

To: City of Jurupa Valley Planning Department
From: Tiffany Dang, Tanya Kalaskar, Alex J. Garber, EPD Solutions, Inc.
Date: 4/4/2025
Re: Air Quality, Energy, and Greenhouse Gas Impact Analysis for the Skilled Nursing Facility Project, EPD Project Number 24-095

PROJECT OVERVIEW

This technical memorandum presents an analysis of the air quality, energy, and greenhouse gas (GHG) impacts for the Skilled Nursing Facility Project (proposed Project) located at 6401 33rd Street in the City of Jurupa Valley (City). The 17.8-acre site is comprised of two parcels identified as Assessor Parcel Numbers (APNs) 177-020-084 (Parcel A) and 177-020-085 (Parcel B). Parcel A is approximately 14.6 acres and is currently vacant and undeveloped. Parcel B is approximately 3.2-acres and is developed with a skilled nursing facility. The Project site has a General Plan land use designation of Medium Density Residential (MDR) and is zoned Rural Residential (R-R).

The Project proposes to subdivide Parcel A into three parcels, and to develop 5.95 acres of the total Project site. The skilled nursing facility on Parcel B would remain, and the remaining approximate 9.7 acres of Parcel A would be left undeveloped. The Project would develop a 42,000 square foot (SF), one-story Skilled Nursing Facility. The proposed facility would include 188 parking spaces for staff and visitors, a covered drop-off area, a designated trash enclosure, and a loading zone. The proposed facility would include a total of 99 beds. The Project also proposes a 12,000 SF, one-story medical office building which provides 60 parking spaces. In addition, bike racks are proposed for the Skilled Nursing Facility and the Dialysis Center. The proposed Project would include off-site improvements that include the construction of a new sidewalk on 33rd Street along the Project frontage and repaving on the adjacent existing skilled nursing facility site. The site aerial and site plan are shown in Figure 1, *Conceptual Site Plan*, and Figure 2, *Project Aerial*, included at the end of this document.

The Project site is within the jurisdiction of the South Coast Air Quality Management District (SCAQMD).

To support the California Environmental Quality Act (CEQA) document, this report analyzes the proposed Project's construction and operational impacts to air quality (emission of criteria pollutants), energy usage, and GHG using the California Emissions Estimator Model (CalEEMod Version 2022.1) land use emission model and Emission Factor (EMFAC Version 2021) model. Table 1, *Construction Schedule*, shows the construction schedule, which would last approximately 16 months.

Table 1: Construction Schedule

Activity	Start Date	End Date	Total Working Days
Demolition	1/4/2027	1/8/2027	5
Site Preparation	1/9/2027	1/15/2027	5
Grading	1/16/2027	2/5/2027	15
Building Construction	2/6/2027	3/31/2028	300
Paving	4/1/2028	4/14/2028	10
Architectural Coating	4/15/2028	5/12/2028	20

Source: CalEEMod Output Sheets (see Attachment B).

The following non-default assumptions and adjustments were used in the CalEEMod emission model for this analysis:

- **Construction Land Use:** The lot acreage and building square footage was adjusted to match the site plan.
- **Demolition:** The Project includes off-site demolition activities. The Project proposes demolition of the pavement along 33rd Street and on the adjacent skilled nursing facility site. Locations and estimates for the demolition of hardscape is included in Attachment A, *Demolition Calculations*.
- **Construction Phases:** The CalEEMod default construction schedule was adjusted per input from the Project Applicant, based on the size and scope of the Project. The demolition phase was shortened from 20 days to 5 days. The site preparation phase was shortened from 10 days to 5 days. The grading phase was shortened from 20 days to 15 days. Building construction was extended from 230 days to 300 days. The paving phase was shortened from 20 days to 10 days.
- **Construction:** It was assumed that all equipment would be used for 8 hours per workday. Tractors/loaders/backhoes were replaced with crawler tractors in the site preparation and grading phases to accurately measure acres disturbed.
- **Construction:** Based on information provided by the Project Applicant, the grading phase is expected to result in approximately a net export of 9,355 cubic yards of soil.
- **Operations:** Weekday, Saturday, and Sunday trip rates were adjusted to match the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition*, auto trip rates for Assisted Living Facility and Medical Office Building (ITE Land Use Codes 620 and 720).
- **Operations:** One 500-kilowatt (670 horsepower) emergency generator was included, as stated by the Project Applicant. Operating time for the generator was assumed to run for one hour per day, for a maximum of 200 hours per year, in accordance with SCAQMD's comment letter for 1977 *Saturn Data Center Project*. This letter states that many SCAQMD permits allow emergency diesel engines to run up to 200 hours per year for emergency uses¹.

¹ <https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2024/december-2024/orc241106-01-mnd-1977-saturn-data-center-project.pdf>

SUMMARY OF AIR QUALITY, ENERGY, AND GHG IMPACTS

Air Quality

The proposed Project's maximum daily emissions (regional and local) for construction and operation would not exceed the South Coast Air Quality Management District's (SCAQMD) regional thresholds of significance. All construction activities would comply with applicable SCAQMD rules and regulations, including Rule 402, Rule 403, and Rule 1113:

- Rule 402, *Public Nuisance*: Prohibits the discharge of air contaminants that cause injury, nuisance, or annoyance to the public or damage to property.
- Rule 403, *Fugitive Dust*: Aims to minimize fugitive particulate matter dust emissions during construction activities.
- Rule 1113, *Architectural Coatings*: Allows only low-volatile organic compounds (VOC) paints to be used.

The construction and operation of the proposed Project would not exceed SCAQMD thresholds for any of the six criteria pollutants. Projects that do not exceed the regional thresholds are assumed to not have a significant impact on both a project level and cumulative level. The proposed Project aligns with SCAQMD'S 2022 Air Quality Management Plan (AQMP), reflecting adherence to regional air quality management goals and standards. Furthermore, odors produced by construction and operation of the proposed Project would be minimal and comply with SCAQMD Rule 402. Therefore, the proposed Project would have less-than-significant air quality impacts. No mitigation would be required.

Energy

The proposed Project's energy consumption for construction activities related would be conditioned to require compliance with existing fuel standards, machinery efficiency standards, and California Air Resources Board (CARB) requirements that limit idling of construction trucks and equipment. The Project would comply with the State CEQA Guidelines for energy consumption thresholds (a), concerning wasteful, inefficient and overconsumption of energy in projects, and (b), project design impeding renewable energy development growth, respectively:

- (a) Construction activities related to the proposed Project and the associated infrastructure are not expected to result in demand for fuel greater on a per-unit-of-development basis than any other development projects in Southern California.
- (b) The proposed Project would be required to meet the California Code of Regulations (CCR) Title 24 energy efficiency standards and comply with all applicable City energy codes. The Project buildings would be solar ready in compliance with current Title 24 requirements. Therefore, the Project would not inhibit the use of and would allow for future flexibility relating to renewable energy.

Through compliance with existing standards, the Project would not result in a fuel demand on a per-development basis that is greater than other development projects in Southern California. There are no unusual Project characteristics that would cause the use of construction equipment that would be less energy efficient compared with other similar construction sites in other parts of the state. Therefore, the construction and operation of the Project would result in a less-than-significant impact related to inefficient, wasteful, or unnecessary consumption of energy. No mitigation would be required.

GHG Emissions

The proposed Project's construction and operational GHG emissions would total 1,345 metric tons of carbon dioxide equivalent (MTCO_{2e}). The Project's total GHG emissions are below the SCAQMD's significance

threshold of 3,000 MTCO₂e per year. Additionally, the proposed Project is consistent with the actions and measures of the WRCOG Subregional CAP and CARB's 2022 Scoping Plan and would not interfere with the policies and goals set within those plans. Therefore, the Project would have a less-than-significant impact on GHG emissions. No mitigation would be required.

AIR QUALITY

Methodology

To calculate the construction and operational impacts, the air quality emissions were estimated using CalEEMod. The passenger vehicles were analyzed using the CalEEMod default trip distance information.²

Regional Emissions

The SCAQMD has adopted maximum daily emission thresholds (pounds/day) for the criteria pollutants during construction and operation of a project.³ While incremental regional air quality impacts of an individual project are generally very small and difficult to measure, SCAQMD's regional maximum emission thresholds set standards to reduce the burden of SCAQMD to attain and maintain ambient air quality standards. The regional thresholds apply to the criteria pollutants mentioned in Table 2 and Table 3 along with the CalEEMod Project emissions. These emission thresholds include the Project emissions generated both from on-site sources (such as off-road construction equipment and fugitive dust) and off-site sources (vehicle travel arriving to and leaving from the site). The CalEEMod output sheets for the proposed Project can be found in Attachment B. As shown in Table 2 and Table 3, the Project would generate emissions below the SCAQMD thresholds, and therefore, result in less-than-significant regional air quality impacts.

² EPD utilized the Metropolitan Planning Organization (MPO) default data provided in CalEEMod, as it provides more accurate trip length data than the region-wide CSTDM trip length data.

³ SCAQMD. March 2023. *South Coast AQMD Air Quality Significance Thresholds*. Referenced at <https://www.aqmd.gov/docs/default-source/ceqa/handbook/south-coast-aqmd-air-quality-significance-thresholds.pdf?sfvrsn=25>.

Table 2: Regional Construction Emission Estimates

Construction Activity	Maximum Daily Regional Emissions (pounds/day)					
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
2027						
Demolition	2.3	22.7	20.0	<0.1	3.7	1.3
Site Preparation	3.7	32.8	31.3	0.1	7.5	4.2
Grading	2.2	23.8	21.0	0.1	4.9	2.3
Building Construction	1.4	10.9	19.1	<0.1	1.5	0.6
Maximum Daily Emissions - 2027	3.7	32.8	31.3	0.1	7.5	4.2
2028						
Building Construction	1.4	10.3	17.7	<0.1	1.4	0.6
Paving	1.8	7.5	11.8	<0.1	0.5	0.3
Architectural Coating	21.0	1.1	2.4	<0.1	0.2	0.1
Maximum Daily Emissions - 2028	21.0	10.3	17.7	<0.1	1.4	0.6
Maximum Daily Emissions 2027-2028	21.0	32.8	31.3	0.1	7.5	4.2
SCAQMD Significance Thresholds	75	100	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

Notes: ROG = reactive organic gases, NO_x = nitrogen oxides, CO = carbon monoxide, SO₂ = sulfur dioxide, PM₁₀ = particulate matter 10 microns in diameter, PM_{2.5} = particulate matter 2.5 microns in diameter
Source: CalEEMod Output Sheets (see Attachment B).

