or wireless rain sensor which connects or communicates with the controller(s).
- Construction Waste Reduction of at least 50 percent (4.408.1). Recycle and/or salvage for reuse a minimum of 50 percent of the nonhazardous construction and demolition waste in accordance with either Section 4.408.2, 4.408.3 or 4.408.4; OR meet a more stringent local construction and demolition waste management ordinance. Documentation is required per Section 4.408.5. Exceptions:
    - Excavated soil and land-clearing debris.
    - Alternate waste reduction methods developed by working with local enforcing agencies if diversion or recycle facilities capable of compliance with this item do not exist or are not located reasonably close to the jobsite.
    - The enforcing agency may make exceptions to the requirements of this section when jobsites are located in areas beyond the haul boundaries of the diversion facility.
- Materials pollution control (4.504.1 – 4.504.6). Low-pollutant emitting interior finish materials such as paints, carpet, vinyl flooring and particleboard.
- Installer and Special Inspector Qualifications (702.1-702.2). Mandatory special installer inspector qualifications for installation and inspection of energy systems (e.g., heat furnace, air conditioner, mechanical equipment).

Compliance with County Performance Standards, 2013 Title 24 Standards (which are at least 25 percent more efficient than 2008 Title 24 Standards), and Green Building Standards will further reduce project-related greenhouse emissions.

C. Greenhouse Gas Plan Consistency

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

According to the *County of San Bernardino Greenhouse Gas Emissions Reduction Plan*, "all development projects, including those otherwise determined to be exempt from CEQA will be subject to applicable Development Code provisions, including the GHG performance standards, and state requirements, such as the California Building Code requirements for energy efficiency. With the application of the GHG performance standards, projects that are exempt from CEQA and small projects that do not exceed 3,000 MTCO2e per year will be considered to be consistent with the Plan and determined to have a less than significant individual and cumulative impact for GHG emissions." The Reduction Plan also states that "the 3,000 MTCO2e per year value was chosen as the medial value and is used in defining small projects that must include the Performance Standards as described in Attachment B (of the *County of San Bernardino Greenhouse Gas Emissions Reduction Plan*), but do not need to use the Screening Tables or alternative GHG mitigation analysis described in Attachment D (of the *County of San Bernardino Greenhouse Gas Emissions Reduction Plan*)."

The project's operational GHG emissions do not exceed the County's screening threshold of 3,000 MTCO2E per year. Therefore, the project does not need to accrue points using the screening tables and is consistent with the GHG Plan pursuant to Section 15183.5 of the State CEQA Guidelines. A shown in Mitigation Measure 2 (see Section X), the project is expected to comply with the performance standards for commercial and residential uses as detailed in the *County of San Bernardino Greenhouse Gas Emissions Reduction Plan* (see Appendix C for details on the performance standards for residential and commercial projects). The proposed project will not result in substantial emissions of greenhouse gases and will not conflict with the Green County initiatives.

Table 9

Project-Related Greenhouse Gas Emissions[1]

Category	Greenhouse Gas Emissions (Metric Tons/Year)						(lbs/day)
	Bio-CO2	NonBio-CO_2	CO_2	CH_4	N_2O	CO_2e	CO_2e
Area Sources[2]	5.16	2.25	7.41	0.00	0.00	7.64	204.21
Energy Usage[3]	0.00	161.35	161.35	0.01	0.00	162.10	353.50
Mobile Sources[4]	0.00	128.70	128.70	0.01	0.00	128.82	829.94
Solid Waste[5]	8.88	0.00	8.88	0.53	0.00	19.91	0.00
Water[6]	0.60	8.83	9.43	0.06	0.00	11.21	0.00
Construction[7]	0.00	14.75	14.75	0.00	0.00	14.79	421.27
Total Emissions	14.65	315.87	330.52	0.61	0.00	**344.48**	**1,808.91**
MDAQMD GHG Thresholds						**100,000**	**548,000**
County of San Bernardino GHG Emissions Reduction Plan Threshold						**3,000**	**-**
Exceeds Threshold?						**No**	**No**

[1] Source: CalEEMod Version 2013.2.2.

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

[3] Energy usage consist of GHG emissions from electricity and natural gas usage.

[4] Mobile sources consist of GHG emissions from vehicles.

[5] Solid waste includes the CO_2 and CH_4 emissions created from the solid waste placed in landfills.

[6] Water includes GHG emissions from electricity used for transport of water and processing of wastewater.

[7] Construction GHG emissions CO2e based on a 30 year amortization rate.

IX. AIR QUALITY COMPLIANCE

The California Environmental Quality Act (CEQA) requires a discussion of any inconsistencies between a proposed project and applicable General Plans and Regional Plans (CEQA Guidelines Section 15125). According to the MDAQMD, a project is non-conforming if it conflicts with or delays implementation of any applicable attainment or maintenance plan.

A project is conforming if it complies with all applicable District rules and regulations, complies with all proposed control measures that are not yet adopted from the applicable plan(s), and is consistent with the growth forecasts in the applicable plan(s) (or is directly included in the applicable plan). Conformity with growth forecasts can be established by demonstrating that the project is consistent with the land use plan that was used to generate the growth forecast. An example of a non-conforming project would be one that increases the gross number of dwelling units, increases the number of trips, and/or increases the overall vehicle miles traveled in an affected area (relative to the applicable land use plan).

The project site is located within unincorporated San Bernardino County. As shown by the results of this air analysis, the project's emissions do not exceed any MDAQMD thresholds during either short-term construction or long-term operation of the project. The proposed project includes residential and retail uses and the current land use zoning district is Resource Conservation (RC). The project will require a General Plan Amendment (GPA) and zone change from RC to Highway Commercial (CH). Therefore, one the GPA is approved, the proposed project is not anticipated to exceed the Attainment Plan assumptions for the project site.

Based on the above, the proposed project would not conflict with implementation of the MDAQMD Attainment Plans, impacts are considered to be less than significant.

X. MITIGATION MEASURES

A. Construction Measures

Mitigation Measure 1. The project applicant shall ensure that all applicable MDAQMD Rules and Regulations (as detailed in Section IV above) are complied with during construction.

B. Operational Measures

Mitigation Measure 2. The project shall comply with the performance standards for commercial and residential projects as detailed in the *County of San Bernardino Greenhouse Gas Emissions Reduction Plan*.

Mitigation Measure 3. The on-site employee residential apartment housing will be located at least 300 feet from any gasoline and/or diesel pumps and as far away from the I-15 Freeway as feasible.

XI. REFERENCES

California Air Pollution Control Officers Association

2009 Health Risk Assessments for Proposed Land Use Projects

California Air Resources Board

2005 Air Quality and Land Use Handbook: A Community Health Perspective. April.

2008 Resolution 08-43

2008 Airborne Toxic Control Measure for in-use Diesel-Fueled Transport Refrigeration Units (TRU) and TRU Generator Sets, Section 2477 of Division 3, Chapter 9, Title 13, California Code of Regulations

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

2011 Supplement to the AB 32 Scoping Plan Functional Equivalent Document

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

2016 Historical Air Quality, Top 4 Summary

County of San Bernardino

2011 County of San Bernardino Greenhouse Gas Emissions Reduction Plan. September.

2007 County of San Bernardino 2007 General Plan

2007 Count of San Bernardino 2007 Development Code. March 13.

Governor's Office of Planning and Research

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

2009 CEQA Guideline Sections to be Added or Amended

Kunzman Associates, Inc.

2015 Baker Fuel Facility Traffic Impact Analysis. November 3.

Mojave Desert Air Quality Management District (MDAQMD)

2011 California Environmental Quality Act (CEQA) And Federal Conformity Guidelines. February

APPENDICES

Appendix A – Glossary of Terms

Appendix B – CalEEMod Model Daily Emissions Printouts

Appendix C – CalEEMod Model Annual Emissions Printouts

APPENDIX A

Glossary of Terms

AQMP	Air Quality Management Plan
BACT	Best Available Control Technologies
CAAQS	California Ambient Air Quality Standards
CalEPA	California Environmental Protection Agency
CARB	California Air Resources Board
CCAA	California Clean Air Act
CCAR	California Climate Action Registry
CEQA	California Environmental Quality Act
CFCs	Chlorofluorocarbons
CH_4	Methane
CNG	Compressed natural gas
CO	Carbon monoxide
CO_2	Carbon dioxide
CO_2e	Carbon dioxide equivalent
DPM	Diesel particulate matter
EPA	U.S. Environmental Protection Agency
GHG	Greenhouse gas
GWP	Global warming potential
HIDPM	Hazard Index Diesel Particulate Matter
HFCs	Hydrofluorocarbons
IPCC	International Panel on Climate Change
LCFS	Low Carbon Fuel Standard
LST	Localized Significant Thresholds
MDAB	Mojave Desert Air Basin
MDAQMD	Mojave Desert Air Quality Management District
$MTCO_2e$	Metric tons of carbon dioxide equivalent
$MMTCO_2e$	Million metric tons of carbon dioxide equivalent
MPO	Metropolitan Planning Organization
NAAQS	National Ambient Air Quality Standards
NOx	Nitrogen Oxides
NO_2	Nitrogen dioxide
N_2O	Nitrous oxide
O_3	Ozone
OPR	Governor's Office of Planning and Research
PFCs	Perfluorocarbons
PM	Particle matter
PM10	Particles that are less than 10 micrometers in diameter
PM2.5	Particles that are less than 2.5 micrometers in diameter
PMI	Point of maximum impact
PPM	Parts per million
PPB	Parts per billion
RTIP	Regional Transportation Improvement Plan
RTP	Regional Transportation Plan
SCAB	South Coast Air Basin

SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SF	Square Feet
SF_6	Sulfur hexafluoride
SIP	State Implementation Plan
SOx	Sulfur Oxides
TAC	Toxic air contaminants
VOC	Volatile organic compounds

APPENDIX B

CalEEMod Model Daily Emissions Printouts

6131a Baker Fuel Facility

San Bernardino-Mojave Desert County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	391.72	1000sqft	8.99	391,721.00	0
Fast Food Restaurant with Drive Thru	3.60	1000sqft	0.07	3,600.00	0
Apartments Low Rise	5.00	Dwelling Unit	0.08	4,000.00	14
Convenience Market With Gas Pumps	45.00	Pump	0.13	9,675.00	0
Other Non-Asphalt Surfaces	758.56	1000sqft	17.41	758,560.00	0

1.2 Other Project Characteristics

Urbanization	Rural	**Wind Speed (m/s)**	2.6	**Precipitation Freq (Days)**	32
Climate Zone	10			**Operational Year**	2018
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - 26.68 acres with 5 DU, 3.6 TSF fast-food rest. w/ drive-thru & stalls, 30 pump gas station & 15 charging stations w/ market over 9,675 SF, 391,721 SF paving, & 758,560 SF landscape/open space.

Construction Phase - As per developer, construction to start January 2017 and end May 2017.

Demolition - Existing market building to be demolished, approximately 7,720 SF.

Grading - Site is 26.68 acres. Site to be balanced.

Architectural Coating - MDAQMD Rule 1113 limits paints to 150 g/L VOC. CalEEMod Appendix A calculations for non-residential- 19,9123 sf interior & 26,224 sf exterior (exterior includes 5% of the paved area)

Vehicle Trips - Per TIA (including pass-by reductions and internal captures), 5 trips/DU/day, 4.4 trips/pump/day (includes alt. fuel stations), & 24.72 trips/TSF/day (includes fast-food stalls).

Area Coating - MDAQMD Rule 1113 limits paints to 150 g/L VOC. CalEEMod Appendix A calculation non-residential- 19,913 sf interior & 26,224 sf exterior (includes 5% of paved area for parking lot striping)

Construction Off-road Equipment Mitigation -

Area Mitigation - MDAQMD Rule 1113 limits paints to 150 g/L VOC.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	581,778.00	26,224.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	1,745,334.00	19,913.00
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	150.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	150.00
tblArchitecturalCoating	EF_Residential_Exterior	250.00	150.00
tblArchitecturalCoating	EF_Residential_Interior	250.00	150.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	250	150
tblAreaCoating	Area_Nonresidential_Interior	1745334	19913
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	250	150
tblAreaMitigation	UseLowVOCPaintResidentialExteriorValue	250	150
tblAreaMitigation	UseLowVOCPaintResidentialInteriorValue	250	150
tblConstructionPhase	NumDays	35.00	10.00
tblConstructionPhase	NumDays	440.00	68.00
tblConstructionPhase	NumDays	30.00	5.00

tblConstructionPhase	NumDays	45.00	15.00
tblConstructionPhase	NumDays	35.00	10.00
tblConstructionPhase	PhaseEndDate	1/27/2017	1/29/2017
tblGrading	AcresOfGrading	37.50	26.68
tblLandUse	LandUseSquareFeet	391,720.00	391,721.00
tblLandUse	LandUseSquareFeet	5,000.00	4,000.00
tblLandUse	LandUseSquareFeet	6,352.87	9,675.00
tblLandUse	LotAcreage	0.08	0.07
tblLandUse	LotAcreage	0.31	0.08
tblLandUse	LotAcreage	0.15	0.13
tblProjectCharacteristics	OperationalYear	2014	2018
tblProjectCharacteristics	UrbanizationLevel	Urban	Rural
tblVehicleTrips	ST_TR	7.16	5.00
tblVehicleTrips	ST_TR	204.47	4.40
tblVehicleTrips	ST_TR	722.03	24.72
tblVehicleTrips	SU_TR	6.07	5.00
tblVehicleTrips	SU_TR	166.88	4.40
tblVehicleTrips	SU_TR	542.72	24.72
tblVehicleTrips	WD_TR	6.59	5.00
tblVehicleTrips	WD_TR	542.60	4.40
tblVehicleTrips	WD_TR	496.12	24.72