Table 3: Regional Operational Emission Estimates

Operational Activity	Maximum Daily Regional Emissions (pounds/day)					
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Mobile	2.8	2.8	25.2	0.1	6.2	1.6
Area	1.9	0.1	6.1	<0.1	<0.1	<0.1
Energy	<0.1	0.4	0.2	<0.1	<0.1	<0.1
Stationary	1.1	3.1	2.8	<0.1	0.2	0.2
Total Project Operational Emissions	5.8	6.4	34.4	0.1	6.4	1.8
SCAQMD Significance Thresholds	55	55	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

Notes: ROG = reactive organic gases, NO_x = nitrogen oxides, CO = carbon monoxide, SO₂ = sulfur dioxide, PM₁₀ = particulate matter 10 microns in diameter, PM_{2.5} = particulate matter 2.5 microns in diameter
Source: CalEEMod Output Sheets (see Attachment B).

Local Emissions

Localized significance thresholds (LSTs) were also adopted by the SCAQMD to evaluate projects which would not exceed the regional emission significance thresholds but may have the potential to exceed state and national air quality standards within a project's vicinity. These thresholds set the maximum rates of daily construction or operational emissions from a project site that would not exceed a national or State ambient air quality standard.⁴ The differences between regional thresholds and LSTs are as follows:

1. Regional thresholds include all sources of project construction and operational emissions generated from on-site and off-site emission sources whereas the LSTs only consider the emissions generated from on-site emission sources.
2. LSTs only apply to carbon monoxide (CO), nitrogen oxides (NO_x), and particulate matter (PM₁₀ and PM_{2.5}), while regional thresholds include both reactive organic gases (ROG) and sulfur dioxide (SO₂).
3. Regional thresholds apply to emission sources located anywhere within the SCAQMD whereas the LSTs are location dependent and rely on the size of the project and emission location relative to the nearest sensitive receptor. A sensitive receptor is defined as an individual who is most susceptible to negative health effects when exposed to air pollutants and includes children, the elderly, and adults with chronic health issues. Locations for sensitive receptors include residences, schools, elderly care centers, and hospitals.

SCAQMD provides screening tables (Appendix C of the SCAQMD 2008 *Final Localized Significance Threshold Methodology*) for projects that disturb less than or equal to 5 acres in a day.⁵ These tables were created to easily determine if the daily emissions of NO_x, CO, PM₁₀, and PM_{2.5} from a project could result in a significant impact to the local air quality. The thresholds are determined by:

- Source receptor area (SRA), which is the geographic area within the SCAQMD that can act as both a source of emissions and a receptor of emission impacts (the Project is located within SRA 23, Metropolitan Riverside County);
- Size of grading disturbance (construction)/size of the project (operation); and
- Distance to the nearest sensitive receptor.

Table 4, *Construction Equipment Modeled in CalEEMod and Acres Disturbed per Day*, shows the amount of grading that would occur during the site preparation and grading phases. As can be seen in Table 4, the phase with the most ground disturbance would be the site preparation phase, with a maximum of 3.5 acres of ground disturbance per day. Therefore, the SCAQMD thresholds for a 2-acre and 5-acre site were interpolated to calculate thresholds for a 3.5-acre site.

Distance to the nearest sensitive receptor also determines the emission thresholds. There are homes in the vicinity of the Project site, with the closest home to the Project site being approximately 19.1 meters (63 feet) to the east. However, the sensitive receptor closest to the Project site is the existing skilled nursing facility, which is directly adjacent to the Project site. Therefore, the construction and operation emission thresholds for 25 meters were used. Table 5, *Localized Construction Emission Estimates*, show the thresholds

⁴ SCAQMD. 2008: *Final Localized Significance Threshold Methodology*. Referenced at <http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/final-lst-methodology-document.pdf>

⁵ SCAQMD. 2008: *Final Localized Significance Threshold Methodology Appendix C*. Referenced at <http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/appendix-c-mass-rate-lst-look-up-tables.pdf?sfvrsn=2>.

and estimated maximum daily construction emissions for the proposed Project. As shown in Table 5, the proposed Project would not exceed the SCAQMD LST thresholds and would therefore have a less-than-significant localized construction air quality impact.

Table 4: Construction Equipment Modeled in CalEEMod and Acres Disturbed per Day

Activity	Equipment Type	Equipment Quantity	Operating Hours per Day	Acres Disturbed per piece of Equipment per Day	Acres Disturbed per Day
Demolition	Rubber Tired Dozers	2	8	0.5	1
	Excavators	3	8	0	0
	Concrete/Industrial Saws	1	8	0	0
Total Acres Disturbed Per Day					1
Site Preparation	Rubber Tired Dozers	3	8	0.5	1.5
	Crawler Tractors	4	8	0.5	2.0
Total Acres Disturbed Per Day					3.5
Grading	Excavators	1	8	0	0
	Graders	1	8	0.5	0.5
	Rubber Tired Dozers	1	8	0.5	0.5
	Crawler Tractors	3	8	0.5	1.5
Total Acres Disturbed Per Day					2.5
Maximum Acres Disturbed Per Day					3.5

Source: CalEEMod Output Sheets (see Attachment B).

Table 5: Localized Construction Emission Estimates

Construction Activity	Maximum Daily Regional Emissions (pounds/day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
2027				
Demolition	19.9	18.6	2.8	1.0
Site Preparation	32.7	30.4	7.3	4.2
Grading	17.8	18.8	3.2	1.8
Building Construction	10.2	28.1	0.7	0.7
Maximum Daily Emissions - 2027	32.7	30.4	7.3	4.2
2028				
Building Construction	9.7	14.0	0.3	0.3
Paving	7.5	10.6	0.3	0.3
Architectural Coating	1.1	1.5	<0.1	<0.1
Maximum Daily Emissions - 2028	9.7	14.0	0.3	0.3
Maximum Daily Emission 2027-2028	32.7	30.4	7.3	4.2
SCAQMD Significance Thresholds ¹	220	1,230	10.0	6.0
Threshold Exceeded?	No	No	No	No

Notes: NO_x = nitrogen oxides, CO = carbon monoxide, PM₁₀ = particulate matter 10 microns in diameter, PM_{2.5} = particulate matter 2.5 microns in diameter

¹ Significance thresholds obtained by interpolating values for 2 acres and 5 acres at a receptor distance of 25 meters.

Source: CalEEMod Output Sheets (see Attachment B).

According to the SCAQMD LST methodology, LSTs apply to project-related stationary mobile sources. Projects that involve mobile sources that spend long periods queuing and idling at a site, such as transfer facilities or warehousing and distribution buildings, have the potential to exceed the operational LSTs. The Project would operate as a nursing facility, which does not typically involve diesel vehicles regularly idling or queuing for long periods. Therefore, due to the lack of significant stationary source emissions or idling diesel-powered vehicles, impacts related to operational LSTs are presumed to be less than significant.

Air Quality Management Plan Consistency

SCAQMD's CEQA Handbook provides the following two criteria to determine whether a project would be consistent or in conflict with the AQMP:

1. The Project would not generate population and employment growth that would be inconsistent with Southern California Association of Governments (SCAG)'s growth forecasts.
2. The Project would not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

Consistency Criterion No. 1 refers to the SCAG's growth forecasts, and associated assumptions included in the AQMP. The future air quality levels projected in the AQMP are based on SCAG's growth projections,

which are based, in part, on the general plans of cities located within the SCAG region. Therefore, if the level of housing and employment growth related to the proposed Project is consistent with the applicable assumptions used in the development of the AQMP, the Project would not jeopardize attainment of the air quality levels identified in the AQMP.

The Project site has a General Plan land use designation of Medium Density Residential and is zoned as Rural Residential. The Medium Density Residential designation allows for a maximum of five dwelling units per acre. The proposed skilled nursing facility would not provide permanent, long-term care to patients. Thus, the proposed Project would not generate a direct increase in residents in the City from visitors or patients. In addition, it is anticipated that the employment base for both the construction and operational phases of the proposed Project would come from the existing population in the region. Therefore, implementation of the Project would not exceed the growth assumptions for the SCAG region. As a result, the proposed Project would be consistent with Criterion 1.

Consistency Criterion No. 2 refers to the California Ambient Air Quality Standards. An impact would occur if the long-term emissions associated with the proposed Project exceed the SCAQMD's regional significance thresholds for operation-phase emissions. As presented in Table 3, operation of the proposed Project would result in emissions that do not exceed any SCAQMD thresholds. Therefore, the proposed Project would be consistent with Criterion No. 2.

As the Project would be consistent with both Criterion No. 1 and 2, impacts related to consistency with the AQMP would be less than significant.

Odors

Odors would be produced during the construction of the proposed Project due to the operation of heavy-duty off-road equipment. The primary odor emitted would be diesel particulate matter from the vendor trucks and heavy-duty off-road equipment. This odor may be noticeable by nearby residents; however, these odors would be expected and not necessarily objectionable. These odors would also dissipate quickly and would be temporary. Therefore, due to the nature of the odor produced during construction as temporary and non-objectionable to a substantial number of people, the odor impact from construction of the proposed Project would be less than significant.

For operational odor emissions, SCAQMD's *CEQA Air Quality Handbook* describes odor complaints associated with the following land uses:

- Agricultural uses
- Chemical plants
- Composting activities
- Dairies
- Fiberglass molding
- Food processing plants
- Landfills
- Refineries
- Wastewater treatment plants

The Project does not propose any of the above land uses and is required to comply with SCAQMD Rule 402, *Nuisance*, which states:

A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons 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. The provisions of this rule shall not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

Thus, impacts associated with odor produced by operation of the proposed Project would be less than significant.

Conclusion

The proposed Project's maximum daily regional and localized construction and operational emissions would not exceed SCAQMD's thresholds of significance, as detailed in Tables 2 through 5. All construction and operational activities would comply with applicable SCAQMD rules and regulations, as described above. Additionally, the proposed Project is consistent with SCAQMD'S 2022 AQMP, reflecting adherence to regional air quality management goals and standards. Finally, odors produced during construction would be temporary and not significantly objectionable, and during operation, the proposed Project involves land uses that typically do not generate significant odor complaints and would comply with SCAQMD Rule 402. Therefore, the proposed Project would result in less-than-significant air quality impacts. No mitigation would be required.

ENERGY

The State CEQA Guidelines do not have specific thresholds for energy consumption. Rather, the question in Appendix G: VI Energy (a) asks, “[Would the proposed Project] Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?” and in (b) asks “[Would the project] Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?”⁶ Therefore, for the purpose of this analysis, a significant impact would occur if:

- (a) The project design and/or location encourages wasteful, inefficient, and unnecessary consumption of energy, especially fossil fuels such as coal, natural gas, and petroleum, as well as the use of fuel by vehicles anticipated to travel to and from the project.
- (b) The project design impedes the growth of future renewable energy developments.

Southern California Edison and Southern California Gas Company would provide electricity and natural gas, respectively, for construction and operation of the proposed Project. The following assumptions were used to calculate the energy (electricity, natural gas, and petroleum) consumption of the proposed Project:

- Construction equipment fuel consumption was derived from CARB OffRoad2021 emission model.
- Fuel Consumption from vehicle travel was derived from CARB EMFAC2021 emission model.
- Electrical and natural gas usage was derived from the CalEEMod model Version 2022.1.

Construction

Electricity and Natural Gas Usage:

Due to the Project size and the fact that construction is temporary, the electricity used during construction of the proposed Project would be substantially less than that required for Project operation and would have a negligible contribution to the Project’s overall energy consumption. The electric power used during construction would be for as-necessary lighting and electronic equipment such as computers inside temporary construction trailers. Natural gas is not anticipated to be needed for construction activities. Any consumption of natural gas would be minor and negligible in comparison to the usage during the operation of the proposed Project.

Petroleum Fuel Usage:

The equipment associated with construction activities (off-road/heavy duty vehicles) would rely on diesel fuel as would vendor and haul trucks involved in delivering building materials and removing soil material from the Project site. Construction workers would travel to and from the Project site throughout the duration of construction, and for a conservative analysis, it is assumed that construction workers would travel in gasoline-powered passenger vehicles. Table 6 lists the total fuel consumption and horsepower-hour data contained within the CARB OffRoad2021 emission model for specific types of diesel construction equipment. It should be noted that the total fuel consumption is a conservative analysis and would likely overstate the amount of fuel usage, as specific construction equipment is not expected to operate during the entire duration of the construction activity (i.e., crane). Table 7 summarizes the Project’s construction vehicle fuel usage based on vehicle miles traveled and fuel usage factors contained in the CARB EMFAC2021. The trips included are

⁶ California Energy Commission 2023. *CEQA Statutes and Guidelines Attachment 10 Appendix G: Environmental Checklist Form*. Referenced at: https://www.energy.ca.gov/sites/default/files/2024-01/11_Attachment_10_-_Appendix_G_from_CEQA_Handbook_ada.docx

worker vehicles, vendor vehicles, and haul vehicles. Table 8 shows the overall fuel consumption for Project construction.

Table 6: Construction Equipment Fuel Usage

Activity	Equipment	Number	Hours per day	Horsepower	Load Factor	Days of Construction	Total Horsepower-hours	Fuel Rate (gal/hp-hr)	Fuel Use (gallons)
Demolition	Rubber Tired Dozers	2	8	367	0.4	5	11,744	0.047399357	557
	Excavators	3	8	36	0.38	5	1,642	0.051123495	84
	Concrete/Industrial Saws	1	8	33	0.73	5	964	0.0420589	41
Site Preparation	Rubber Tired Dozers	3	8	367	0.4	5	17,616	0.047399357	835
	Crawler Tractors	4	8	84	0.37	5	4,973	0.05041578	251
Grading	Excavators	1	8	36	0.38	15	1,642	0.05112350	84
	Graders	1	8	148	0.41	15	7,282	0.05198203	379
	Rubber Tired Dozers	1	8	367	0.4	15	17,616	0.04739936	835
	Crawler Tractors	3	8	87	0.43	15	13,468	0.09027908	1,216
Building	Cranes	1	8	367	0.29	300	255,432	0.05344712	13,652
	Forklifts	3	8	82	0.2	300	118,080	0.03372002	3,982
	Generator Sets	1	8	14	0.74	300	24,864	0.09027908	2,245
	Tractors/Loaders/Backhoes	3	8	84	0.37	300	223,776	0.05163287	11,554
	Welders	1	8	46	0.45	300	49,680	0.05127247	2,547
Paving	Pavers	2	8	81	0.42	10	5,443	0.05346164	291
	Paving Equipment	2	8	89	0.36	10	5,126	0.05344712	274
	Rollers	2	8	36	0.38	10	2,189	0.030806412	67
Architectural Coating	Air Compressors	1	8	37	0.48	20	2842	0.030806412	88
Total									38,982

Source: Fuel Calculation Sheets (see Attachment C)

Table 7: Estimated Construction Vehicle Fuel Usage

Construction Source	Total Number of Trips	VMT	Fuel Rate	Gallons of Diesel Fuel	Gallons of Gasoline Fuel
Haul Trucks	630	25,215	6.35	3,970	0
Vendor Trucks	3,900	79,560	9.07	8,770	0
Worker Vehicles	23,690	876,530	28.78	0	30,455
Total				12,741	30,455

Notes: VMT = vehicle miles traveled

Source: Fuel Calculation Sheets (see Attachment C).

Table 8: Total Construction Fuel Usage

Source	Diesel Fuel (Gallons)	Gasoline Fuel (Gallons)
Proposed Project On-Road Construction Vehicles	12,741	30,455
Proposed Project Off-Road Construction Equipment	38,982	0
Proposed Project Total Consumption	51,723	30,455
Riverside County On-Road Vehicles	259,643,279	668,703,204
Riverside County Off-Road Construction Equipment	29,471,731	450,185
On-Road Project Percentage (%)	0.005	0.005
Off-Road Project Percentage (%)	0.1	-

Source: Fuel Calculation Sheets (see Attachment C).

As shown in Table 8, the Project is estimated to consume a total of approximately 51,723 gallons of diesel fuel and approximately 30,455 gallons of gasoline fuel. According to the projected 2027 fuel consumption data obtained from EMFAC2021 for Riverside County, on-road vehicles would consume approximately 259,643,279 gallons of diesel fuel and 668,703,204 gallons of gasoline. The data for Riverside County can be found in Attachment C. On-road construction vehicles from the proposed Project would account for 0.005% of diesel fuel consumption and 0.005% gasoline fuel consumption within Riverside County in 2027. Off-road consumption within Riverside County in 2027 would total approximately 29,471,731 gallons of diesel fuel and 450,185 gallons of gasoline fuel. Off-road construction equipment from the proposed Project would account for 0.1% of diesel consumption within Riverside County in 2027. As such, Project construction would have a negligible effect on energy supplies within Riverside County. Additionally, the Project would be required to comply with regulations implemented to reduce emissions from construction, such as CCR Title 13, Motor Vehicles, Section 2449(d)(3), *Idling*, which limits idling times of construction vehicles to no more than 5 minutes. Thus, the Project would not result in wasteful, inefficient, or unnecessary consumption of energy. Therefore, the proposed Project would result in less-than-significant energy impacts during construction. No mitigation would be required.

Operation

The operation of the proposed Project would consume electricity, natural gas, and petroleum. The energy consumption can be found in Table 9, *Project Annual Operational Energy Requirements*, below. Electricity and natural gas consumption can be found in the CalEEMod Output Sheets attached (Attachment B). The gasoline consumption rates utilize the same assumptions that were used for the worker vehicles. The most recent data available for electricity and natural gas usage from the California Energy Commission is for year 2023. In

2023, electricity consumption in Riverside County was estimated at 16,286,000,000 Kilowatt-Hours⁷ and natural gas consumption was estimated at 45,309,168,520 Thousands British Thermal Units⁸. As shown in Table 9, the proposed Project would result in a 0.005% increase in electricity consumption and 0.004% increase in natural gas consumption within Riverside County. As previously shown in Table 8, gasoline consumption in Riverside County in 2027 is estimated at 668,703,204 gallons (see Attachment C). As shown in Table 9, the proposed Project would account for 0.005% of gasoline fuel consumption in Riverside County. Thus, the Project would not result in wasteful, inefficient, or unnecessary consumption of energy. Therefore, the proposed Project would result in less-than-significant energy impacts during operation. No mitigation would be required.

Table 9: Project Annual Operational Energy Requirements

Electricity (Kilowatt-Hours)		
Proposed Project	805,424	
Riverside County	16,286,000,000	
Project Percent Increase (%)	0.005	
Natural Gas (Thousands British Thermal Units)		
Proposed Project	1,607,428	
Riverside County	45,309,168,520	
Project Percent Increase (%)	0.004	
Petroleum (Gasoline) Consumption		
	Annual VMT	Gallons of Gasoline Fuel
Proposed Project	978,887	34,011
Riverside County	17,576,577,031	668,703,204
Project Percentage Increase (%)	-	0.005

Notes: VMT = vehicle miles traveled

Source: CalEEMod Output Sheets (see Attachment B).

Future Renewable Energy Developments

The proposed Project would be required to meet the CCR Title 24 energy efficiency standards in effect during permitting of proposed Project and comply with all applicable City energy codes. The City's administration of the CCR Title 24 requirements includes review of design components and energy conservation measures that occurs during the permitting process, which ensures that all requirements are met. In addition, Project design and operation would comply with State Building Energy Efficiency Standards, appliance efficiency regulations, and green building standards. The Project buildings would be solar ready in compliance with current Title 24 requirements, which would allow for the future installation of rooftop

⁷ California Energy Commission. (2023). *Electricity Consumption by County*. Referenced at: <https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/california-energy-consumption-dashboards-0>

⁸ California Energy Commission. (2023). *Natural Gas Consumption by County*. Referenced at: <https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/california-energy-consumption-dashboards-1>

solar. As such, the Project would not inhibit the use of and would allow for future flexibility relating to renewable energy.