2.0 Emissions Summary

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					
2017	40.3831	69.7634	93.4291	0.1434	8.1638	3.3188	11.4826	3.5817	3.0533	6.6350	0.0000	12,597.2079	12,597.2079	1.9489	0.0000	12,638.1348
Total	**40.3831**	**69.7634**	**93.4291**	**0.1434**	**8.1638**	**3.3188**	**11.4826**	**3.5817**	**3.0533**	**6.6350**	**0.0000**	**12,597.2079**	**12,597.2079**	**1.9489**	**0.0000**	**12,638.1348**

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					
2017	40.3831	69.7634	93.4291	0.1434	7.4076	3.3188	9.5473	1.9857	3.0533	4.4915	0.0000	12,597.2079	12,597.2079	1.9489	0.0000	12,638.1348
Total	**40.3831**	**69.7634**	**93.4291**	**0.1434**	**7.4076**	**3.3188**	**9.5473**	**1.9857**	**3.0533**	**4.4915**	**0.0000**	**12,597.2079**	**12,597.2079**	**1.9489**	**0.0000**	**12,638.1348**

	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**	**9.26**	**0.00**	**16.85**	**44.56**	**0.00**	**32.31**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	33.8680	0.1098	9.9659	3.7100e-003		1.3271	1.3271		1.3270	1.3270	138.8587	59.2404	198.0991	0.1296	0.0109	204.2066
Energy	0.0322	0.2917	0.2378	1.7600e-003		0.0223	0.0223		0.0223	0.0223		351.3596	351.3596	6.7300e-003	6.4400e-003	353.4979
Mobile	1.1244	1.7156	10.3395	9.9800e-003	0.5647	0.0221	0.5868	0.1508	0.0203	0.1711		829.1800	829.1800	0.0360		829.9362
Total	**35.0246**	**2.1171**	**20.5432**	**0.0155**	**0.5647**	**1.3714**	**1.9361**	**0.1508**	**1.3696**	**1.5204**	**138.8587**	**1,239.7800**	**1,378.6387**	**0.1723**	**0.0174**	**1,387.6407**

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	33.8290	0.1098	9.9659	3.7100e-003		1.3271	1.3271		1.3270	1.3270	138.8587	59.2404	198.0991	0.1296	0.0109	204.2066
Energy	0.0322	0.2917	0.2378	1.7600e-003		0.0223	0.0223		0.0223	0.0223		351.3596	351.3596	6.7300e-003	6.4400e-003	353.4979
Mobile	1.1244	1.7156	10.3395	9.9800e-003	0.5647	0.0221	0.5868	0.1508	0.0203	0.1711		829.1800	829.1800	0.0360		829.9362
Total	**34.9856**	**2.1171**	**20.5432**	**0.0155**	**0.5647**	**1.3714**	**1.9361**	**0.1508**	**1.3696**	**1.5204**	**138.8587**	**1,239.7800**	**1,378.6387**	**0.1723**	**0.0174**	**1,387.6407**

	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	0.11	0.00	0.00	0.00	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	Demolition	Demolition	1/1/2017	1/6/2017	5	5	
2	Grading	Grading	1/7/2017	1/29/2017	5	15	
3	Building Construction	Building Construction	1/30/2017	5/3/2017	5	68	
4	Paving	Paving	5/4/2017	5/17/2017	5	10	
5	Architectural Coating	Architectural Coating	5/18/2017	5/31/2017	5	10	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 26.68

Acres of Paving: 0

Residential Indoor: 8,100; Residential Outdoor: 2,700; Non-Residential Indoor: 19,913; Non-Residential Outdoor: 26,224 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	162	0.38
Demolition	Rubber Tired Dozers	2	8.00	255	0.40
Grading	Excavators	2	8.00	162	0.38
Grading	Graders	1	8.00	174	0.41
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	226	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	125	0.42
Paving	Paving Equipment	2	8.00	130	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48
Grading	Scrapers	2	8.00	361	0.48

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
Demolition	6	15.00	0.00	35.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	491.00	191.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	98.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2017

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					1.5388	0.0000	1.5388	0.2330	0.0000	0.2330			0.0000			0.0000
Off-Road	4.0482	42.6971	33.8934	0.0399		2.1252	2.1252		1.9797	1.9797		4,036.4674	4,036.4674	1.1073		4,059.7211
Total	**4.0482**	**42.6971**	**33.8934**	**0.0399**	**1.5388**	**2.1252**	**3.6640**	**0.2330**	**1.9797**	**2.2128**		**4,036.4674**	**4,036.4674**	**1.1073**		**4,059.7211**

3.2 Demolition - 2017

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	0.1446	1.1910	1.8308	4.9300e-003	0.1227	0.0371	0.1598	0.0337	0.0342	0.0678		488.0392	488.0392	2.4700e-003		488.0911
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
Worker	0.0712	0.1285	1.4708	2.4000e-003	0.1916	1.2200e-003	0.1928	0.0508	1.1200e-003	0.0519		190.0397	190.0397	0.0109		190.2680
Total	**0.2159**	**1.3196**	**3.3016**	**7.3300e-003**	**0.3143**	**0.0383**	**0.3526**	**0.0845**	**0.0353**	**0.1197**		**678.0790**	**678.0790**	**0.0133**		**678.3591**

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					0.6001	0.0000	0.6001	0.0909	0.0000	0.0909			0.0000			0.0000
Off-Road	4.0482	42.6971	33.8934	0.0399		2.1252	2.1252		1.9797	1.9797	0.0000	4,036.4674	4,036.4674	1.1073		4,059.7211
Total	**4.0482**	**42.6971**	**33.8934**	**0.0399**	**0.6001**	**2.1252**	**2.7253**	**0.0909**	**1.9797**	**2.0706**	**0.0000**	**4,036.4674**	**4,036.4674**	**1.1073**		**4,059.7211**

3.2 Demolition - 2017

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	0.1446	1.1910	1.8308	4.9300e-003	0.1227	0.0371	0.1598	0.0337	0.0342	0.0678		488.0392	488.0392	2.4700e-003		488.0911
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
Worker	0.0712	0.1285	1.4708	2.4000e-003	0.1916	1.2200e-003	0.1928	0.0508	1.1200e-003	0.0519		190.0397	190.0397	0.0109		190.2680
Total	**0.2159**	**1.3196**	**3.3016**	**7.3300e-003**	**0.3143**	**0.0383**	**0.3526**	**0.0845**	**0.0353**	**0.1197**		**678.0790**	**678.0790**	**0.0133**		**678.3591**

3.3 Grading - 2017

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					7.9084	0.0000	7.9084	3.5139	0.0000	3.5139			0.0000			0.0000
Off-Road	6.0991	69.5920	46.8050	0.0617		3.3172	3.3172		3.0518	3.0518		6,313.3690	6,313.3690	1.9344		6,353.9915
Total	**6.0991**	**69.5920**	**46.8050**	**0.0617**	**7.9084**	**3.3172**	**11.2256**	**3.5139**	**3.0518**	**6.5657**		**6,313.3690**	**6,313.3690**	**1.9344**		**6,353.9915**

3.3 Grading - 2017

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
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
Worker	0.0950	0.1714	1.9611	3.2000e-003	0.2555	1.6200e-003	0.2571	0.0678	1.4900e-003	0.0692		253.3863	253.3863	0.0145		253.6907
Total	**0.0950**	**0.1714**	**1.9611**	**3.2000e-003**	**0.2555**	**1.6200e-003**	**0.2571**	**0.0678**	**1.4900e-003**	**0.0692**		**253.3863**	**253.3863**	**0.0145**		**253.6907**

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					3.0843	0.0000	3.0843	1.3704	0.0000	1.3704			0.0000			0.0000
Off-Road	6.0991	69.5920	46.8050	0.0617		3.3172	3.3172		3.0518	3.0518	0.0000	6,313.3690	6,313.3690	1.9344		6,353.9915
Total	**6.0991**	**69.5920**	**46.8050**	**0.0617**	**3.0843**	**3.3172**	**6.4015**	**1.3704**	**3.0518**	**4.4222**	**0.0000**	**6,313.3690**	**6,313.3690**	**1.9344**		**6,353.9915**

3.3 Grading - 2017

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
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
Worker	0.0950	0.1714	1.9611	3.2000e-003	0.2555	1.6200e-003	0.2571	0.0678	1.4900e-003	0.0692		253.3863	253.3863	0.0145		253.6907
Total	**0.0950**	**0.1714**	**1.9611**	**3.2000e-003**	**0.2555**	**1.6200e-003**	**0.2571**	**0.0678**	**1.4900e-003**	**0.0692**		**253.3863**	**253.3863**	**0.0145**		**253.6907**

3.4 Building Construction - 2017

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	3.1024	26.4057	18.1291	0.0268		1.7812	1.7812		1.6730	1.6730		2,639.8053	2,639.8053	0.6497		2,653.4490
Total	**3.1024**	**26.4057**	**18.1291**	**0.0268**		**1.7812**	**1.7812**		**1.6730**	**1.6730**		**2,639.8053**	**2,639.8053**	**0.6497**		**2,653.4490**

3.4 Building Construction - 2017

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
Vendor	2.1730	12.4955	27.1557	0.0381	1.1361	0.3186	1.4547	0.3225	0.2929	0.6155		3,736.7686	3,736.7686	0.0212		3,737.2140
Worker	2.3314	4.2076	48.1443	0.0785	6.2716	0.0398	6.3114	1.6632	0.0366	1.6997		6,220.6341	6,220.6341	0.3558		6,228.1056
Total	**4.5044**	**16.7032**	**75.3000**	**0.1165**	**7.4076**	**0.3584**	**7.7660**	**1.9857**	**0.3295**	**2.3152**		**9,957.4026**	**9,957.4026**	**0.3770**		**9,965.3197**

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	3.1024	26.4057	18.1291	0.0268		1.7812	1.7812		1.6730	1.6730	0.0000	2,639.8053	2,639.8053	0.6497		2,653.4490
Total	**3.1024**	**26.4057**	**18.1291**	**0.0268**		**1.7812**	**1.7812**		**1.6730**	**1.6730**	**0.0000**	**2,639.8053**	**2,639.8053**	**0.6497**		**2,653.4490**

3.4 Building Construction - 2017

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
Vendor	2.1730	12.4955	27.1557	0.0381	1.1361	0.3186	1.4547	0.3225	0.2929	0.6155		3,736.7686	3,736.7686	0.0212		3,737.2140
Worker	2.3314	4.2076	48.1443	0.0785	6.2716	0.0398	6.3114	1.6632	0.0366	1.6997		6,220.6341	6,220.6341	0.3558		6,228.1056
Total	**4.5044**	**16.7032**	**75.3000**	**0.1165**	**7.4076**	**0.3584**	**7.7660**	**1.9857**	**0.3295**	**2.3152**		**9,957.4026**	**9,957.4026**	**0.3770**		**9,965.3197**

3.5 Paving - 2017

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	1.9074	20.2964	14.7270	0.0223		1.1384	1.1384		1.0473	1.0473		2,281.0588	2,281.0588	0.6989		2,295.7360
Paving	2.3554					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**4.2628**	**20.2964**	**14.7270**	**0.0223**		**1.1384**	**1.1384**		**1.0473**	**1.0473**		**2,281.0588**	**2,281.0588**	**0.6989**		**2,295.7360**

3.5 Paving - 2017

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
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
Worker	0.0712	0.1285	1.4708	2.4000e-003	0.1916	1.2200e-003	0.1928	0.0508	1.1200e-003	0.0519		190.0397	190.0397	0.0109		190.2680
Total	**0.0712**	**0.1285**	**1.4708**	**2.4000e-003**	**0.1916**	**1.2200e-003**	**0.1928**	**0.0508**	**1.1200e-003**	**0.0519**		**190.0397**	**190.0397**	**0.0109**		**190.2680**

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	1.9074	20.2964	14.7270	0.0223		1.1384	1.1384		1.0473	1.0473	0.0000	2,281.0588	2,281.0588	0.6989		2,295.7360
Paving	2.3554					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**4.2628**	**20.2964**	**14.7270**	**0.0223**		**1.1384**	**1.1384**		**1.0473**	**1.0473**	**0.0000**	**2,281.0588**	**2,281.0588**	**0.6989**		**2,295.7360**

3.5 Paving - 2017

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
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
Worker	0.0712	0.1285	1.4708	2.4000e-003	0.1916	1.2200e-003	0.1928	0.0508	1.1200e-003	0.0519		190.0397	190.0397	0.0109		190.2680
Total	**0.0712**	**0.1285**	**1.4708**	**2.4000e-003**	**0.1916**	**1.2200e-003**	**0.1928**	**0.0508**	**1.1200e-003**	**0.0519**		**190.0397**	**190.0397**	**0.0109**		**190.2680**

3.6 Architectural Coating - 2017

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	39.5855					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733		281.4481	281.4481	0.0297		282.0721
Total	**39.9178**	**2.1850**	**1.8681**	**2.9700e-003**		**0.1733**	**0.1733**		**0.1733**	**0.1733**		**281.4481**	**281.4481**	**0.0297**		**282.0721**