Conclusion

The Project's energy consumption for construction activities related to development of the site for nursing facility uses would be permitted to require compliance with existing fuel standards, machinery efficiency standards, and CARB requirements that limit idling of construction trucks and equipment. The proposed Project would comply with the State CEQA Guidelines for energy consumption thresholds (a), concerning wasteful, inefficient and overconsumption of energy in projects, and (b), project design impeding renewable energy development growth, respectively:

- (a) Construction activities related to the proposed Project and the associated infrastructure are not expected to result in demand for fuel greater on a per-unit-of-development basis than any other development projects in Southern California. Also, CCR Title 13, Motor Vehicles, section 2449(d)(3), *Idling*, limits idling times of construction vehicles to no more than 5 minutes, thereby precluding unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment.
- (b) The proposed Project would be required to meet the CCR Title 24 energy efficiency standards, comply with all applicable City energy codes. In addition, the Project buildings would be solar ready in compliance with current Title 24 requirements, which would allow for the future installation of rooftop solar. Therefore, the Project would not inhibit the use of and would allow for future flexibility relating to renewable energy.

The operation of the Project would also comply with Title 24 as well as all applicable City business and energy codes and ordinances. Through compliance with existing standards, the Project would not result in a fuel demand on a per-development basis that is greater than other development projects in Southern California. There are no unusual Project characteristics that would cause the use of construction equipment that would be less energy efficient compared with other similar construction sites in other parts of the state. Therefore, the construction and operation of the Project would result in a less-than-significant impact related to inefficient, wasteful, or unnecessary consumption of energy, and no mitigation would be required.

GREENHOUSE GAS EMISSIONS

Regulatory Background and Thresholds

California State Executive Order S-3-05, issued by Governor Arnold Schwarzenegger in June 2005, established comprehensive GHG reduction targets for the state.⁹ It mandated reducing GHG emissions to 2000 levels by 2010, to 1990 levels by 2020, and to 80% below 1990 levels by 2050. This Executive Order laid the foundation for subsequent climate change mitigation efforts in California, including the development of various policies and programs aimed at reducing emissions across sectors such as transportation, energy, and industry. The objective of the Executive Order is to contribute to capping worldwide CO₂ concentrations at 450 parts per million (ppm), stabilizing global climate change.

SCAQMD convened a GHG Emissions CEQA Significance Threshold Working Group to help lead agencies determine significance thresholds for GHG emissions when SCAQMD is not the lead agency. The last working group was held in September 2010 (Meeting No. 15) and proposed a tiered approach (Tier 1 to Tier 5), equivalent to the existing consistency determination requirements in CEQA Guidelines Sections 15064(h)(3), 15125(d), or 15152(a).¹⁰ This assessment will apply the Tier 3 (Numerical Screening Thresholds) approach. Tier 3 consists of screening values which the lead agency can choose from, but it must be consistent with all projects within its jurisdiction. A project's construction emissions are averaged over 30 years and are added to the project's operational emissions. If a project's emissions are below one of the following screening thresholds, then the project impact would be less than significant:

- Option 1, all land use types: 3,000 MTCO₂e per year
- Option 2, based on land use type:
 - Residential: 3,500 MTCO₂e per year
 - Commercial: 1,400 MTCO₂e per year
 - Mixed-use: 3,000 MTCO₂e per year

Based on the foregoing guidance, the City has elected to rely on compliance with a local air district (SCAQMD) threshold in the determination of significance of Project-related GHG emissions. Specifically, the City has selected the interim 3,000 MTCO₂e per year threshold recommended by SCAQMD staff against which to compare Project-related GHG emissions.

The City understands that the 3,000 MTCO₂e per year threshold was proposed by SCAQMD a decade ago and was adopted as an interim policy; however, no permanent, superseding policy or threshold has since been adopted. The 3,000 MTCO₂e per year threshold was developed and recommended by SCAQMD, an expert agency, based on substantial evidence as provided in the *Draft Guidance Document – Interim CEQA Greenhouse Gas Significance Threshold*¹¹ document and subsequent Working Group meetings (latest of which occurred in 2010). SCAQMD has not withdrawn its support of the interim threshold and all documentation supporting the interim threshold remains on the SCAQMD website on a page that provides guidance to

⁹ Executive Department State of California. Executive Order S-3-05. Referenced at: <https://www.library.ca.gov/wp-content/uploads/GovernmentPublications/executive-order-proclamation/5129-5130.pdf>

¹⁰ SCAQMD. (2010). *Minutes of the GHG CEQA Significance Threshold Stakeholder Working Group #15*. Referenced at: [http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-\(ghg\)-ceqa-significance-thresholds/year-2008-2009/ghg-meeting-15/ghg-meeting-15-minutes.pdf](http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/year-2008-2009/ghg-meeting-15/ghg-meeting-15-minutes.pdf).

¹¹ SCAQMD. (2008). *Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans*. Referenced at: [http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-\(ghg\)-ceqa-significance-thresholds/ghgboardsynopsis.pdf](http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/ghgboardsynopsis.pdf).

CEQA practitioners for air quality analysis (and where all SCAQMD significance thresholds for regional and local criteria pollutants and toxic air contaminants also are listed). Further, as stated by SCAQMD, this threshold “uses the Executive Order S-3-05 goal (80% below 1990 levels by 2050) as the basis for deriving the screening level” and, thus, remains valid for use in year 2025 and for purposes of this analysis. Lastly, this threshold has been used for hundreds of GHG analyses performed for projects located within the SCAQMD jurisdiction.

Project GHG Emissions

The Project’s construction GHG emissions are shown in Table 10, *Project Construction GHG Emissions*, and the overall construction and operational emissions are shown in Table 11, *Project Total GHG Emissions*, below. These emissions were calculated using the CalEEMod model. The construction emissions are amortized over 30 years and added to the operational GHG emissions. As shown in Table 11, the Project’s construction and operation GHG emissions would total 1,324 MTCO_{2e} per year, below the SCAQMD significance threshold of 3,000 MTCO_{2e} per year. Therefore, the Project would have a less-than-significant impact on GHG emissions.

Table 10: Project Construction GHG Emissions

Activity	Annual GHG Emissions (MTCO _{2e})
2027	512
2028	129
Total Emissions	641
Total Emissions Amortized Over 30 Years	21

Source: CalEEMod Output Sheets (see Attachment B).

Table 11: Project Total GHG Emissions

Activity	Annual GHG Emissions (MTCO _{2e})
Mobile	912
Area	2
Energy	213
Water	14
Waste	132
Refrigeration	<0.1
Stationary	51
Total Project Operation Emissions	1,324
Project Construction Emissions	21
Total Project Emissions	1,345
Significance Threshold	3,000
Threshold Exceeded?	No

Source: CalEEMod Output Sheets (see Attachment B).

Project Consistency with Plans, Policies, and Regulations

The City has developed its Environmental Review Guidelines that were adopted on June 4, 2020¹². According to the City's Environmental Review Guidelines¹³, projects that are consistent with the Western Riverside County Council of Governments Subregional Climate Action Plan (WRCOG Subregional CAP)¹⁴ and the CARB's 2022 Scoping Plan for Achieving Carbon Neutrality¹⁵ (2022 Scoping Plan) are presumed to result in less than significant impacts to GHG. The 2022 CARB Scoping Plan Update sets the GHG emission reduction target for 2045 at 85% below 1990 levels, which was codified by SB 32. The City is one of twelve WRCOG jurisdictions which participated in preparing the WRCOG Subregional CAP. This GHG reduction plan sets a subregional emissions target of 15% below 2010 levels by 2020 and 49% below 2010 levels by 2035.

As shown below in Tables 12 and 13, the Project would comply with all applicable plans and programs intended to reduce GHG emissions. The proposed Project would not conflict with any plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs within the WRCOG subregion and the 2022 Scoping Plan.

Table 12: WRCOG Subregional CAP Consistency Summary

Measure	Consistency
Energy	
LE-1: Expand Local Renewable Energy Production. Increase solar PV installations on new and existing buildings.	Consistent. The Project would comply with the 2022 Title 24, Part 6 building energy requirements, through installation of solar-ready roofs.
LE-2: Community Choice/Utility Renewable Electricity. Go beyond State mandates for renewables content of grid electricity.	Not Applicable. This measure applies to the utility providers to purchase electricity from qualifying renewable sources.
LE-3: Improve Energy Efficiency of Existing Buildings. Financing and rebates for residents and business owners to make energy efficiency, renewable energy, and water conservation improvements.	Not Applicable. This local measure is within the scope of the utility providers. As an individual development, the Project is limited in its ability to provide energy rebates.
LE-4: Building & Appliance Electrification. Transition energy use away from fossil natural gas to clean electricity and renewable natural gas.	Consistent. The Project would comply with the 2022 Title 24, Part 6 building energy requirements, through installation of solar-ready roofs.