3.6 Architectural Coating - 2017

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
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
Worker	0.4653	0.8398	9.6093	0.0157	1.2518	7.9500e-003	1.2597	0.3320	7.3000e-003	0.3393		1,241.5930	1,241.5930	0.0710		1,243.0842
Total	**0.4653**	**0.8398**	**9.6093**	**0.0157**	**1.2518**	**7.9500e-003**	**1.2597**	**0.3320**	**7.3000e-003**	**0.3393**		**1,241.5930**	**1,241.5930**	**0.0710**		**1,243.0842**

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	39.5855					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733	0.0000	281.4481	281.4481	0.0297		282.0721
Total	**39.9178**	**2.1850**	**1.8681**	**2.9700e-003**		**0.1733**	**0.1733**		**0.1733**	**0.1733**	**0.0000**	**281.4481**	**281.4481**	**0.0297**		**282.0721**

3.6 Architectural Coating - 2017

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
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
Worker	0.4653	0.8398	9.6093	0.0157	1.2518	7.9500e-003	1.2597	0.3320	7.3000e-003	0.3393		1,241.5930	1,241.5930	0.0710		1,243.0842
Total	**0.4653**	**0.8398**	**9.6093**	**0.0157**	**1.2518**	**7.9500e-003**	**1.2597**	**0.3320**	**7.3000e-003**	**0.3393**		**1,241.5930**	**1,241.5930**	**0.0710**		**1,243.0842**

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	1.1244	1.7156	10.3395	9.9800e-003	0.5647	0.0221	0.5868	0.1508	0.0203	0.1711		829.1800	829.1800	0.0360		829.9362
Unmitigated	1.1244	1.7156	10.3395	9.9800e-003	0.5647	0.0221	0.5868	0.1508	0.0203	0.1711		829.1800	829.1800	0.0360		829.9362

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	25.00	25.00	25.00	91,484	91,484
Convenience Market With Gas Pumps	198.00	198.00	198.00	97,151	97,151
Fast Food Restaurant with Drive Thru	88.99	88.99	88.99	76,821	76,821
Other Asphalt Surfaces	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Total	311.99	311.99	311.99	265,457	265,457

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
Apartments Low Rise	16.80	7.10	7.90	40.20	19.20	40.60	86	11	3
Convenience Market With Gas	14.70	6.60	6.60	0.80	80.20	19.00	14	21	65
Fast Food Restaurant with Drive	14.70	6.60	6.60	2.20	78.80	19.00	29	21	50
Other Asphalt Surfaces	14.70	6.60	6.60	0.00	0.00	0.00	0	0	0
Other Non-Asphalt Surfaces	14.70	6.60	6.60	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.433723	0.068979	0.183157	0.159578	0.045778	0.007720	0.006780	0.077795	0.000831	0.001129	0.010289	0.000587	0.003654

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	0.0322	0.2917	0.2378	1.7600e-003		0.0223	0.0223		0.0223	0.0223		351.3596	351.3596	6.7300e-003	6.4400e-003	353.4979
NaturalGas Unmitigated	0.0322	0.2917	0.2378	1.7600e-003		0.0223	0.0223		0.0223	0.0223		351.3596	351.3596	6.7300e-003	6.4400e-003	353.4979

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					
Apartments Low Rise	187.975	2.0300e-003	0.0173	7.3700e-003	1.1000e-004		1.4000e-003	1.4000e-003		1.4000e-003	1.4000e-003		22.1148	22.1148	4.2000e-004	4.1000e-004	22.2493
Convenience Market With Gas Pumps	61.4959	6.6000e-004	6.0300e-003	5.0600e-003	4.0000e-005		4.6000e-004	4.6000e-004		4.6000e-004	4.6000e-004		7.2348	7.2348	1.4000e-004	1.3000e-004	7.2788
Fast Food Restaurant with Drive Thru	2737.08	0.0295	0.2683	0.2254	1.6100e-003		0.0204	0.0204		0.0204	0.0204		322.0100	322.0100	6.1700e-003	5.9000e-003	323.9697
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0322**	**0.2917**	**0.2378**	**1.7600e-003**		**0.0223**	**0.0223**		**0.0223**	**0.0223**		**351.3596**	**351.3596**	**6.7300e-003**	**6.4400e-003**	**353.4979**

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					
Convenience Market With Gas Pumps	0.0614959	6.6000e-004	6.0300e-003	5.0600e-003	4.0000e-005		4.6000e-004	4.6000e-004		4.6000e-004	4.6000e-004		7.2348	7.2348	1.4000e-004	1.3000e-004	7.2788
Fast Food Restaurant with Drive-Thru	2.73708	0.0295	0.2683	0.2254	1.6100e-003		0.0204	0.0204		0.0204	0.0204		322.0100	322.0100	6.1700e-003	5.9000e-003	323.9697
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Apartments Low Rise	0.187975	2.0300e-003	0.0173	7.3700e-003	1.1000e-004		1.4000e-003	1.4000e-003		1.4000e-003	1.4000e-003		22.1148	22.1148	4.2000e-004	4.1000e-004	22.2493
Total		**0.0322**	**0.2917**	**0.2378**	**1.7600e-003**		**0.0223**	**0.0223**		**0.0223**	**0.0223**		**351.3596**	**351.3596**	**6.7300e-003**	**6.4400e-003**	**353.4979**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

	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	33.8290	0.1098	9.9659	3.7100e-003		1.3271	1.3271		1.3270	1.3270	138.8587	59.2404	198.0991	0.1296	0.0109	204.2066
Unmitigated	33.8680	0.1098	9.9659	3.7100e-003		1.3271	1.3271		1.3270	1.3270	138.8587	59.2404	198.0991	0.1296	0.0109	204.2066

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	1.2057					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.9857					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	7.6520	0.1038	9.4264	3.6800e-003		1.3244	1.3244		1.3243	1.3243	138.8587	58.2353	197.0940	0.1281	0.0109	203.1709
Landscaping	0.0247	5.9800e-003	0.5395	3.0000e-005		2.7100e-003	2.7100e-003		2.7100e-003	2.7100e-003		1.0051	1.0051	1.4600e-003		1.0357
Total	**33.8680**	**0.1098**	**9.9659**	**3.7100e-003**		**1.3271**	**1.3271**		**1.3270**	**1.3270**	**138.8587**	**59.2404**	**198.0991**	**0.1296**	**0.0109**	**204.2066**

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	1.1667					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.9857					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	7.6520	0.1038	9.4264	3.6800e-003		1.3244	1.3244		1.3243	1.3243	138.8587	58.2353	197.0940	0.1281	0.0109	203.1709
Landscaping	0.0247	5.9800e-003	0.5395	3.0000e-005		2.7100e-003	2.7100e-003		2.7100e-003	2.7100e-003		1.0051	1.0051	1.4600e-003		1.0357
Total	**33.8290**	**0.1098**	**9.9659**	**3.7100e-003**		**1.3271**	**1.3271**		**1.3270**	**1.3270**	**138.8587**	**59.2404**	**198.0991**	**0.1296**	**0.0109**	**204.2066**

7.0 Water Detail

7.1 Mitigation Measures Water

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 Vegetation

6131a Baker Fuel Facility

San Bernardino-Mojave Desert County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	391.72	1000sqft	8.99	391,721.00	0
Fast Food Restaurant with Drive Thru	3.60	1000sqft	0.07	3,600.00	0
Apartments Low Rise	5.00	Dwelling Unit	0.08	4,000.00	14
Convenience Market With Gas Pumps	45.00	Pump	0.13	9,675.00	0
Other Non-Asphalt Surfaces	758.56	1000sqft	17.41	758,560.00	0

1.2 Other Project Characteristics

Urbanization	Rural	**Wind Speed (m/s)**	2.6	**Precipitation Freq (Days)**	32
Climate Zone	10			**Operational Year**	2018
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - 26.68 acres with 5 DU, 3.6 TSF fast-food rest. w/ drive-thru & stalls, 30 pump gas station & 15 charging stations w/ market over 9,675 SF, 391,721 SF paving, & 758,560 SF landscape/open space.

Construction Phase - As per developer, construction to start January 2017 and end May 2017.

Demolition - Existing market building to be demolished, approximately 7,720 SF.

Grading - Site is 26.68 acres. Site to be balanced.

Architectural Coating - MDAQMD Rule 1113 limits paints to 150 g/L VOC. CalEEMod Appendix A calculations for non-residential- 19,9123 sf interior & 26,224 sf exterior (exterior includes 5% of the paved area)

Vehicle Trips - Per TIA (including pass-by reductions and internal captures), 5 trips/DU/day, 4.4 trips/pump/day (includes alt. fuel stations), & 24.72 trips/TSF/day (includes fast-food stalls).

Area Coating - MDAQMD Rule 1113 limits paints to 150 g/L VOC. CalEEMod Appendix A calculation non-residential- 19,913 sf interior & 26,224 sf exterior (includes 5% of paved area for parking lot striping)

Construction Off-road Equipment Mitigation -

Area Mitigation - MDAQMD Rule 1113 limits paints to 150 g/L VOC.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	581,778.00	26,224.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	1,745,334.00	19,913.00
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	150.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	150.00
tblArchitecturalCoating	EF_Residential_Exterior	250.00	150.00
tblArchitecturalCoating	EF_Residential_Interior	250.00	150.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	250	150
tblAreaCoating	Area_Nonresidential_Interior	1745334	19913
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	250	150
tblAreaMitigation	UseLowVOCPaintResidentialExteriorValue	250	150
tblAreaMitigation	UseLowVOCPaintResidentialInteriorValue	250	150
tblConstructionPhase	NumDays	35.00	10.00
tblConstructionPhase	NumDays	440.00	68.00
tblConstructionPhase	NumDays	30.00	5.00

tblConstructionPhase	NumDays	45.00	15.00
tblConstructionPhase	NumDays	35.00	10.00
tblConstructionPhase	PhaseEndDate	1/27/2017	1/29/2017
tblGrading	AcresOfGrading	37.50	26.68
tblLandUse	LandUseSquareFeet	391,720.00	391,721.00
tblLandUse	LandUseSquareFeet	5,000.00	4,000.00
tblLandUse	LandUseSquareFeet	6,352.87	9,675.00
tblLandUse	LotAcreage	0.08	0.07
tblLandUse	LotAcreage	0.31	0.08
tblLandUse	LotAcreage	0.15	0.13
tblProjectCharacteristics	OperationalYear	2014	2018
tblProjectCharacteristics	UrbanizationLevel	Urban	Rural
tblVehicleTrips	ST_TR	7.16	5.00
tblVehicleTrips	ST_TR	204.47	4.40
tblVehicleTrips	ST_TR	722.03	24.72
tblVehicleTrips	SU_TR	6.07	5.00
tblVehicleTrips	SU_TR	166.88	4.40
tblVehicleTrips	SU_TR	542.72	24.72
tblVehicleTrips	WD_TR	6.59	5.00
tblVehicleTrips	WD_TR	542.60	4.40
tblVehicleTrips	WD_TR	496.12	24.72

2.0 Emissions Summary

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					
2017	40.3246	69.7706	87.9576	0.1333	8.1638	3.3188	11.4826	3.5817	3.0533	6.6350	0.0000	11,801.5503	11,801.5503	1.9489	0.0000	11,842.4771
Total	**40.3246**	**69.7706**	**87.9576**	**0.1333**	**8.1638**	**3.3188**	**11.4826**	**3.5817**	**3.0533**	**6.6350**	**0.0000**	**11,801.5503**	**11,801.5503**	**1.9489**	**0.0000**	**11,842.4771**

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					
2017	40.3246	69.7706	87.9576	0.1333	7.4076	3.3188	9.5498	1.9857	3.0533	4.4915	0.0000	11,801.5503	11,801.5503	1.9489	0.0000	11,842.4771
Total	**40.3246**	**69.7706**	**87.9576**	**0.1333**	**7.4076**	**3.3188**	**9.5498**	**1.9857**	**3.0533**	**4.4915**	**0.0000**	**11,801.5503**	**11,801.5503**	**1.9489**	**0.0000**	**11,842.4771**

	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**	**9.26**	**0.00**	**16.83**	**44.56**	**0.00**	**32.31**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	33.8680	0.1098	9.9659	3.7100e-003		1.3271	1.3271		1.3270	1.3270	138.8587	59.2404	198.0991	0.1296	0.0109	204.2066
Energy	0.0322	0.2917	0.2378	1.7600e-003		0.0223	0.0223		0.0223	0.0223		351.3596	351.3596	6.7300e-003	6.4400e-003	353.4979
Mobile	1.0816	1.7723	11.0701	9.1700e-003	0.5647	0.0223	0.5870	0.1508	0.0205	0.1713		763.9637	763.9637	0.0362		764.7241
Total	**34.9818**	**2.1738**	**21.2739**	**0.0146**	**0.5647**	**1.3717**	**1.9363**	**0.1508**	**1.3698**	**1.5206**	**138.8587**	**1,174.5637**	**1,313.4223**	**0.1725**	**0.0174**	**1,322.4285**

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	33.8290	0.1098	9.9659	3.7100e-003		1.3271	1.3271		1.3270	1.3270	138.8587	59.2404	198.0991	0.1296	0.0109	204.2066
Energy	0.0322	0.2917	0.2378	1.7600e-003		0.0223	0.0223		0.0223	0.0223		351.3596	351.3596	6.7300e-003	6.4400e-003	353.4979
Mobile	1.0816	1.7723	11.0701	9.1700e-003	0.5647	0.0223	0.5870	0.1508	0.0205	0.1713		763.9637	763.9637	0.0362		764.7241
Total	**34.9428**	**2.1738**	**21.2739**	**0.0146**	**0.5647**	**1.3717**	**1.9363**	**0.1508**	**1.3698**	**1.5206**	**138.8587**	**1,174.5637**	**1,313.4223**	**0.1725**	**0.0174**	**1,322.4285**

	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	0.11	0.00	0.00	0.00	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	Demolition	Demolition	1/1/2017	1/6/2017	5	5	
2	Grading	Grading	1/7/2017	1/29/2017	5	15	
3	Building Construction	Building Construction	1/30/2017	5/3/2017	5	68	
4	Paving	Paving	5/4/2017	5/17/2017	5	10	
5	Architectural Coating	Architectural Coating	5/18/2017	5/31/2017	5	10	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 26.68

Acres of Paving: 0

Residential Indoor: 8,100; Residential Outdoor: 2,700; Non-Residential Indoor: 19,913; Non-Residential Outdoor: 26,224 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	162	0.38
Demolition	Rubber Tired Dozers	2	8.00	255	0.40
Grading	Excavators	2	8.00	162	0.38
Grading	Graders	1	8.00	174	0.41
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	226	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	125	0.42
Paving	Paving Equipment	2	8.00	130	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48
Grading	Scrapers	2	8.00	361	0.48

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
Demolition	6	15.00	0.00	35.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	491.00	191.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	98.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2017

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					1.5388	0.0000	1.5388	0.2330	0.0000	0.2330			0.0000			0.0000
Off-Road	4.0482	42.6971	33.8934	0.0399		2.1252	2.1252		1.9797	1.9797		4,036.4674	4,036.4674	1.1073		4,059.7211
Total	**4.0482**	**42.6971**	**33.8934**	**0.0399**	**1.5388**	**2.1252**	**3.6640**	**0.2330**	**1.9797**	**2.2128**		**4,036.4674**	**4,036.4674**	**1.1073**		**4,059.7211**

3.2 Demolition - 2017

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	0.1562	1.2417	2.0938	4.9200e-003	0.1227	0.0372	0.1599	0.0337	0.0342	0.0679		486.8212	486.8212	2.5200e-003		486.8742
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
Worker	0.0623	0.1340	1.1646	2.1000e-003	0.1916	1.2200e-003	0.1928	0.0508	1.1200e-003	0.0519		166.7834	166.7834	0.0109		167.0116
Total	**0.2184**	**1.3757**	**3.2584**	**7.0200e-003**	**0.3143**	**0.0384**	**0.3527**	**0.0845**	**0.0353**	**0.1198**		**653.6046**	**653.6046**	**0.0134**		**653.8858**

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					0.6001	0.0000	0.6001	0.0909	0.0000	0.0909			0.0000			0.0000
Off-Road	4.0482	42.6971	33.8934	0.0399		2.1252	2.1252		1.9797	1.9797	0.0000	4,036.4674	4,036.4674	1.1073		4,059.7211
Total	**4.0482**	**42.6971**	**33.8934**	**0.0399**	**0.6001**	**2.1252**	**2.7253**	**0.0909**	**1.9797**	**2.0706**	**0.0000**	**4,036.4674**	**4,036.4674**	**1.1073**		**4,059.7211**

3.2 Demolition - 2017

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	0.1562	1.2417	2.0938	4.9200e-003	0.1227	0.0372	0.1599	0.0337	0.0342	0.0679		486.8212	486.8212	2.5200e-003		486.8742
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
Worker	0.0623	0.1340	1.1646	2.1000e-003	0.1916	1.2200e-003	0.1928	0.0508	1.1200e-003	0.0519		166.7834	166.7834	0.0109		167.0116
Total	**0.2184**	**1.3757**	**3.2584**	**7.0200e-003**	**0.3143**	**0.0384**	**0.3527**	**0.0845**	**0.0353**	**0.1198**		**653.6046**	**653.6046**	**0.0134**		**653.8858**

3.3 Grading - 2017

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					7.9084	0.0000	7.9084	3.5139	0.0000	3.5139			0.0000			0.0000
Off-Road	6.0991	69.5920	46.8050	0.0617		3.3172	3.3172		3.0518	3.0518		6,313.3690	6,313.3690	1.9344		6,353.9915
Total	**6.0991**	**69.5920**	**46.8050**	**0.0617**	**7.9084**	**3.3172**	**11.2256**	**3.5139**	**3.0518**	**6.5657**		**6,313.3690**	**6,313.3690**	**1.9344**		**6,353.9915**

3.3 Grading - 2017

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
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
Worker	0.0830	0.1787	1.5528	2.8000e-003	0.2555	1.6200e-003	0.2571	0.0678	1.4900e-003	0.0692		222.3779	222.3779	0.0145		222.6822
Total	**0.0830**	**0.1787**	**1.5528**	**2.8000e-003**	**0.2555**	**1.6200e-003**	**0.2571**	**0.0678**	**1.4900e-003**	**0.0692**		**222.3779**	**222.3779**	**0.0145**		**222.6822**

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					3.0843	0.0000	3.0843	1.3704	0.0000	1.3704			0.0000			0.0000
Off-Road	6.0991	69.5920	46.8050	0.0617		3.3172	3.3172		3.0518	3.0518	0.0000	6,313.3690	6,313.3690	1.9344		6,353.9915
Total	**6.0991**	**69.5920**	**46.8050**	**0.0617**	**3.0843**	**3.3172**	**6.4015**	**1.3704**	**3.0518**	**4.4222**	**0.0000**	**6,313.3690**	**6,313.3690**	**1.9344**		**6,353.9915**

3.3 Grading - 2017

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
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
Worker	0.0830	0.1787	1.5528	2.8000e-003	0.2555	1.6200e-003	0.2571	0.0678	1.4900e-003	0.0692		222.3779	222.3779	0.0145		222.6822
Total	**0.0830**	**0.1787**	**1.5528**	**2.8000e-003**	**0.2555**	**1.6200e-003**	**0.2571**	**0.0678**	**1.4900e-003**	**0.0692**		**222.3779**	**222.3779**	**0.0145**		**222.6822**

3.4 Building Construction - 2017

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	3.1024	26.4057	18.1291	0.0268		1.7812	1.7812		1.6730	1.6730		2,639.8053	2,639.8053	0.6497		2,653.4490
Total	**3.1024**	**26.4057**	**18.1291**	**0.0268**		**1.7812**	**1.7812**		**1.6730**	**1.6730**		**2,639.8053**	**2,639.8053**	**0.6497**		**2,653.4490**

3.4 Building Construction - 2017

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
Vendor	2.3706	12.8651	31.7081	0.0378	1.1361	0.3211	1.4572	0.3225	0.2953	0.6178		3,702.3688	3,702.3688	0.0222		3,702.8342
Worker	2.0382	4.3859	38.1204	0.0687	6.2716	0.0398	6.3114	1.6632	0.0366	1.6997		5,459.3762	5,459.3762	0.3558		5,466.8477
Total	**4.4088**	**17.2510**	**69.8285**	**0.1065**	**7.4076**	**0.3609**	**7.7686**	**1.9857**	**0.3318**	**2.3175**		**9,161.7449**	**9,161.7449**	**0.3780**		**9,169.6819**

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	3.1024	26.4057	18.1291	0.0268		1.7812	1.7812		1.6730	1.6730	0.0000	2,639.8053	2,639.8053	0.6497		2,653.4490
Total	**3.1024**	**26.4057**	**18.1291**	**0.0268**		**1.7812**	**1.7812**		**1.6730**	**1.6730**	**0.0000**	**2,639.8053**	**2,639.8053**	**0.6497**		**2,653.4490**

3.4 Building Construction - 2017

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
Vendor	2.3706	12.8651	31.7081	0.0378	1.1361	0.3211	1.4572	0.3225	0.2953	0.6178		3,702.3688	3,702.3688	0.0222		3,702.8342
Worker	2.0382	4.3859	38.1204	0.0687	6.2716	0.0398	6.3114	1.6632	0.0366	1.6997		5,459.3762	5,459.3762	0.3558		5,466.8477
Total	**4.4088**	**17.2510**	**69.8285**	**0.1065**	**7.4076**	**0.3609**	**7.7686**	**1.9857**	**0.3318**	**2.3175**		**9,161.7449**	**9,161.7449**	**0.3780**		**9,169.6819**

3.5 Paving - 2017

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	1.9074	20.2964	14.7270	0.0223		1.1384	1.1384		1.0473	1.0473		2,281.0588	2,281.0588	0.6989		2,295.7360
Paving	2.3554					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**4.2628**	**20.2964**	**14.7270**	**0.0223**		**1.1384**	**1.1384**		**1.0473**	**1.0473**		**2,281.0588**	**2,281.0588**	**0.6989**		**2,295.7360**

3.5 Paving - 2017

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
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
Worker	0.0623	0.1340	1.1646	2.1000e-003	0.1916	1.2200e-003	0.1928	0.0508	1.1200e-003	0.0519		166.7834	166.7834	0.0109		167.0116
Total	**0.0623**	**0.1340**	**1.1646**	**2.1000e-003**	**0.1916**	**1.2200e-003**	**0.1928**	**0.0508**	**1.1200e-003**	**0.0519**		**166.7834**	**166.7834**	**0.0109**		**167.0116**

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	1.9074	20.2964	14.7270	0.0223		1.1384	1.1384		1.0473	1.0473	0.0000	2,281.0588	2,281.0588	0.6989		2,295.7360
Paving	2.3554					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**4.2628**	**20.2964**	**14.7270**	**0.0223**		**1.1384**	**1.1384**		**1.0473**	**1.0473**	**0.0000**	**2,281.0588**	**2,281.0588**	**0.6989**		**2,295.7360**

3.5 Paving - 2017

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
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
Worker	0.0623	0.1340	1.1646	2.1000e-003	0.1916	1.2200e-003	0.1928	0.0508	1.1200e-003	0.0519		166.7834	166.7834	0.0109		167.0116
Total	**0.0623**	**0.1340**	**1.1646**	**2.1000e-003**	**0.1916**	**1.2200e-003**	**0.1928**	**0.0508**	**1.1200e-003**	**0.0519**		**166.7834**	**166.7834**	**0.0109**		**167.0116**

3.6 Architectural Coating - 2017

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	39.5855					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733		281.4481	281.4481	0.0297		282.0721
Total	**39.9178**	**2.1850**	**1.8681**	**2.9700e-003**		**0.1733**	**0.1733**		**0.1733**	**0.1733**		**281.4481**	**281.4481**	**0.0297**		**282.0721**

3.6 Architectural Coating - 2017

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
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
Worker	0.4068	0.8754	7.6086	0.0137	1.2518	7.9500e-003	1.2597	0.3320	7.3000e-003	0.3393		1,089.6515	1,089.6515	0.0710		1,091.1427
Total	**0.4068**	**0.8754**	**7.6086**	**0.0137**	**1.2518**	**7.9500e-003**	**1.2597**	**0.3320**	**7.3000e-003**	**0.3393**		**1,089.6515**	**1,089.6515**	**0.0710**		**1,091.1427**

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	39.5855					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733	0.0000	281.4481	281.4481	0.0297		282.0721
Total	**39.9178**	**2.1850**	**1.8681**	**2.9700e-003**		**0.1733**	**0.1733**		**0.1733**	**0.1733**	**0.0000**	**281.4481**	**281.4481**	**0.0297**		**282.0721**

3.6 Architectural Coating - 2017

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
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
Worker	0.4068	0.8754	7.6086	0.0137	1.2518	7.9500e-003	1.2597	0.3320	7.3000e-003	0.3393		1,089.6515	1,089.6515	0.0710		1,091.1427
Total	**0.4068**	**0.8754**	**7.6086**	**0.0137**	**1.2518**	**7.9500e-003**	**1.2597**	**0.3320**	**7.3000e-003**	**0.3393**		**1,089.6515**	**1,089.6515**	**0.0710**		**1,091.1427**

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	1.0816	1.7723	11.0701	9.1700e-003	0.5647	0.0223	0.5870	0.1508	0.0205	0.1713		763.9637	763.9637	0.0362		764.7241
Unmitigated	1.0816	1.7723	11.0701	9.1700e-003	0.5647	0.0223	0.5870	0.1508	0.0205	0.1713		763.9637	763.9637	0.0362		764.7241

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	25.00	25.00	25.00	91,484	91,484
Convenience Market With Gas Pumps	198.00	198.00	198.00	97,151	97,151
Fast Food Restaurant with Drive Thru	88.99	88.99	88.99	76,821	76,821
Other Asphalt Surfaces	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Total	311.99	311.99	311.99	265,457	265,457

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
Apartments Low Rise	16.80	7.10	7.90	40.20	19.20	40.60	86	11	3
Convenience Market With Gas	14.70	6.60	6.60	0.80	80.20	19.00	14	21	65
Fast Food Restaurant with Drive	14.70	6.60	6.60	2.20	78.80	19.00	29	21	50
Other Asphalt Surfaces	14.70	6.60	6.60	0.00	0.00	0.00	0	0	0
Other Non-Asphalt Surfaces	14.70	6.60	6.60	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.433723	0.068979	0.183157	0.159578	0.045778	0.007720	0.006780	0.077795	0.000831	0.001129	0.010289	0.000587	0.003654