¹² City of Jurupa Valley. (2020). *Resolution No. 2020-74*. Referenced at: [http://laserficheweb.jurupavalley.org/WebLink/0/edoc/47963/Res.%20No.%202020-74%20\(Adopting%20revisions%20to%20Jurupa%20Valley%20Environmental%20Review%20Guidelines%20pertaining%20to%20Vehicle%20Miles%20Traveled%20and%20traffic%20impact%20analysis%20methodology\).pdf](http://laserficheweb.jurupavalley.org/WebLink/0/edoc/47963/Res.%20No.%202020-74%20(Adopting%20revisions%20to%20Jurupa%20Valley%20Environmental%20Review%20Guidelines%20pertaining%20to%20Vehicle%20Miles%20Traveled%20and%20traffic%20impact%20analysis%20methodology).pdf)

¹³ City of Jurupa Valley. (2020). *Resolution No. 2020-05-13-01*. Referenced at: <http://laserficheweb.jurupavalley.org/WebLink/0/edoc/57020/Resolution%20No.%202020-05-13-01%20-%20CEQA%20Guidelines.pdf>

¹⁴ Western Riverside Council of Governments. (2022). *Subregional Climate Action Plan*. Referenced at: <https://wrcog.us/DocumentCenter/View/9987/Climate-Action-Plan-Toolkit>

¹⁵ California Air Resources Board. (2022). *California's 2022 Climate Change Scoping Plan Table 2-1: Actions for the Scoping Plan Scenario: AB 32 GHG Inventory Sectors*. Referenced at: <https://ww2.arb.ca.gov/sites/default/files/2023-04/2022-sp.pdf>

Measure	Consistency
LE-5: Traffic & Street Light Upgrades. Replace Traffic signals and street light fixtures with LEDs or other high efficiency bulbs.	Not Applicable. This local measure is within the scope of the City. As an individual development, the Project is limited in its ability to improve existing traffic and street lights within the City.
LE-6: Shade Trees. Strategically plant trees to reduce the urban heat island effect.	Consistent. A minimum of 10% of the parking lot area is required to be landscaped. The Project would provide 12% of the parking area as landscaping, which equates to 23% of the total site.
Transportation	
LT-1: Bicycle Infrastructure Improvements. Expand on-street and off-street bicycle infrastructure, including bicycle lanes and bicycle trails.	Consistent. The proposed Project would provide two bicycle racks, which would provide a total of nine bike parking spaces on-site.
LT-2: Pedestrian Infrastructure Improvements. Expand and improve pedestrian infrastructure, including sidewalks, crosswalks, and pedestrian signals.	Consistent. The proposed Project would construct a new sidewalk along the Project frontage on 33 rd Street.
LT-3: Carshare & Carpool Programs. Provide access to car-share and carpool programs to reduce dependence on single-occupancy vehicles.	Not Applicable. The proposed Project is a skilled nursing facility. The proposed Project does not constitute as a central employment center, requiring a transportation demand management program.
LT-4: Parking Pricing & Limited Requirements. Price public parking in central business districts/employments centers/retail centers; amend zoning codes to reduce requirements for vehicle parking in new development projects.	Not Applicable. The proposed Project is not within a central business district/employment center and would not provide any public parking spaces.
LT-5: Increase Transit Service & Frequency. Collaborate with regional transit providers to increase transit service and frequency provided in the subregion.	Not Applicable. This local measure is within the scope of the City. As an individual development, the Project is limited in its ability to improve transit service frequency and traffic signal coordination within the City.
LT-6: Traffic Signal Coordination. Incorporate technology to synchronize and coordinate traffic signals along local arterials.	
LT-7: Increase Housing Density. Increase the density of planned housing units within the city.	Not Applicable. The Project does not propose any single family or multi-family residential housing.
LT-8: Increase Land Use Diversity. Provide for a variety of development types and uses.	Consistent. The Project proposes a zoning amendment to allow for the construction of a skilled nursing facility within a site zoned for rural residential uses.
LT-9: Transit-Oriented Development. Place new developments in close proximity to transit services.	Consistent. The proposed Project would be within 1 mile of the nearest bus stations, which run along Mission Boulevard.
LT-10: Local ZEV Programs. Provide charging stations and other support for zero emission vehicles (ZEVs).	Consistent. The proposed Project would be designed and constructed in accordance with the 2022 Title 24 Part 6 and Part 11 requirements, which includes EV-ready charging infrastructure to allow for electric vehicle charging stalls.

Measure	Consistency
LT-11: Subsidized Transit. Decrease the cost of transit by providing subsidies.	Not Applicable. This local measure is within the scope of the City. As an individual development, the Project is limited in its ability to provide transit subsidies within the City.
Solid Waste	
LS-1: Zero Waste Initiatives. Support the State's mandates and strive for zero waste.	Consistent. The proposed Project would be required to comply with all City measures adopted in compliance with AB 341, which requires diversion of a minimum of 75% of operational solid waste.
Water & Wastewater	
LW-1: Increase Recycled Water Use. Expanding the available water supply through water recycling and reuse infrastructure.	Not Applicable. There are no existing recycled water lines for the Project to connect to. However, the Project proposes to construct a water quality basin for retention and filtration of on-site stormwater runoff.
Agriculture	
LA-1: Local Agriculture & Community Gardens. Support local farms, community gardens, and sustainable food production.	Not Applicable. The proposed Project would not involve any agricultural uses.

Source: Western Riverside Council of Governments. (2022). *Subregional Climate Action Plan*. Referenced at: <https://wrcog.us/DocumentCenter/View/9987/Climate-Action-Plan-Toolkit>

Table 13: 2022 Scoping Plan Consistency Summary

Action	Consistency
GHG Emissions Reductions Relative to the SB 32 Target	
40% Below 1990 levels by 2030.	Consistent. The Project would comply with the 2022 Title 24, Part 6 building energy requirements along with other local and State initiatives that aim to achieve the 40% below 1990 levels by 2030 goal.
Smart Growth/Vehicle Miles Traveled VMT	
VMT per capita reduced 25% below 2019 levels by 2030, and 30% below 2019 levels by 2045.	Consistent. The proposed Project would provide a new sidewalk, bicycle racks, and bicycle parking spaces to encourage alternative modes of transportation. As previously discussed in the air quality section, the Project would be consistent with the growth assumptions in the 2022 Connect SoCal, so the Project would not interfere with the analysis completed for the Connect SoCal report outlining VMT reduction targets and measures.
Light-Duty Vehicle (LDV) Zero-Emission Vehicles (ZEVs)	

Action	Consistency
100% of LDV sales are ZEV by 2035.	Not Applicable. The proposed Project does not propose the sale of vehicles.
Truck ZEVs	
100% of medium-duty (MDV)/HDC sales are ZEV by 2040 (AB 74 University of California Institute of Transportation Studies [ITS] report).	Not Applicable. The proposed Project does not propose the sale of trucks.
Aviation	
20% of aviation fuel demand is met by electricity (batteries) or hydrogen (fuel cells) in 2045. Sustainable aviation fuel meets most or the rest of the aviation fuel demand that has not already transitioned to hydrogen or batteries.	Not Applicable. The proposed Project would not utilize aviation fuel.
Ocean-Going Vessels (OGV)	
2020 OGV At-Berth regulation fully implemented, with most OGVs utilizing shore power by 2027. 25% of OGVs utilize hydrogen fuel cell electric technology by 2045.	Not Applicable. The proposed Project would not utilize any OGVs.
Port Operations	
100% of cargo handling equipment is zero-emission by 2037. 100% of drayage trucks are zero emission by 2035.	Not Applicable. The proposed Project would not impact any operations at any ports.
Freight and Passenger Rail	
100% of passenger and other locomotive sales are ZEV by 2030. 100% of line haul locomotive sales are ZEV by 2035. Line haul and passenger rail rely primarily on hydrogen fuel cell technology, and others primarily utilize electricity.	Not Applicable. The proposed Project would not involve any freight or passenger rail operations.
Oil and Gas Extraction	
Reduce oil and gas extraction operations in line with petroleum demand by 2045.	Not Applicable. The proposed Project would not involve oil and gas extraction operations.
Petroleum Refining	
CCS on majority of operations by 2030, beginning in 2028. Production reduced in line with petroleum demand.	Not Applicable. The proposed Project would not involve any petroleum refining.
Electricity Generation	

Action	Consistency
Sector GHG target of 38 million metric tons of carbon dioxide equivalent (MMTCO_{2e}) in 2030 and 30 MMTCO_{2e} in 2035. Retail sales load coverage 13420 gigawatts (GW) of offshore wind by 2045. Meet increased demand for electrification without new fossil gas-fired resources.	Not Applicable. The Project would not generate electricity for consumer production.
New Residential and Commercial Buildings	
All electric appliances beginning 2026 (residential) and 2029 (commercial), contributing to 6 million heat pumps installed statewide by 2030.	Consistent. The proposed Project would comply with the 2022 Title 24, Section 6 Building Codes energy requirements, including installing electrical wiring for all built in appliances.
Existing Residential Buildings	
80% of appliance sales are electric by 2030 and 100% of appliance sales are electric by 2035. Appliances are replaced at end of life such that by 2030 there are 3 million all-electric and electric-ready homes—and by 2035, 7 million homes—as well as contributing to 6 million heat pumps installed statewide by 2030.	Not Applicable. The proposed Project would not involve any existing residential buildings.
Existing Commercial Buildings	
80% of appliance sales are electric by 2030, and 100% of appliance sales are electric by 2045. Appliances are replaced at end of life, contributing to 6 million heat pumps installed statewide by 2030.	Not Applicable. The proposed Project would not involve any existing commercial buildings.
Food Products	
7.5% of energy demand electrified directly and/or indirectly by 2030; 75% by 2045.	Not Applicable. The Project would not involve mass food production. In addition, the Project would not involve cold storage for short-term storage and distribution, and all on-site food storage would comply with Title 24 Part 6 standards.
Construction Equipment	
25% of energy demand electrified by 2030 and 75% electrified by 2045.	Consistent. The proposed Project would be required to use construction equipment that is registered by CARB and meet CARB's standards. CARB sets its standards to be in line with the goal of reducing energy demand by 25% in 2030 and 75% in 2045.
Chemicals and Allied Products; Pulp and Paper	
Electrify 0% of boilers by 2030 and 100% of boilers by 2045. Hydrogen for 25% of process heat by 2035 and 100% by 2045. Electrify 100% of other energy demand by 2045.	Not Applicable. The proposed Project would not involve the production and/or storage of chemicals and allied products like pulp and paper.