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	0.0322	0.2917	0.2378	1.7600e-003		0.0223	0.0223		0.0223	0.0223		351.3596	351.3596	6.7300e-003	6.4400e-003	353.4979
NaturalGas Unmitigated	0.0322	0.2917	0.2378	1.7600e-003		0.0223	0.0223		0.0223	0.0223		351.3596	351.3596	6.7300e-003	6.4400e-003	353.4979

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					
Apartments Low Rise	187.975	2.0300e-003	0.0173	7.3700e-003	1.1000e-004		1.4000e-003	1.4000e-003		1.4000e-003	1.4000e-003		22.1148	22.1148	4.2000e-004	4.1000e-004	22.2493
Convenience Market With Gas Pumps	61.4959	6.6000e-004	6.0300e-003	5.0600e-003	4.0000e-005		4.6000e-004	4.6000e-004		4.6000e-004	4.6000e-004		7.2348	7.2348	1.4000e-004	1.3000e-004	7.2788
Fast Food Restaurant with Drive Thru	2737.08	0.0295	0.2683	0.2254	1.6100e-003		0.0204	0.0204		0.0204	0.0204		322.0100	322.0100	6.1700e-003	5.9000e-003	323.9697
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0322**	**0.2917**	**0.2378**	**1.7600e-003**		**0.0223**	**0.0223**		**0.0223**	**0.0223**		**351.3596**	**351.3596**	**6.7300e-003**	**6.4400e-003**	**353.4979**

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					
Convenience Market With Gas Pumps	0.0614959	6.6000e-004	6.0300e-003	5.0600e-003	4.0000e-005		4.6000e-004	4.6000e-004		4.6000e-004	4.6000e-004		7.2348	7.2348	1.4000e-004	1.3000e-004	7.2788
Fast Food Restaurant with Drive-Thru	2.73708	0.0295	0.2683	0.2254	1.6100e-003		0.0204	0.0204		0.0204	0.0204		322.0100	322.0100	6.1700e-003	5.9000e-003	323.9697
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Apartments Low Rise	0.187975	2.0300e-003	0.0173	7.3700e-003	1.1000e-004		1.4000e-003	1.4000e-003		1.4000e-003	1.4000e-003		22.1148	22.1148	4.2000e-004	4.1000e-004	22.2493
Total		**0.0322**	**0.2917**	**0.2378**	**1.7600e-003**		**0.0223**	**0.0223**		**0.0223**	**0.0223**		**351.3596**	**351.3596**	**6.7300e-003**	**6.4400e-003**	**353.4979**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

	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	33.8290	0.1098	9.9659	3.7100e-003		1.3271	1.3271		1.3270	1.3270	138.8587	59.2404	198.0991	0.1296	0.0109	204.2066
Unmitigated	33.8680	0.1098	9.9659	3.7100e-003		1.3271	1.3271		1.3270	1.3270	138.8587	59.2404	198.0991	0.1296	0.0109	204.2066

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	1.2057					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.9857					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	7.6520	0.1038	9.4264	3.6800e-003		1.3244	1.3244		1.3243	1.3243	138.8587	58.2353	197.0940	0.1281	0.0109	203.1709
Landscaping	0.0247	5.9800e-003	0.5395	3.0000e-005		2.7100e-003	2.7100e-003		2.7100e-003	2.7100e-003		1.0051	1.0051	1.4600e-003		1.0357
Total	**33.8680**	**0.1098**	**9.9659**	**3.7100e-003**		**1.3271**	**1.3271**		**1.3270**	**1.3270**	**138.8587**	**59.2404**	**198.0991**	**0.1296**	**0.0109**	**204.2066**

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	1.1667					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.9857					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	7.6520	0.1038	9.4264	3.6800e-003		1.3244	1.3244		1.3243	1.3243	138.8587	58.2353	197.0940	0.1281	0.0109	203.1709
Landscaping	0.0247	5.9800e-003	0.5395	3.0000e-005		2.7100e-003	2.7100e-003		2.7100e-003	2.7100e-003		1.0051	1.0051	1.4600e-003		1.0357
Total	**33.8290**	**0.1098**	**9.9659**	**3.7100e-003**		**1.3271**	**1.3271**		**1.3270**	**1.3270**	**138.8587**	**59.2404**	**198.0991**	**0.1296**	**0.0109**	**204.2066**

7.0 Water Detail

7.1 Mitigation Measures Water

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 Vegetation

APPENDIX C

CalEEMod Model Annual Emissions Printouts

6131a Baker Fuel Facility

San Bernardino-Mojave Desert County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	391.72	1000sqft	8.99	391,721.00	0
Fast Food Restaurant with Drive Thru	3.60	1000sqft	0.07	3,600.00	0
Apartments Low Rise	5.00	Dwelling Unit	0.08	4,000.00	14
Convenience Market With Gas Pumps	45.00	Pump	0.13	9,675.00	0
Other Non-Asphalt Surfaces	758.56	1000sqft	17.41	758,560.00	0

1.2 Other Project Characteristics

Urbanization	Rural	**Wind Speed (m/s)**	2.6	**Precipitation Freq (Days)**	32
Climate Zone	10			**Operational Year**	2018
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - 26.68 acres with 5 DU, 3.6 TSF fast-food rest. w/ drive-thru & stalls, 30 pump gas station & 15 charging stations w/ market over 9,675 SF, 391,721 SF paving, & 758,560 SF landscape/open space.

Construction Phase - As per developer, construction to start January 2017 and end May 2017.

Demolition - Existing market building to be demolished, approximately 7,720 SF.

Grading - Site is 26.68 acres. Site to be balanced.

Architectural Coating - MDAQMD Rule 1113 limits paints to 150 g/L VOC. CalEEMod Appendix A calculations for non-residential- 19,9123 sf interior & 26,224 sf exterior (exterior includes 5% of the paved area)

Vehicle Trips - Per TIA (including pass-by reductions and internal captures), 5 trips/DU/day, 4.4 trips/pump/day (includes alt. fuel stations), & 24.72 trips/TSF/day (includes fast-food stalls).

Area Coating - MDAQMD Rule 1113 limits paints to 150 g/L VOC. CalEEMod Appendix A calculation non-residential- 19,913 sf interior & 26,224 sf exterior (includes 5% of paved area for parking lot striping)

Construction Off-road Equipment Mitigation -

Area Mitigation - MDAQMD Rule 1113 limits paints to 150 g/L VOC.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	581,778.00	26,224.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	1,745,334.00	19,913.00
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	150.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	150.00
tblArchitecturalCoating	EF_Residential_Exterior	250.00	150.00
tblArchitecturalCoating	EF_Residential_Interior	250.00	150.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	250	150
tblAreaCoating	Area_Nonresidential_Interior	1745334	19913
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	250	150
tblAreaMitigation	UseLowVOCPaintResidentialExteriorValue	250	150
tblAreaMitigation	UseLowVOCPaintResidentialInteriorValue	250	150
tblConstructionPhase	NumDays	35.00	10.00
tblConstructionPhase	NumDays	440.00	68.00
tblConstructionPhase	NumDays	30.00	5.00

tblConstructionPhase	NumDays	45.00	15.00
tblConstructionPhase	NumDays	35.00	10.00
tblConstructionPhase	PhaseEndDate	1/27/2017	1/29/2017
tblGrading	AcresOfGrading	37.50	26.68
tblLandUse	LandUseSquareFeet	391,720.00	391,721.00
tblLandUse	LandUseSquareFeet	5,000.00	4,000.00
tblLandUse	LandUseSquareFeet	6,352.87	9,675.00
tblLandUse	LotAcreage	0.08	0.07
tblLandUse	LotAcreage	0.31	0.08
tblLandUse	LotAcreage	0.15	0.13
tblProjectCharacteristics	OperationalYear	2014	2018
tblProjectCharacteristics	UrbanizationLevel	Urban	Rural
tblVehicleTrips	ST_TR	7.16	5.00
tblVehicleTrips	ST_TR	204.47	4.40
tblVehicleTrips	ST_TR	722.03	24.72
tblVehicleTrips	SU_TR	6.07	5.00
tblVehicleTrips	SU_TR	166.88	4.40
tblVehicleTrips	SU_TR	542.72	24.72
tblVehicleTrips	WD_TR	6.59	5.00
tblVehicleTrips	WD_TR	542.60	4.40
tblVehicleTrips	WD_TR	496.12	24.72

2.0 Emissions Summary

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					
2017	0.5384	2.2557	3.7954	5.4300e-003	0.3201	0.1097	0.4298	0.0959	0.1022	0.1981	0.0000	442.6240	442.6240	0.0512	0.0000	443.6984
Total	**0.5384**	**2.2557**	**3.7954**	**5.4300e-003**	**0.3201**	**0.1097**	**0.4298**	**0.0959**	**0.1022**	**0.1981**	**0.0000**	**442.6240**	**442.6240**	**0.0512**	**0.0000**	**443.6984**

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					
2017	0.5384	2.2557	3.7954	5.4300e-003	0.2815	0.1097	0.3912	0.0795	0.1022	0.1817	0.0000	442.6239	442.6239	0.0512	0.0000	443.6982
Total	**0.5384**	**2.2557**	**3.7954**	**5.4300e-003**	**0.2815**	**0.1097**	**0.3912**	**0.0795**	**0.1022**	**0.1817**	**0.0000**	**442.6239**	**442.6239**	**0.0512**	**0.0000**	**443.6982**

	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**	**12.04**	**0.00**	**8.96**	**17.13**	**0.00**	**8.30**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	5.0959	4.8000e-003	0.4350	1.5000e-004		0.0545	0.0545		0.0545	0.0545	5.1648	2.2481	7.4129	4.8900e-003	4.1000e-004	7.6414
Energy	5.8800e-003	0.0532	0.0434	3.2000e-004		4.0600e-003	4.0600e-003		4.0600e-003	4.0600e-003	0.0000	161.3460	161.3460	5.8600e-003	2.0500e-003	162.1038
Mobile	0.1953	0.3319	2.2063	1.7100e-003	0.1009	4.0400e-003	0.1049	0.0270	3.7100e-003	0.0307	0.0000	128.6959	128.6959	5.9500e-003	0.0000	128.8209
Waste						0.0000	0.0000		0.0000	0.0000	8.8849	0.0000	8.8849	0.5251	0.0000	19.9117
Water						0.0000	0.0000		0.0000	0.0000	0.5993	8.8307	9.4300	0.0620	1.5400e-003	11.2078
Total	**5.2971**	**0.3900**	**2.6847**	**2.1800e-003**	**0.1009**	**0.0626**	**0.1635**	**0.0270**	**0.0623**	**0.0893**	**14.6490**	**301.1207**	**315.7697**	**0.6037**	**4.0000e-003**	**329.6856**

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	5.0888	4.8000e-003	0.4350	1.5000e-004		0.0545	0.0545		0.0545	0.0545	5.1648	2.2481	7.4129	4.8900e-003	4.1000e-004	7.6414
Energy	5.8800e-003	0.0532	0.0434	3.2000e-004		4.0600e-003	4.0600e-003		4.0600e-003	4.0600e-003	0.0000	161.3460	161.3460	5.8600e-003	2.0500e-003	162.1038
Mobile	0.1953	0.3319	2.2063	1.7100e-003	0.1009	4.0400e-003	0.1049	0.0270	3.7100e-003	0.0307	0.0000	128.6959	128.6959	5.9500e-003	0.0000	128.8209
Waste						0.0000	0.0000		0.0000	0.0000	8.8849	0.0000	8.8849	0.5251	0.0000	19.9117
Water						0.0000	0.0000		0.0000	0.0000	0.5993	8.8307	9.4300	0.0620	1.5400e-003	11.2068
Total	**5.2900**	**0.3900**	**2.6847**	**2.1800e-003**	**0.1009**	**0.0626**	**0.1635**	**0.0270**	**0.0623**	**0.0893**	**14.6490**	**301.1207**	**315.7697**	**0.6037**	**4.0000e-003**	**329.6846**

	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	**0.13**	**0.00**	**0.00**	**0.00**	**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	Demolition	Demolition	1/1/2017	1/6/2017	5	5	
2	Grading	Grading	1/7/2017	1/29/2017	5	15	
3	Building Construction	Building Construction	1/30/2017	5/3/2017	5	68	
4	Paving	Paving	5/4/2017	5/17/2017	5	10	
5	Architectural Coating	Architectural Coating	5/18/2017	5/31/2017	5	10	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 26.68

Acres of Paving: 0

Residential Indoor: 8,100; Residential Outdoor: 2,700; Non-Residential Indoor: 19,913; Non-Residential Outdoor: 26,224 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	162	0.38
Demolition	Rubber Tired Dozers	2	8.00	255	0.40
Grading	Excavators	2	8.00	162	0.38
Grading	Graders	1	8.00	174	0.41
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	226	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	125	0.42
Paving	Paving Equipment	2	8.00	130	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48
Grading	Scrapers	2	8.00	361	0.48

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
Demolition	6	15.00	0.00	35.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	491.00	191.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	98.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2017

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					3.8500e-003	0.0000	3.8500e-003	5.8000e-004	0.0000	5.8000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0101	0.1067	0.0847	1.0000e-004		5.3100e-003	5.3100e-003		4.9500e-003	4.9500e-003	0.0000	9.1546	9.1546	2.5100e-003	0.0000	9.2073
Total	**0.0101**	**0.1067**	**0.0847**	**1.0000e-004**	**3.8500e-003**	**5.3100e-003**	**9.1600e-003**	**5.8000e-004**	**4.9500e-003**	**5.5300e-003**	**0.0000**	**9.1546**	**9.1546**	**2.5100e-003**	**0.0000**	**9.2073**

3.2 Demolition - 2017

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	4.0000e-004	3.1600e-003	5.7600e-003	1.0000e-005	3.0000e-004	9.0000e-005	3.9000e-004	8.0000e-005	9.0000e-005	1.7000e-004	0.0000	1.1057	1.1057	1.0000e-005	0.0000	1.1058
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	1.6000e-004	3.6000e-004	3.1400e-003	1.0000e-005	4.7000e-004	0.0000	4.7000e-004	1.2000e-004	0.0000	1.3000e-004	0.0000	0.3902	0.3902	2.0000e-005	0.0000	0.3908
Total	**5.6000e-004**	**3.5200e-003**	**8.9000e-003**	**2.0000e-005**	**7.7000e-004**	**9.0000e-005**	**8.6000e-004**	**2.0000e-004**	**9.0000e-005**	**3.0000e-004**	**0.0000**	**1.4959**	**1.4959**	**3.0000e-005**	**0.0000**	**1.4966**

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					1.5000e-003	0.0000	1.5000e-003	2.3000e-004	0.0000	2.3000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0101	0.1067	0.0847	1.0000e-004		5.3100e-003	5.3100e-003		4.9500e-003	4.9500e-003	0.0000	9.1545	9.1545	2.5100e-003	0.0000	9.2073
Total	**0.0101**	**0.1067**	**0.0847**	**1.0000e-004**	**1.5000e-003**	**5.3100e-003**	**6.8100e-003**	**2.3000e-004**	**4.9500e-003**	**5.1800e-003**	**0.0000**	**9.1545**	**9.1545**	**2.5100e-003**	**0.0000**	**9.2073**

3.2 Demolition - 2017

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	4.0000e-004	3.1600e-003	5.7600e-003	1.0000e-005	3.0000e-004	9.0000e-005	3.9000e-004	8.0000e-005	9.0000e-005	1.7000e-004	0.0000	1.1057	1.1057	1.0000e-005	0.0000	1.1058
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	1.6000e-004	3.6000e-004	3.1400e-003	1.0000e-005	4.7000e-004	0.0000	4.7000e-004	1.2000e-004	0.0000	1.3000e-004	0.0000	0.3902	0.3902	2.0000e-005	0.0000	0.3908
Total	**5.6000e-004**	**3.5200e-003**	**8.9000e-003**	**2.0000e-005**	**7.7000e-004**	**9.0000e-005**	**8.6000e-004**	**2.0000e-004**	**9.0000e-005**	**3.0000e-004**	**0.0000**	**1.4959**	**1.4959**	**3.0000e-005**	**0.0000**	**1.4966**

3.3 Grading - 2017

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					0.0593	0.0000	0.0593	0.0264	0.0000	0.0264	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0457	0.5219	0.3510	4.6000e-004		0.0249	0.0249		0.0229	0.0229	0.0000	42.9554	42.9554	0.0132	0.0000	43.2318
Total	**0.0457**	**0.5219**	**0.3510**	**4.6000e-004**	**0.0593**	**0.0249**	**0.0842**	**0.0264**	**0.0229**	**0.0492**	**0.0000**	**42.9554**	**42.9554**	**0.0132**	**0.0000**	**43.2318**

3.3 Grading - 2017

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	6.2000e-004	1.4300e-003	0.0126	2.0000e-005	1.8800e-003	1.0000e-005	1.8900e-003	5.0000e-004	1.0000e-005	5.1000e-004	0.0000	1.5609	1.5609	1.0000e-004	0.0000	1.5630
Total	**6.2000e-004**	**1.4300e-003**	**0.0126**	**2.0000e-005**	**1.8800e-003**	**1.0000e-005**	**1.8900e-003**	**5.0000e-004**	**1.0000e-005**	**5.1000e-004**	**0.0000**	**1.5609**	**1.5609**	**1.0000e-004**	**0.0000**	**1.5630**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0231	0.0000	0.0231	0.0103	0.0000	0.0103	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0457	0.5219	0.3510	4.6000e-004		0.0249	0.0249		0.0229	0.0229	0.0000	42.9554	42.9554	0.0132	0.0000	43.2318
Total	**0.0457**	**0.5219**	**0.3510**	**4.6000e-004**	**0.0231**	**0.0249**	**0.0480**	**0.0103**	**0.0229**	**0.0332**	**0.0000**	**42.9554**	**42.9554**	**0.0132**	**0.0000**	**43.2318**

3.3 Grading - 2017

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	6.2000e-004	1.4300e-003	0.0126	2.0000e-005	1.8800e-003	1.0000e-005	1.8900e-003	5.0000e-004	1.0000e-005	5.1000e-004	0.0000	1.5609	1.5609	1.0000e-004	0.0000	1.5630
Total	**6.2000e-004**	**1.4300e-003**	**0.0126**	**2.0000e-005**	**1.8800e-003**	**1.0000e-005**	**1.8900e-003**	**5.0000e-004**	**1.0000e-005**	**5.1000e-004**	**0.0000**	**1.5609**	**1.5609**	**1.0000e-004**	**0.0000**	**1.5630**

3.4 Building Construction - 2017

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	0.1055	0.8978	0.6164	9.1000e-004		0.0606	0.0606		0.0569	0.0569	0.0000	81.4229	81.4229	0.0200	0.0000	81.8437
Total	**0.1055**	**0.8978**	**0.6164**	**9.1000e-004**		**0.0606**	**0.0606**		**0.0569**	**0.0569**	**0.0000**	**81.4229**	**81.4229**	**0.0200**	**0.0000**	**81.8437**

3.4 Building Construction - 2017

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	0.0835	0.4471	1.1914	1.2900e-003	0.0380	0.0109	0.0489	0.0108	9.9900e-003	0.0208	0.0000	114.8123	114.8123	6.7000e-004	0.0000	114.8263
Worker	0.0691	0.1594	1.4000	2.4100e-003	0.2092	1.3500e-003	0.2105	0.0556	1.2400e-003	0.0568	0.0000	173.7192	173.7192	0.0110	0.0000	173.9497
Total	**0.1526**	**0.6065**	**2.5914**	**3.7000e-003**	**0.2472**	**0.0122**	**0.2594**	**0.0664**	**0.0112**	**0.0776**	**0.0000**	**288.5315**	**288.5315**	**0.0116**	**0.0000**	**288.7760**

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	0.1055	0.8978	0.6164	9.1000e-004		0.0606	0.0606		0.0569	0.0569	0.0000	81.4228	81.4228	0.0200	0.0000	81.8436
Total	**0.1055**	**0.8978**	**0.6164**	**9.1000e-004**		**0.0606**	**0.0606**		**0.0569**	**0.0569**	**0.0000**	**81.4228**	**81.4228**	**0.0200**	**0.0000**	**81.8436**

3.4 Building Construction - 2017

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	0.0835	0.4471	1.1914	1.2900e-003	0.0380	0.0109	0.0489	0.0108	9.9900e-003	0.0208	0.0000	114.8123	114.8123	6.7000e-004	0.0000	114.8263
Worker	0.0691	0.1594	1.4000	2.4100e-003	0.2092	1.3500e-003	0.2105	0.0556	1.2400e-003	0.0568	0.0000	173.7192	173.7192	0.0110	0.0000	173.9497
Total	**0.1526**	**0.6065**	**2.5914**	**3.7000e-003**	**0.2472**	**0.0122**	**0.2594**	**0.0664**	**0.0112**	**0.0776**	**0.0000**	**288.5315**	**288.5315**	**0.0116**	**0.0000**	**288.7760**

3.5 Paving - 2017

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	9.5400e-003	0.1015	0.0736	1.1000e-004		5.6900e-003	5.6900e-003		5.2400e-003	5.2400e-003	0.0000	10.3467	10.3467	3.1700e-003	0.0000	10.4133
Paving	0.0118					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0213**	**0.1015**	**0.0736**	**1.1000e-004**		**5.6900e-003**	**5.6900e-003**		**5.2400e-003**	**5.2400e-003**	**0.0000**	**10.3467**	**10.3467**	**3.1700e-003**	**0.0000**	**10.4133**

3.5 Paving - 2017

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	7.2000e-004	6.2900e-003	1.0000e-005	9.4000e-004	1.0000e-005	9.5000e-004	2.5000e-004	1.0000e-005	2.6000e-004	0.0000	0.7805	0.7805	5.0000e-005	0.0000	0.7815
Total	**3.1000e-004**	**7.2000e-004**	**6.2900e-003**	**1.0000e-005**	**9.4000e-004**	**1.0000e-005**	**9.5000e-004**	**2.5000e-004**	**1.0000e-005**	**2.6000e-004**	**0.0000**	**0.7805**	**0.7805**	**5.0000e-005**	**0.0000**	**0.7815**

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	9.5400e-003	0.1015	0.0736	1.1000e-004		5.6900e-003	5.6900e-003		5.2400e-003	5.2400e-003	0.0000	10.3467	10.3467	3.1700e-003	0.0000	10.4133
Paving	0.0118					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0213**	**0.1015**	**0.0736**	**1.1000e-004**		**5.6900e-003**	**5.6900e-003**		**5.2400e-003**	**5.2400e-003**	**0.0000**	**10.3467**	**10.3467**	**3.1700e-003**	**0.0000**	**10.4133**

3.5 Paving - 2017

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	7.2000e-004	6.2900e-003	1.0000e-005	9.4000e-004	1.0000e-005	9.5000e-004	2.5000e-004	1.0000e-005	2.6000e-004	0.0000	0.7805	0.7805	5.0000e-005	0.0000	0.7815
Total	**3.1000e-004**	**7.2000e-004**	**6.2900e-003**	**1.0000e-005**	**9.4000e-004**	**1.0000e-005**	**9.5000e-004**	**2.5000e-004**	**1.0000e-005**	**2.6000e-004**	**0.0000**	**0.7805**	**0.7805**	**5.0000e-005**	**0.0000**	**0.7815**

3.6 Architectural Coating - 2017

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	0.1979					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.6600e-003	0.0109	9.3400e-003	1.0000e-005		8.7000e-004	8.7000e-004		8.7000e-004	8.7000e-004	0.0000	1.2766	1.2766	1.3000e-004	0.0000	1.2795
Total	**0.1996**	**0.0109**	**9.3400e-003**	**1.0000e-005**		**8.7000e-004**	**8.7000e-004**		**8.7000e-004**	**8.7000e-004**	**0.0000**	**1.2766**	**1.2766**	**1.3000e-004**	**0.0000**	**1.2795**

3.6 Architectural Coating - 2017

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	2.0300e-003	4.6800e-003	0.0411	7.0000e-005	6.1400e-003	4.0000e-005	6.1800e-003	1.6300e-003	4.0000e-005	1.6700e-003	0.0000	5.0990	5.0990	3.2000e-004	0.0000	5.1058
Total	**2.0300e-003**	**4.6800e-003**	**0.0411**	**7.0000e-005**	**6.1400e-003**	**4.0000e-005**	**6.1800e-003**	**1.6300e-003**	**4.0000e-005**	**1.6700e-003**	**0.0000**	**5.0990**	**5.0990**	**3.2000e-004**	**0.0000**	**5.1058**

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	0.1979					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.6600e-003	0.0109	9.3400e-003	1.0000e-005		8.7000e-004	8.7000e-004		8.7000e-004	8.7000e-004	0.0000	1.2766	1.2766	1.3000e-004	0.0000	1.2795
Total	**0.1996**	**0.0109**	**9.3400e-003**	**1.0000e-005**		**8.7000e-004**	**8.7000e-004**		**8.7000e-004**	**8.7000e-004**	**0.0000**	**1.2766**	**1.2766**	**1.3000e-004**	**0.0000**	**1.2795**

3.6 Architectural Coating - 2017

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	2.0300e-003	4.6800e-003	0.0411	7.0000e-005	6.1400e-003	4.0000e-005	6.1800e-003	1.6300e-003	4.0000e-005	1.6700e-003	0.0000	5.0990	5.0990	3.2000e-004	0.0000	5.1058
Total	**2.0300e-003**	**4.6800e-003**	**0.0411**	**7.0000e-005**	**6.1400e-003**	**4.0000e-005**	**6.1800e-003**	**1.6300e-003**	**4.0000e-005**	**1.6700e-003**	**0.0000**	**5.0990**	**5.0990**	**3.2000e-004**	**0.0000**	**5.1058**

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	0.1953	0.3319	2.2063	1.7100e-003	0.1009	4.0400e-003	0.1049	0.0270	3.7100e-003	0.0307	0.0000	128.6959	128.6959	5.9500e-003	0.0000	128.8209
Unmitigated	0.1953	0.3319	2.2063	1.7100e-003	0.1009	4.0400e-003	0.1049	0.0270	3.7100e-003	0.0307	0.0000	128.6959	128.6959	5.9500e-003	0.0000	128.8209

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	25.00	25.00	25.00	91,484	91,484
Convenience Market With Gas Pumps	198.00	198.00	198.00	97,151	97,151
Fast Food Restaurant with Drive Thru	88.99	88.99	88.99	76,821	76,821
Other Asphalt Surfaces	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Total	311.99	311.99	311.99	265,457	265,457