Action	Consistency
Stone, Clay, Glass, and Cement	
CCS on 40% of operations by 2035 and on all facilities by 2045. Process emissions reduced through alternative materials and CCS.	Not Applicable. The proposed Project would not involve the production and/or storage of stone, clay, glass and/or cement.
Other Industrial Manufacturing	
0% energy demand electrified by 2030 and 50% by 2045.	Not Applicable. The Project does not propose any industrial manufacturing uses.
Combined Heat and Power	
Facilities retire by 2040.	Not Applicable. The proposed Project would not involve any existing combined heat and power facilities.
Agriculture Energy Use	
25% energy demand electrified by 2030 and 75% by 2045.	Not Applicable. The proposed Project would not involve any agricultural uses.
Low Carbon Fuels for Transportation	
Biomass supply is used to produce conventional and advanced biofuels, as well as hydrogen.	Not Applicable. The proposed Project would not involve any production of biofuels.
Low Carbon Fuels for Buildings and Industry	
In 2030s, biomethane 135 blended in pipeline. Renewable hydrogen blended in fossil gas pipeline at 7% energy (~20% by volume), ramping up between 2030 and 2040. In 2030s, dedicated hydrogen pipelines constructed to serve certain industrial clusters.	Not Applicable. The proposed Project would not involve any production of fuels for buildings and industry.
Non-Combustion Methane Emissions	
Increase landfill and dairy digester methane capture. Some alternative manure management deployed for smaller dairies. Moderate adoption of enteric strategies by 2030. Divert 75% of organic waste from landfills by 2025. Oil and gas fugitive methane emissions reduced 50% by 2030 and further reductions as infrastructure components retire in line with reduced fossil gas demand.	Not Applicable. The proposed Project would not involve any production of non-combustion methane emissions or organic waste.
High GWP Potential Emissions	
Low GWP refrigerants introduced as building electrification increases, mitigating HFC emissions.	Not Applicable. The Project would not involve cold storage for short-term storage and distribution. All on-site food storage would comply with Title 24 Part 6 standards.
Transportation Electrification	

Action	Consistency
Convert local government fleets to ZEV.	Not Applicable. The proposed project would not include fleet usage.
Create a jurisdiction-specific ZEV ecosystem to support deployment of ZEVs statewide (such as permit streamlining, infrastructure siting, consumer education, or preferential parking policies).	Consistent. The proposed Project would be designed and constructed in accordance with the 2022 Title 24 Part 6 and Part 11 requirements, which includes constructing EV-ready infrastructure to allow for EV charging stalls. Therefore, the proposed Project would not interfere with the implementation of a ZEV ecosystem within the City.
VMT Reduction	
Reduce or eliminate minimum parking standards in new developments.	Not Applicable. The proposed Project is a development level project, which is not involved with determining City parking policies or requirements. Additionally, the proposed Project would not interfere with the City's ability to update or eliminate parking standards.
Adopt and implement Complete Streets policies and investments, consistent with general plan circulation element requirements.	Not Applicable. The Project proposes the construction of a new sidewalk along the Project frontage of 33 rd Street and would not interfere with the implementation of Complete Streets policies and investments within the City.
Increase public access to shared clean mobility options (such as planning for and investing in electric shuttles, bike share, car share, transit).	Consistent. The Project site is located in a developed urban area with sidewalks available along all nearby roadways. The proposed on-site roadway system includes sidewalks throughout the Project site that would connect to the off-site sidewalks. In addition, the proposed facility would allow for charging of electric vehicles.
Implement parking pricing or transportation demand management pricing strategies.	Not Applicable. The Project proposes the development of medical facilities, which does not propose public parking.
Amend zoning or development codes to enable mixed-use, walkable, and compact infill development (such as increasing allowable density of the neighborhood).	Consistent. The proposed Project proposes a zoning amendment from Rural Residential to General Residential, which would permit for congregate care facilities and would allow for more dense development.
Preserve natural and working lands.	Not Applicable. The proposed Project would not convert any natural and working lands to urban uses. The Project site is located within an area that is already developed.
Building Decarbonization	
Adopt all-electric new construction reach codes.	Consistent. The proposed Project would comply with 2022 Title 24 Parts 6 and 11, which includes electric heat pumps installed during construction and electric hookups for all appliances.
Adopt policies and incentive programs to implement energy efficiency retrofits (such as weatherization, lighting upgrades, replacing energy intensive appliances and equipment with more efficient systems, etc.).	Not Applicable. The proposed Project includes development of a new skilled nursing facility and it does not involve energy retrofits of existing and older systems.
Adopt policies and incentive programs to electrify all appliances and equipment in existing buildings.	

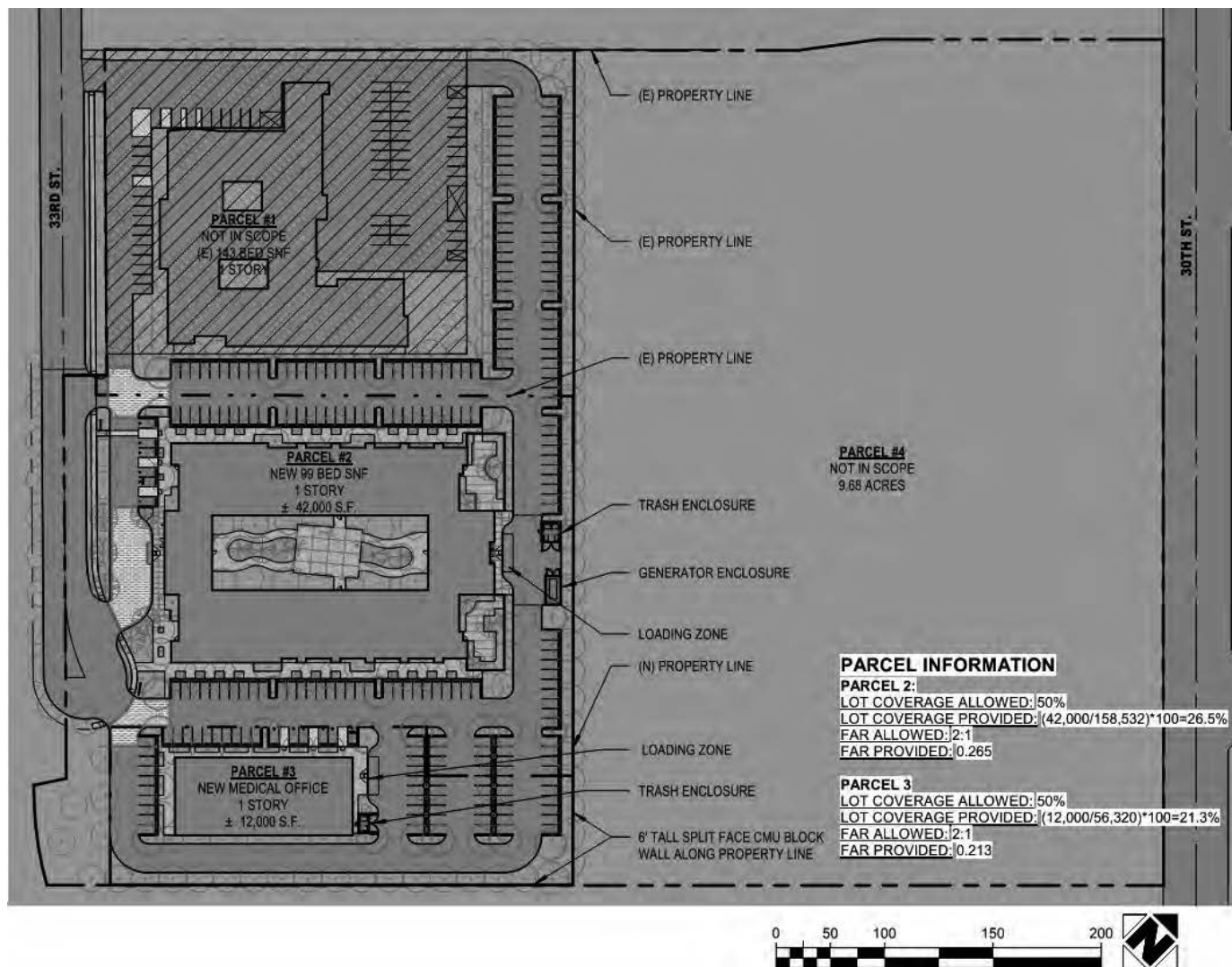
Action	Consistency
Adopt policies and incentive programs to reduce electrical loads from equipment plugged into outlets (such as purchasing Energy Star equipment for municipal buildings, occupancy sensors, smart power strips, equipment controllers, etc.).	Consistent. The proposed Project would be constructed in accordance with Title 24 CALGreen requirements, which includes installation of Energy Star equipment and appliances in new buildings.
Facilitate deployment of renewable energy production and distribution and energy storage.	Consistent. The proposed Project would be constructed in accordance with the CALGreen Building Energy Efficiency Standards (Title 24 Part 6) and meet all other requirements related to energy efficiency standards.

Source: California Air Resources Board. (2022). *California's 2022 Climate Change Scoping Plan Table 2-1: Actions for the Scoping Plan Scenario: AB 32 GHG Inventory Sectors*. Referenced at:
<https://ww2.arb.ca.gov/sites/default/files/2023-04/2022-sp.pdf>

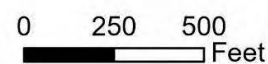
Conclusion

As described above, the proposed Project's construction and operational GHG emissions would total 1,345 MTCO_{2e}, which is below the SCAQMD's significance threshold of 3,000 MTCO_{2e} per year. Additionally, the Project is consistent with the actions and measures of the WRCOG Subregional CAP and CARB's 2022 Scoping Plan and would not interfere with the policies and goals set within those plans. Therefore, the Project would have a less-than-significant impact related to GHG emissions. No mitigation would be required.

Figure 1: Conceptual Site Plan



Source: Taylor Design. (2025).