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
Apartments Low Rise	16.80	7.10	7.90	40.20	19.20	40.60	86	11	3
Convenience Market With Gas	14.70	6.60	6.60	0.80	80.20	19.00	14	21	65
Fast Food Restaurant with Drive	14.70	6.60	6.60	2.20	78.80	19.00	29	21	50
Other Asphalt Surfaces	14.70	6.60	6.60	0.00	0.00	0.00	0	0	0
Other Non-Asphalt Surfaces	14.70	6.60	6.60	0.00	0.00	0.00	0	0	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.433723	0.068979	0.183157	0.159578	0.045778	0.007720	0.006780	0.077795	0.000831	0.001129	0.010289	0.000587	0.003654

5.0 Energy Detail

4.4 Fleet Mix

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	103.1745	103.1745	4.7400e-003	9.8000e-004	103.5783
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	103.1745	103.1745	4.7400e-003	9.8000e-004	103.5783
NaturalGas Mitigated	5.8800e-003	0.0532	0.0434	3.2000e-004		4.0600e-003	4.0600e-003		4.0600e-003	4.0600e-003	0.0000	58.1715	58.1715	1.1100e-003	1.0700e-003	58.5255
NaturalGas Unmitigated	5.8800e-003	0.0532	0.0434	3.2000e-004		4.0600e-003	4.0600e-003		4.0600e-003	4.0600e-003	0.0000	58.1715	58.1715	1.1100e-003	1.0700e-003	58.5255

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					
Apartments Low Rise	68611	3.7000e-004	3.1600e-003	1.3500e-003	2.0000e-005		2.6000e-004	2.6000e-004		2.6000e-004	2.6000e-004	0.0000	3.6613	3.6613	7.0000e-005	7.0000e-005	3.6836
Convenience Market With Gas Pumps	22446	1.2000e-004	1.1000e-003	9.2000e-004	1.0000e-005		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005	0.0000	1.1978	1.1978	2.0000e-005	2.0000e-005	1.2051
Fast Food Restaurant with Drive Thru	999036	5.3900e-003	0.0490	0.0411	2.9000e-004		3.7200e-003	3.7200e-003		3.7200e-003	3.7200e-003	0.0000	53.3124	53.3124	1.0200e-003	9.8000e-004	53.6368
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**5.8800e-003**	**0.0532**	**0.0434**	**3.2000e-004**		**4.0600e-003**	**4.0600e-003**		**4.0600e-003**	**4.0600e-003**	**0.0000**	**58.1715**	**58.1715**	**1.1100e-003**	**1.0700e-003**	**58.5255**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Convenience Market With Gas Pumps	22446	1.2000e-004	1.1000e-003	9.2000e-004	1.0000e-005		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005	0.0000	1.1978	1.1978	2.0000e-005	2.0000e-005	1.2051
Fast Food Restaurant with Drive Thru	999036	5.3900e-003	0.0490	0.0411	2.9000e-004		3.7200e-003	3.7200e-003		3.7200e-003	3.7200e-003	0.0000	53.3124	53.3124	1.0200e-003	9.8000e-004	53.6368
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Apartments Low Rise	68611	3.7000e-004	3.1600e-003	1.3500e-003	2.0000e-005		2.6000e-004	2.6000e-004		2.6000e-004	2.6000e-004	0.0000	3.6613	3.6613	7.0000e-005	7.0000e-005	3.6836
Total		**5.8800e-003**	**0.0532**	**0.0434**	**3.2000e-004**		**4.0600e-003**	**4.0600e-003**		**4.0600e-003**	**4.0600e-003**	**0.0000**	**58.1715**	**58.1715**	**1.1100e-003**	**1.0700e-003**	**58.5255**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	20389.1	5.8347	2.7000e-004	6.0000e-005	5.8575
Convenience Market With Gas Pumps	151511	43.3573	1.9900e-003	4.1000e-004	43.5270
Fast Food Restaurant with Drive Thru	188640	53.9825	2.4800e-003	5.1000e-004	54.1938
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Total		**103.1745**	**4.7400e-003**	**9.8000e-004**	**103.5783**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	20389.1	5.8347	2.7000e-004	6.0000e-005	5.8575
Convenience Market With Gas Pumps	151511	43.3573	1.9900e-003	4.1000e-004	43.5270
Fast Food Restaurant with Drive Thru	188640	53.9825	2.4800e-003	5.1000e-004	54.1938
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Total		**103.1745**	**4.7400e-003**	**9.8000e-004**	**103.5783**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

	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	5.0888	4.8000e-003	0.4350	1.5000e-004		0.0545	0.0545		0.0545	0.0545	5.1648	2.2481	7.4129	4.8900e-003	4.1000e-004	7.6414
Unmitigated	5.0959	4.8000e-003	0.4350	1.5000e-004		0.0545	0.0545		0.0545	0.0545	5.1648	2.2481	7.4129	4.8900e-003	4.1000e-004	7.6414

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	0.2200					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	4.5599					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.3137	4.2600e-003	0.3865	1.5000e-004		0.0543	0.0543		0.0543	0.0543	5.1648	2.1660	7.3308	4.7700e-003	4.1000e-004	7.5569
Landscaping	2.2200e-003	5.4000e-004	0.0486	0.0000		2.4000e-004	2.4000e-004		2.4000e-004	2.4000e-004	0.0000	0.0821	0.0821	1.2000e-004	0.0000	0.0846
Total	**5.0959**	**4.8000e-003**	**0.4350**	**1.5000e-004**		**0.0545**	**0.0545**		**0.0545**	**0.0545**	**5.1648**	**2.2481**	**7.4129**	**4.8900e-003**	**4.1000e-004**	**7.6414**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.2129					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	4.5599					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.3137	4.2600e-003	0.3865	1.5000e-004		0.0543	0.0543		0.0543	0.0543	5.1648	2.1660	7.3308	4.7700e-003	4.1000e-004	7.5569
Landscaping	2.2200e-003	5.4000e-004	0.0486	0.0000		2.4000e-004	2.4000e-004		2.4000e-004	2.4000e-004	0.0000	0.0821	0.0821	1.2000e-004	0.0000	0.0846
Total	**5.0888**	**4.8000e-003**	**0.4350**	**1.5000e-004**		**0.0545**	**0.0545**		**0.0545**	**0.0545**	**5.1648**	**2.2481**	**7.4129**	**4.8900e-003**	**4.1000e-004**	**7.6414**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	9.4300	0.0620	1.5400e-003	11.2068
Unmitigated	9.4300	0.0620	1.5400e-003	11.2078

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	0.32577 / 0.205377	1.9702	0.0107	2.7000e-004	2.2781
Convenience Market With Gas Pumps	0.470573 / 0.288416	2.8197	0.0155	3.9000e-004	3.2644
Fast Food Restaurant with Drive Thru	1.09272 / 0.0697482	4.6401	0.0358	8.8000e-004	5.6653
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**9.4300**	**0.0620**	**1.5400e-003**	**11.2078**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	0.32577 / 0.205377	1.9702	0.0107	2.7000e-004	2.2780
Convenience Market With Gas Pumps	0.470573 / 0.288416	2.8197	0.0155	3.9000e-004	3.2642
Fast Food Restaurant with Drive Thru	1.09272 / 0.0697482	4.6401	0.0358	8.8000e-004	5.6647
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**9.4300**	**0.0620**	**1.5400e-003**	**11.2068**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	8.8849	0.5251	0.0000	19.9117
Unmitigated	8.8849	0.5251	0.0000	19.9117

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	2.3	0.4669	0.0276	0.0000	1.0463
Fast Food Restaurant with Drive Thru	41.47	8.4180	0.4975	0.0000	18.8654
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Total		**8.8849**	**0.5251**	**0.0000**	**19.9117**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	2.3	0.4669	0.0276	0.0000	1.0463
Fast Food Restaurant with Drive Thru	41.47	8.4180	0.4975	0.0000	18.8654
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Total		**8.8849**	**0.5251**	**0.0000**	**19.9117**

9.0 Operational Offroad

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

10.0 Vegetation

PERFORMANCE STANDARDS

The GHG reducing performance standards were developed by the County to improve the energy efficiency, water conservation, vehicle trip reduction potential, and other GHG reducing impacts from all new development approved within the unincorporated portions of San Bernardino County. As such, the following Performance Standards establish the minimum level of compliance that development must meet to assist in meeting the 2020 GHG reduction target identified in the in the County GHG Emissions Reduction Plan. These Performance Standards apply to all Projects, including those that are exempt under CEQA, and will be included as Conditions of Approval for development projects.

The following are the Performance Standards (Conditions of Approval) used for Industrial, Commercial and Residential projects in the County:

COMMERCIAL AND INDUSTRIAL PROJECTS

1. *GHG – Operational Standards. The developer shall implement the following as greenhouse gas (GHG) mitigation during the operation of the approved project:*
   a) Waste Stream Reduction. The "developer" shall provide to all tenants and project employees County-approved informational materials about methods and need to reduce the solid waste stream and listing available recycling services.
   b) Vehicle Trip Reduction. The "developer" shall provide to all tenants and project employees County-approved informational materials about the need to reduce vehicle trips and the program elements this project is implementing. Such elements may include: participation in established ride-sharing programs, creating a new ride-share employee vanpool, designating preferred parking spaces for ride sharing vehicles, designating adequate passenger loading and unloading for ride sharing vehicles with benches in waiting areas, and/or providing a web site or message board for coordinating rides.
   c) Provide Educational Materials. The developer shall provide to all tenants and staff education materials and other publicity about reducing waste and available recycling services. The education and publicity materials/program shall be submitted to County Planning for review and approval. The developer shall also provide to all tenants and require that the tenants shall display in their stores current transit route information for the project area in a visible and convenient

location for employees and customers. The specific transit routes displayed shall include Omni Trans Route 8, San Bernardino-Mentone-Yucaipa.

d) Landscape Equipment. The developer shall require in the landscape maintenance contract and/or in onsite procedures that a minimum of 20% of the landscape maintenance equipment shall be electric-powered.

2. *GHG – Construction Standards. The "developer" shall submit for review and obtain approval from County Planning of a signed letter agreeing to include as a condition of all construction contracts/subcontracts requirements to reduce GHG emissions and submitting documentation of compliance. The developer/construction contractors shall do the following:*

a) Implement the approved Coating Restriction Plans.

b) Select construction equipment based on low GHG emissions factors and high-energy efficiency. All diesel/gasoline-powered construction equipment shall be replaced, where possible, with equivalent electric or CNG equipment.

c) Grading contractor shall provide the implement the following when possible:

1) training operators to use equipment more efficiently.
2) identifying the proper size equipment for a task can also provide fuel savings and associated reductions in GHG emissions
3) replacing older, less fuel-efficient equipment with newer models
4) use GPS for grading to maximize efficiency

d) Grading plans shall include the following statements:

- *"All construction equipment engines shall be properly tuned and maintained in accordance with the manufacturers specifications prior to arriving on site and throughout construction duration."*
- *"All construction equipment (including electric generators) shall be shut off by work crews when not in use and shall not idle for more than 5 minutes."*

e) *Schedule construction traffic ingress/egress to not interfere with peak-hour traffic and to minimize traffic obstructions. Queuing of trucks on and off site shall be firmly discouraged and not scheduled. A flagperson shall be retained to maintain efficient traffic flow and safety adjacent to existing roadways.*

f) Recycle and reuse construction and demolition waste (e.g. soil, vegetation, concrete, lumber, metal, and cardboard) per County Solid Waste procedures.

g) The construction contractor shall support and encourage ridesharing and transit incentives for the construction crew and educate all construction workers about the required waste reduction and the availability of recycling services.

3. *GHG – Design Standards. The developer shall submit for review and obtain approval from County Planning that the following measures have been incorporated into the design of the project. These are intended to reduce potential project greenhouse gas (GHGs) emissions. Proper installation of the approved design features and equipment shall be confirmed by County Building and Safety prior to final inspection of each structure.*

   a) *Meet Title 24 Energy Efficiency requirements implemented July 1, 2014 The Developer shall document that the design of the proposed structures meets the current Title 24 energy-efficiency requirements. County Planning shall coordinate this review with the County Building and Safety. Any combination of the following design features may be used to fulfill this requirement, provided that the total increase in efficiency meets or exceeds the cumulative goal (100%+ of Title 24) for the entire project (Title 24, Part 6 of the California Code of Regulations; Energy Efficiency Standards for Residential and Non Residential Buildings, as amended January 24, 2013; Cool Roof Coatings performance standards as amended January 24, 2013):*

      - *Incorporate dual paned or other energy efficient windows,*
      - *Incorporate energy efficient space heating and cooling equipment,*
      - *Incorporate energy efficient light fixtures, photocells, and motion detectors,*
      - *Incorporate energy efficient appliances,*
      - *Incorporate energy efficient domestic hot water systems,*
      - *Incorporate solar panels into the electrical system,*
      - *Incorporate cool roofs/light colored roofing,*
      - *Incorporate other measures that will increase energy efficiency.*
      - *Increase insulation to reduce heat transfer and thermal bridging.*
      - *Limit air leakage throughout the structure and within the heating and cooling distribution system to minimize energy consumption.*

   b) *Plumbing. All plumbing shall incorporate the following:*

      - *All showerheads, lavatory faucets, and sink faucets shall comply with the California Energy Conservation flow rate standards.*
      - *Low flush toilets shall be installed where applicable as specified in California State Health and Safety Code Section 17921.3.*
      - *All hot water piping and storage tanks shall be insulated. Energy efficient boilers shall be used.*

   c) *Lighting. Lighting design for building interiors shall support the use of:*

- *Compact fluorescent light bulbs or equivalently efficient lighting.*
- *Natural day lighting through site orientation and the use of reflected light.*
- *Skylight/roof window systems.*
- *Light colored building materials and finishes shall be used to reflect natural and artificial light with greater efficiency and less glare.*
- *A multi-zone programmable dimming system shall be used to control lighting to maximize the energy efficiency of lighting requirements at various times of the day.*
- *Provide a minimum of 2.5 percent of the project's electricity needs by on-site solar panels.*

d) *Building Design. Building design and construction shall incorporate the following elements:*

- *Orient building locations to best utilize natural cooling/heating with respect to the sun and prevailing winds/natural convection to take advantage of shade, day lighting and natural cooling opportunities.*
- *Utilize natural, low maintenance building materials that do not require finishes and regular maintenance.*
- *Roofing materials shall have a solar reflectance index of 78 or greater.*
- *All supply duct work shall be sealed and leak-tested. Oval or round ducts shall be used for at least 75 percent of the supply duct work, excluding risers.*
- *Energy Star or equivalent appliances shall be installed.*
- *A building automation system including outdoor temperature/humidity sensors will control public area heating, vent, and air conditioning units*

e) *Landscaping. The developer shall submit for review and obtain approval from County Planning of landscape and irrigation plans that are designed to include drought tolerant and smog tolerant trees, shrubs, and groundcover to ensure the long-term viability and to conserve water and energy. The landscape plans shall include shade trees around main buildings, particularly along southern and western elevations, where practical.*

f) *Irrigation. The developer shall submit irrigation plans that are designed, so that all common area irrigation areas shall be capable of being operated by a computerized irrigation system, which includes either an on-site weather station, ET gauge or ET-based controller capable of reading current weather data and making automatic adjustments to independent run times for each irrigation valve based on changes in temperature, solar radiation, relative humidity, rain and wind. In addition, the*

computerized irrigation system shall be equipped with flow sensing capabilities, thus automatically shutting down the irrigation system in the event of a mainline break or broken head. These features will assist in conserving water, eliminating the potential of slope failure due to mainline breaks and eliminating over-watering and flooding due to pipe and/or head breaks.

g) *Recycling. Exterior storage areas for recyclables and green waste shall be provided. Where recycling pickup is available, adequate recycling containers shall be located in public areas. Construction and operation waste shall be collected for reuse and recycling.*

h) *Transportation Demand Management (TDM) Program. The project shall include adequate bicycle parking near building entrances to promote cyclist safety, security, and convenience. Preferred carpool/vanpool spaces shall be provided and, if available, mass transit facilities shall be provided (e.g. bus stop bench/shelter). The developer shall demonstrate that the TDM program has been instituted for the project or that the buildings will join an existing program located within a quarter mile radius from the project site* that provides a cumulative 20% reduction in unmitigated employee commute trips. *The TDM Program shall publish ride-sharing information for ride-sharing vehicles and provide a website or message board for coordinating rides. The Program shall ensure that appropriate bus route information is placed in each building.*

4. *GHG – Installation/Implementation Standards. The developer shall submit for review and obtain approval from County Planning of evidence that all applicable GHG performance standards have been installed, implemented properly and that specified performance objectives are being met to the satisfaction of County Planning and County Building and Safety. These installations/ procedures include the following:*

   a) *Design features and/or equipment that cumulatively increases the overall compliance of the project to exceed Title 24 minimum standards by five percent.*

   b) *All interior building lighting shall support the use of fluorescent light bulbs or equivalent energy-efficient lighting.*

   c) *Installation of both the identified mandatory and optional design features or equipment that have been constructed and incorporated into the facility/structure.*

RESIDENTIAL PROJECTS

1. *GHG – Operational Standards. The developer shall implement the following as greenhouse gas (GHG) mitigation during the operation of the approved project:*
    a) *Waste Stream Reduction. The "developer" shall provide to all tenants and project employees County-approved informational materials about methods and need to reduce the solid waste stream and listing available recycling services.*
    b) Vehicle Trip Reduction. The "developer" shall provide to all tenants and homeowners County-approved informational materials about the need to reduce vehicle trips and the program elements this project is implementing. Such elements may include: participation in established ride-sharing programs, creating a new ride-share employee vanpool, and/or providing a web site or message board for coordinating rides.
    c) Provide Educational Materials. The developer shall provide to all tenants and employees education materials and about reducing waste and available recycling services. The education materials shall be submitted to County Planning for review and approval.
    d) Landscape Equipment. The developer shall require in the landscape maintenance contract and/or in onsite procedures that a minimum of 20% of the landscape maintenance equipment shall be electric-powered.

2. *GHG – Construction Standards. The developer shall submit for review and obtain approval from County Planning of a signed letter agreeing to include as a condition of all construction contracts/subcontracts requirements to reduce impacts to GHG and submitting documentation of compliance. The developer/construction contractors shall do the following:*
    a) *Implement both the approved Coating Restriction Plans.*
    b) *Select construction equipment based on low-emissions factors and high-energy efficiency. All diesel/gasoline-powered construction equipment shall be replaced, where possible, with equivalent electric or CNG equipment.*
    c) *Grading plans shall include the following statements:*
        - *"All construction equipment engines shall be properly tuned and maintained in accordance with the manufacturers specifications prior to arriving on site and throughout construction duration."*
        - *"All construction equipment (including electric generators) shall be shut off by work crews when not in use and shall not idle for more than 5 minutes."*

d) *Schedule construction traffic ingress/egress to not interfere with peak-hour traffic and to minimize traffic obstructions. Queuing of trucks on and off site shall be firmly discouraged and not scheduled. A flagperson shall be retained to maintain efficient traffic flow and safety adjacent to existing roadways.*

e) Recycle and reuse construction and demolition waste (e.g. soil, vegetation, concrete, lumber, metal, and cardboard) per County Solid Waste procedures.

f) The construction contractor shall support and encourage ridesharing and transit incentives for the construction crew and educate all construction workers about the required waste reduction and the availability of recycling services.

3. *<u>GHG – Design Standards</u>. The developer shall submit for review and obtain approval from County Planning that the following measures have been incorporated into the design of the project. These are to reduce potential project impacts on green house gases (GHGs): Proper installation of the approved design features and equipment shall be confirmed by County Building and Safety prior to final inspection of each structure.*

a) <u>Meet Title 24 Energy Efficiency requirements implemented July 1, 2014</u> The Developer shall document that the design of the proposed structures meets the current Title 24 energy-efficiency requirements. County Planning shall coordinate this review with the County Building and Safety. Any combination of the following design features may be used to fulfill this requirement, provided that the total increase in efficiency meets or exceeds the cumulative goal (100%+ of Title 24) for the entire project (Title 24, Part 6 of the California Code of Regulations; Energy Efficiency Standards for Residential and Non Residential Buildings, as amended January 24, 2013; Cool Roof Coatings performance standards as amended January 24, 2013):

- *Incorporate dual paned or other energy efficient windows,*
- *Incorporate energy efficient space heating and cooling equipment,*
- *Incorporate energy efficient light fixtures, photocells, and motion detectors,*
- *Incorporate energy efficient appliances,*
- *Incorporate energy efficient domestic hot water systems,*
- *Incorporate solar panels into the electrical system,*
- *Incorporate cool roofs/light colored roofing,*
- *Incorporate other measures that will increase energy efficiency.*
- *Increase insulation to reduce heat transfer and thermal bridging.*

- *Limit air leakage throughout the structure and within the heating and cooling distribution system to minimize energy consumption.*

b) *Plumbing. All plumbing shall incorporate the following:*
   - *All showerheads, lavatory faucets, and sink faucets shall comply with the California Energy Conservation flow rate standards.*
   - *Low flush toilets shall be installed where applicable as specified in California State Health and Safety Code Section 17921.3.*
   - *All hot water piping and storage tanks shall be insulated. Energy efficient boilers shall be used.*
   - *If possible, utilize grey water systems and dual plumbing for recycled water.*

c) *Lighting. Lighting design for building interiors shall support the use of:*
   - *Compact fluorescent light bulbs or equivalently efficient lighting.*
   - *Natural day lighting through site orientation and the use of reflected light.*
   - *Skylight/roof window systems.*
   - *Light colored building materials and finishes shall be used to reflect natural and artificial light with greater efficiency and less glare.*
   - *A multi-zone programmable dimming system shall be used to control lighting to maximize the energy efficiency of lighting requirements at various times of the day.*
   - *The developer shall ensure that a minimum of 2.5 percent of the project's electricity needs is provided by on-site solar panels.*

d) *Building Design. Building design and construction shall incorporate the following elements:*
   - *Orient building locations to best utilize natural cooling/heating with respect to the sun and prevailing winds/natural convection to take advantage of shade, day lighting and natural cooling opportunities.*
   - *Utilize natural, low maintenance building materials that do not require finishes and regular maintenance..*
   - *Roofing materials shall have a solar reflectance index of 78 or greater.*
   - *All supply duct work shall be sealed and leak-tested. Oval or round ducts shall be used for at least 75 percent of the supply duct work, excluding risers.*
   - *Energy Star or equivalent equipment shall be installed.*
   - *A building automation system including outdoor temperature/humidity sensors will control public area heating, vent, and air conditioning units*

e) *Landscaping. The developer shall submit for review and obtain approval from County Planning of landscape and irrigation plans that are designed to include drought tolerant and smog tolerant trees, shrubs, and groundcover to ensure the long-term viability and to conserve water and energy. The landscape plans shall include shade trees around main buildings, particularly along southern and western elevations, where practical.*

f) *Irrigation. The developer shall submit irrigation plans that are designed, so that all common area irrigation areas shall be capable of being operated by a computerized irrigation system, which includes either an on-site weather station, ET gauge or ET-based controller capable of reading current weather data and making automatic adjustments to independent run times for each irrigation valve based on changes in temperature, solar radiation, relative humidity, rain and wind. In addition, the computerized irrigation system shall be equipped with flow sensing capabilities, thus automatically shutting down the irrigation system in the event of a mainline break or broken head. These features will assist in conserving water, eliminating the potential of slope failure due to mainline breaks and eliminating over-watering and flooding due to pipe and/or head breaks.*

g) *Recycling. Exterior storage areas for recyclables and green waste shall be provided. Adequate recycling containers shall be located in public areas. Construction and operation waste shall be collected for reuse and recycling.*

h) *Transportation Demand Management (TDM) Program. The project shall include adequate bicycle parking near building entrances to promote cyclist safety, security, and convenience. If available, mass transit facilities shall be provided (e.g. bus stop bench/shelter). The developer shall publish ride-sharing information for ride-sharing vehicles and provide a website or message board for coordinating rides. The Program shall ensure that appropriate bus route information is available to tenants and homeowners.*

4. *GHG – Installation/Implementation Standards. The developer shall submit for review and obtain approval from County Planning of evidence that all applicable GHG performance standards have been installed, implemented properly and that specified performance objectives are being met to the satisfaction of County Planning and County Building and Safety. These installations/ procedures include the following:*

   a) *Design features and/or equipment that cumulatively increases the overall compliance of the project to exceed Title 24 minimum standards by five percent.*

b) *All interior building lighting shall support the use of fluorescent light bulbs or equivalent energy-efficient lighting.*
c) *Installation of both the identified mandatory and optional design features or equipment that have been constructed and incorporated into the facility/structure.*

3,000 MTCO2e Emission Level

The County determined the size of development that is too small to be able to provide the level of GHG emission reductions expected from the Screening Tables or alternate emission analysis method (described in Attachment D) based upon the 90th percentile capture rate concept. To do this the County determined the GHG emission amount allowed by a project such that 90 percent of the emissions on average from projects would exceed that level and be "captured" by the Screening Table or alternate emission analysis method.

In determining this level of emissions the County used the database of Projects kept by the Governor's Office of Planning and Research (OPR). That database contained 798 Projects, 60 of which were extremely large General Plan Updates, Master Plans, or Specific Plan Projects. The 60 very large projects were removed from the database in order not to skew the emissions value, leaving a net of 738 Projects. In addition, 27 projects were found to be outliers that would skew the emission value to high, leaving 711 as the sample population to use in determining the 90th percentile capture rate. Note that while the OPR database is a statewide database and may not exactly reflect emissions within the County, this method was considered conservative because development projects within unincorporated San Bernardino County tend to have higher energy consumption rates and have longer commute distances than the statewide average. As such, using the statewide database may produce an emissions value for the 90th percentile capture rate that may capture more than 90 percent of emissions.

The analysis of the 738 Projects within the sample population combined commercial, residential, and mixed use projects. Also note that the sample of projects included warehousing and other industrial land uses but did not include industrial processes (i.e. oil refineries, heavy manufacturing, electric generating stations, mining operations, etc.). Emissions from each of these Projects were calculated by SCAQMD and provide a consistent method of emissions calculations across the sample population further reducing potential errors in the statistical analysis. In calculating the emissions from Projects within the sample population, construction period GHG emissions were amortized over 30-years (the average economic life of a development project). Direct GHG emissions were calculated using URBEMIS and indirect electricity/water use GHG emissions calculated separately and added to the URBEMIS output.

This analysis determined that the 90th percentile ranged from 2,983-3,143 $MTCO_2e$ per year. The **3,000 $MTCO_2e$ per year** value was chosen as the medial value within that range and is used in defining

small projects that must include the Performance Standards as described in this Attachment B, but do not need to use the Screening Tables or alternative GHG mitigation analysis described in Attachment D. The database is summarized in the spreadsheet shown on the following pages.

Insert OPR Spreadsheet here



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