 Project Site

ATTACHMENT A: DEMOLITION CALCULATIONS



ATTACHMENT B: CALEEMOD OUTPUT SHEETS

24-095 Skilled Nursing Facility Project Detailed Report

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4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

5. Activity Data

5.1. Construction Schedule

5.2. Off-Road Equipment

5.2.1. Unmitigated

5.3. Construction Vehicles

5.3.1. Unmitigated

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

5.5. Architectural Coatings

5.6. Dust Mitigation

- 5.6.1. Construction Earthmoving Activities
- 5.6.2. Construction Earthmoving Control Strategies
- 5.7. Construction Paving
- 5.8. Construction Electricity Consumption and Emissions Factors
- 5.9. Operational Mobile Sources
 - 5.9.1. Unmitigated
- 5.10. Operational Area Sources
 - 5.10.1. Hearths
 - 5.10.1.1. Unmitigated
 - 5.10.2. Architectural Coatings
 - 5.10.3. Landscape Equipment
- 5.11. Operational Energy Consumption
 - 5.11.1. Unmitigated
- 5.12. Operational Water and Wastewater Consumption
 - 5.12.1. Unmitigated
- 5.13. Operational Waste Generation
 - 5.13.1. Unmitigated
- 5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

5.16.2. Process Boilers

5.17. User Defined

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

5.18.2. Sequestration

5.18.2.1. Unmitigated

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

6.2. Initial Climate Risk Scores

6.3. Adjusted Climate Risk Scores

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

7.2. Healthy Places Index Scores

7.3. Overall Health & Equity Scores

7.4. Health & Equity Measures

7.5. Evaluation Scorecard

7.6. Health & Equity Custom Measures

8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	24-095 Skilled Nursing Facility Project
Construction Start Date	1/4/2027
Operational Year	2028
Lead Agency	City of Jurupa Valley
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.20
Precipitation (days)	6.80
Location	34.01421560440683, -117.42211153453763
County	Riverside-South Coast
City	Jurupa Valley
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	5426
EDFZ	11
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas
App Version	2022.1.1.29

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Congregate Care (Assisted Living)	99.0	Dwelling Unit	2.31	42,000	58,762	—	320	—

Parking Lot	248	Space	0.94	0.00	0.00	—	—	—
Other Asphalt Surfaces	2.42	Acre	2.42	0.00	0.00	—	—	—
Medical Office Building	12.0	1000sqft	0.28	12,000	0.00	—	—	—
Other Asphalt Surfaces	2.02	1000sqft	0.05	0.00	0.00	—	—	Offsite Improvement

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

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

Un/Mit.	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Unmit.	21.0	10.8	19.1	0.03	1.46	0.60	4,058
Daily, Winter (Max)	—	—	—	—	—	—	—
Unmit.	3.71	32.8	31.3	0.07	7.51	4.23	8,762
Average Daily (Max)	—	—	—	—	—	—	—
Unmit.	1.44	8.76	13.2	0.02	1.29	0.56	3,090
Annual (Max)	—	—	—	—	—	—	—
Unmit.	0.26	1.60	2.42	< 0.005	0.24	0.10	512
Exceeds (Daily Max)	—	—	—	—	—	—	—
Threshold	75.0	100	550	150	150	55.0	—
Unmit.	No	No	No	No	No	No	—
Exceeds (Average Daily)	—	—	—	—	—	—	—
Threshold	75.0	100	550	150	150	55.0	—

Unmit.	No	No	No	No	No	No	—
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2.2. Construction Emissions by Year, Unmitigated

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

Year	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—
2027	1.42	10.8	19.1	0.03	1.46	0.60	4,058
2028	21.0	7.53	11.8	0.02	0.55	0.33	1,899
Daily - Winter (Max)	—	—	—	—	—	—	—
2027	3.71	32.8	31.3	0.07	7.51	4.23	8,762
2028	1.35	10.3	17.7	0.03	1.42	0.57	3,948
Average Daily	—	—	—	—	—	—	—
2027	1.08	8.76	13.2	0.02	1.29	0.56	3,090
2028	1.44	2.11	3.62	0.01	0.28	0.11	777
Annual	—	—	—	—	—	—	—
2027	0.20	1.60	2.42	< 0.005	0.24	0.10	512
2028	0.26	0.39	0.66	< 0.005	0.05	0.02	129

2.4. Operations Emissions Compared Against Thresholds

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

Un/Mit.	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Unmit.	5.76	6.15	34.4	0.08	6.38	1.80	9,774
Daily, Winter (Max)	—	—	—	—	—	—	—
Unmit.	5.02	6.28	24.1	0.07	6.37	1.79	9,321
Average Daily (Max)	—	—	—	—	—	—	—
Unmit.	4.47	4.50	24.1	0.06	5.21	1.44	7,997
Annual (Max)	—	—	—	—	—	—	—

Unmit.	0.82	0.82	4.40	0.01	0.95	0.26	1,324
Exceeds (Daily Max)	—	—	—	—	—	—	—
Threshold	55.0	55.0	550	150	150	55.0	—
Unmit.	No	No	No	No	No	No	—
Exceeds (Average Daily)	—	—	—	—	—	—	—
Threshold	55.0	55.0	550	150	150	55.0	—
Unmit.	No	No	No	No	No	No	—
Exceeds (Annual)	—	—	—	—	—	—	—
Threshold	—	—	—	—	—	—	3,000
Unmit.	—	—	—	—	—	—	No

2.5. Operations Emissions by Sector, Unmitigated

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

Sector	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Mobile	2.78	2.61	25.2	0.07	6.18	1.60	7,024
Area	1.86	0.06	6.15	< 0.005	< 0.005	< 0.005	17.2
Energy	0.02	0.41	0.21	< 0.005	0.03	0.03	1,285
Water	—	—	—	—	—	—	87.2
Waste	—	—	—	—	—	—	795
Refrig.	—	—	—	—	—	—	0.84
Stationary	1.10	3.07	2.80	0.01	0.16	0.16	564
Total	5.76	6.15	34.4	0.08	6.38	1.80	9,774
Daily, Winter (Max)	—	—	—	—	—	—	—
Mobile	2.61	2.80	21.1	0.06	6.18	1.60	6,588
Area	1.28	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.02	0.41	0.21	< 0.005	0.03	0.03	1,285

Water	—	—	—	—	—	—	87.2
Waste	—	—	—	—	—	—	795
Refrig.	—	—	—	—	—	—	0.84
Stationary	1.10	3.07	2.80	0.01	0.16	0.16	564
Total	5.02	6.28	24.1	0.07	6.37	1.79	9,321
Average Daily	—	—	—	—	—	—	—
Mobile	2.17	2.36	18.2	0.05	5.09	1.32	5,508
Area	1.68	0.04	4.21	< 0.005	< 0.005	< 0.005	11.8
Energy	0.02	0.41	0.21	< 0.005	0.03	0.03	1,285
Water	—	—	—	—	—	—	87.2
Waste	—	—	—	—	—	—	795
Refrig.	—	—	—	—	—	—	0.84
Stationary	0.60	1.68	1.54	< 0.005	0.09	0.09	309
Total	4.47	4.50	24.1	0.06	5.21	1.44	7,997
Annual	—	—	—	—	—	—	—
Mobile	0.40	0.43	3.31	0.01	0.93	0.24	912
Area	0.31	0.01	0.77	< 0.005	< 0.005	< 0.005	1.95
Energy	< 0.005	0.08	0.04	< 0.005	0.01	0.01	213
Water	—	—	—	—	—	—	14.4
Waste	—	—	—	—	—	—	132
Refrig.	—	—	—	—	—	—	0.14
Stationary	0.11	0.31	0.28	< 0.005	0.02	0.02	51.2
Total	0.82	0.82	4.40	0.01	0.95	0.26	1,324

3. Construction Emissions Details

3.1. Demolition (2027) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Off-Road Equipment	2.21	19.9	18.6	0.03	0.80	0.73	3,439
Demolition	—	—	—	—	2.00	0.30	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.27	0.26	< 0.005	0.01	0.01	47.1
Demolition	—	—	—	—	0.03	< 0.005	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.05	0.05	< 0.005	< 0.005	< 0.005	7.80
Demolition	—	—	—	—	0.01	< 0.005	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Worker	0.06	0.06	0.75	0.00	0.20	0.05	189
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.04	2.77	0.67	0.02	0.71	0.23	2,546
Average Daily	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	< 0.005	< 0.005	2.62
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.04	0.01	< 0.005	0.01	< 0.005	34.9
Annual	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.43
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	5.78
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3.3. Site Preparation (2027) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Off-Road Equipment	3.65	32.7	30.4	0.05	1.62	1.49	5,552
Dust From Material Movement	—	—	—	—	5.66	2.69	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.45	0.42	< 0.005	0.02	0.02	76.1
Dust From Material Movement	—	—	—	—	0.08	0.04	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.08	0.08	< 0.005	< 0.005	< 0.005	12.6
Dust From Material Movement	—	—	—	—	0.01	0.01	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Worker	0.07	0.07	0.88	0.00	0.23	0.05	220
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—

Worker	< 0.005	< 0.005	0.01	0.00	< 0.005	< 0.005	3.06
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.51
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.5. Grading (2027) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Off-Road Equipment	2.03	17.8	18.8	0.03	0.93	0.86	3,147
Dust From Material Movement	—	—	—	—	2.26	0.94	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—
Off-Road Equipment	0.08	0.73	0.77	< 0.005	0.04	0.04	129
Dust From Material Movement	—	—	—	—	0.09	0.04	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.13	0.14	< 0.005	0.01	0.01	21.4
Dust From Material Movement	—	—	—	—	0.02	0.01	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Worker	0.06	0.06	0.75	0.00	0.20	0.05	189
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.08	5.91	1.42	0.04	1.51	0.50	5,426
Average Daily	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.03	0.00	0.01	< 0.005	7.87
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.24	0.06	< 0.005	0.06	0.02	223
Annual	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	< 0.005	< 0.005	1.30
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.04	0.01	< 0.005	0.01	< 0.005	36.9

3.7. Building Construction (2027) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Off-Road Equipment	1.11	10.2	14.0	0.03	0.36	0.34	2,639
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—
Off-Road Equipment	1.11	10.2	14.0	0.03	0.36	0.34	2,639
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—
Off-Road Equipment	0.72	6.55	9.04	0.02	0.23	0.22	1,699
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—

Off-Road Equipment	0.13	1.20	1.65	< 0.005	0.04	0.04	281
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Worker	0.30	0.26	4.99	0.00	0.98	0.23	1,031
Vendor	0.01	0.39	0.12	< 0.005	0.11	0.04	389
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—
Worker	0.28	0.29	3.77	0.00	0.98	0.23	946
Vendor	0.01	0.41	0.13	< 0.005	0.11	0.04	388
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—
Worker	0.18	0.21	2.55	0.00	0.63	0.15	618
Vendor	< 0.005	0.26	0.08	< 0.005	0.07	0.02	250
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—
Worker	0.03	0.04	0.47	0.00	0.11	0.03	102
Vendor	< 0.005	0.05	0.01	< 0.005	0.01	< 0.005	41.4
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Building Construction (2028) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Off-Road Equipment	1.07	9.66	14.0	0.03	0.33	0.30	2,639
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Average Daily	—	—	—	—	—	—	—
Off-Road Equipment	0.19	1.72	2.50	< 0.005	0.06	0.05	470
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.31	0.46	< 0.005	0.01	0.01	77.8
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Worker	0.27	0.29	3.52	0.00	0.98	0.23	929
Vendor	0.01	0.39	0.12	< 0.005	0.11	0.04	379
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—
Worker	0.05	0.05	0.66	0.00	0.17	0.04	168
Vendor	< 0.005	0.07	0.02	< 0.005	0.02	0.01	67.6
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—
Worker	0.01	0.01	0.12	0.00	0.03	0.01	27.8
Vendor	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	11.2
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.11. Paving (2028) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Off-Road Equipment	0.79	7.46	10.6	0.02	0.29	0.26	1,629
Paving	0.89	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.20	0.29	< 0.005	0.01	0.01	44.6
Paving	0.02	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.04	0.05	< 0.005	< 0.005	< 0.005	7.39
Paving	< 0.005	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Worker	0.08	0.07	1.24	0.00	0.26	0.06	269
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.03	0.00	0.01	< 0.005	6.87
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	< 0.005	< 0.005	1.14
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.13. Architectural Coating (2028) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
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Onsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Off-Road Equipment	0.14	1.08	1.49	< 0.005	0.02	0.02	179
Architectural Coatings	20.8	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.06	0.08	< 0.005	< 0.005	< 0.005	9.79
Architectural Coatings	1.14	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	1.62
Architectural Coatings	0.21	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Worker	0.06	0.05	0.93	0.00	0.20	0.05	202
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.04	0.00	0.01	< 0.005	10.3
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	< 0.005	< 0.005	1.71
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Congregate Care (Assisted Living)	1.09	0.91	8.65	0.02	2.05	0.53	2,338
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Medical Office Building	1.68	1.70	16.6	0.05	4.13	1.07	4,685
Total	2.78	2.61	25.2	0.07	6.18	1.60	7,024
Daily, Winter (Max)	—	—	—	—	—	—	—
Congregate Care (Assisted Living)	1.03	0.98	7.34	0.02	2.05	0.53	2,194
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Medical Office Building	1.58	1.82	13.8	0.04	4.13	1.07	4,394
Total	2.61	2.80	21.1	0.06	6.18	1.60	6,588
Annual	—	—	—	—	—	—	—
Congregate Care (Assisted Living)	0.17	0.17	1.30	< 0.005	0.35	0.09	343
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Medical Office Building	0.22	0.26	2.02	0.01	0.58	0.15	569
Total	0.40	0.43	3.31	0.01	0.93	0.24	912

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Congregate Care (Assisted Living)	—	—	—	—	—	—	534
Parking Lot	—	—	—	—	—	—	34.2
Other Asphalt Surfaces	—	—	—	—	—	—	0.00
Medical Office Building	—	—	—	—	—	—	200
Total	—	—	—	—	—	—	768
Daily, Winter (Max)	—	—	—	—	—	—	—
Congregate Care (Assisted Living)	—	—	—	—	—	—	534
Parking Lot	—	—	—	—	—	—	34.2
Other Asphalt Surfaces	—	—	—	—	—	—	0.00
Medical Office Building	—	—	—	—	—	—	200
Total	—	—	—	—	—	—	768
Annual	—	—	—	—	—	—	—
Congregate Care (Assisted Living)	—	—	—	—	—	—	88.5
Parking Lot	—	—	—	—	—	—	5.66

Other Asphalt Surfaces	—	—	—	—	—	—	0.00
Medical Office Building	—	—	—	—	—	—	33.1
Total	—	—	—	—	—	—	127

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Congregate Care (Assisted Living)	0.02	0.32	0.14	< 0.005	0.03	0.03	410
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Medical Office Building	< 0.005	0.09	0.07	< 0.005	0.01	0.01	106
Total	0.02	0.41	0.21	< 0.005	0.03	0.03	517
Daily, Winter (Max)	—	—	—	—	—	—	—
Congregate Care (Assisted Living)	0.02	0.32	0.14	< 0.005	0.03	0.03	410
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Medical Office Building	< 0.005	0.09	0.07	< 0.005	0.01	0.01	106
Total	0.02	0.41	0.21	< 0.005	0.03	0.03	517
Annual	—	—	—	—	—	—	—
Congregate Care (Assisted Living)	< 0.005	0.06	0.03	< 0.005	< 0.005	< 0.005	67.9
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Medical Office Building	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	17.6
Total	< 0.005	0.08	0.04	< 0.005	0.01	0.01	85.5

4.3. Area Emissions by Source

4.3.1. Unmitigated

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

Source	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	1.17	—	—	—	—	—	—
Architectural Coatings	0.11	—	—	—	—	—	—
Landscape Equipment	0.58	0.06	6.15	< 0.005	< 0.005	< 0.005	17.2
Total	1.86	0.06	6.15	< 0.005	< 0.005	< 0.005	17.2
Daily, Winter (Max)	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	1.17	—	—	—	—	—	—
Architectural Coatings	0.11	—	—	—	—	—	—
Total	1.28	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.21	—	—	—	—	—	—
Architectural Coatings	0.02	—	—	—	—	—	—
Landscape Equipment	0.07	0.01	0.77	< 0.005	< 0.005	< 0.005	1.95
Total	0.31	0.01	0.77	< 0.005	< 0.005	< 0.005	1.95

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Congregate Care (Assisted Living)	—	—	—	—	—	—	65.0
Parking Lot	—	—	—	—	—	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	0.00
Medical Office Building	—	—	—	—	—	—	22.2
Total	—	—	—	—	—	—	87.2
Daily, Winter (Max)	—	—	—	—	—	—	—
Congregate Care (Assisted Living)	—	—	—	—	—	—	65.0
Parking Lot	—	—	—	—	—	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	0.00
Medical Office Building	—	—	—	—	—	—	22.2
Total	—	—	—	—	—	—	87.2
Annual	—	—	—	—	—	—	—
Congregate Care (Assisted Living)	—	—	—	—	—	—	10.8
Parking Lot	—	—	—	—	—	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	0.00
Medical Office Building	—	—	—	—	—	—	3.67

Total	—	—	—	—	—	—	14.4
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4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Congregate Care (Assisted Living)	—	—	—	—	—	—	551
Parking Lot	—	—	—	—	—	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	0.00
Medical Office Building	—	—	—	—	—	—	244
Total	—	—	—	—	—	—	795
Daily, Winter (Max)	—	—	—	—	—	—	—
Congregate Care (Assisted Living)	—	—	—	—	—	—	551
Parking Lot	—	—	—	—	—	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	0.00
Medical Office Building	—	—	—	—	—	—	244
Total	—	—	—	—	—	—	795
Annual	—	—	—	—	—	—	—
Congregate Care (Assisted Living)	—	—	—	—	—	—	91.2
Parking Lot	—	—	—	—	—	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	0.00

Medical Office Building	—	—	—	—	—	—	40.5
Total	—	—	—	—	—	—	132

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Congregate Care (Assisted Living)	—	—	—	—	—	—	0.53
Medical Office Building	—	—	—	—	—	—	0.31
Total	—	—	—	—	—	—	0.84
Daily, Winter (Max)	—	—	—	—	—	—	—
Congregate Care (Assisted Living)	—	—	—	—	—	—	0.53
Medical Office Building	—	—	—	—	—	—	0.31
Total	—	—	—	—	—	—	0.84
Annual	—	—	—	—	—	—	—
Congregate Care (Assisted Living)	—	—	—	—	—	—	0.09
Medical Office Building	—	—	—	—	—	—	0.05
Total	—	—	—	—	—	—	0.14

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

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

Equipment Type	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

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

Equipment Type	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Emergency Generator	1.10	3.07	2.80	0.01	0.16	0.16	564
Total	1.10	3.07	2.80	0.01	0.16	0.16	564
Daily, Winter (Max)	—	—	—	—	—	—	—
Emergency Generator	1.10	3.07	2.80	0.01	0.16	0.16	564
Total	1.10	3.07	2.80	0.01	0.16	0.16	564
Annual	—	—	—	—	—	—	—
Emergency Generator	0.11	0.31	0.28	< 0.005	0.02	0.02	51.2
Total	0.11	0.31	0.28	< 0.005	0.02	0.02	51.2

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

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

Equipment Type	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

Vegetation	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—

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

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

Land Use	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—
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4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

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

Species	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—

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5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	1/4/2027	1/8/2027	5.00	5.00	—
Site Preparation	Site Preparation	1/9/2027	1/15/2027	5.00	5.00	—
Grading	Grading	1/16/2027	2/5/2027	5.00	15.0	—
Building Construction	Building Construction	2/6/2027	3/31/2028	5.00	300	—
Paving	Paving	4/1/2028	4/14/2028	5.00	10.0	—
Architectural Coating	Architectural Coating	4/15/2028	5/12/2028	5.00	20.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Rubber Tired Dozers	Diesel	Average	2.00	8.00	367	0.40
Demolition	Excavators	Diesel	Average	3.00	8.00	36.0	0.38
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Back hoes	Diesel	Average	0.00	8.00	84.0	0.37
Site Preparation	Crawler Tractors	Diesel	Average	4.00	8.00	87.0	0.43
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Excavators	Diesel	Average	1.00	8.00	36.0	0.38
Grading	Tractors/Loaders/Back hoes	Diesel	Average	0.00	8.00	84.0	0.37

Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Grading	Crawler Tractors	Diesel	Average	3.00	8.00	87.0	0.43
Building Construction	Forklifts	Diesel	Average	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Cranes	Diesel	Average	1.00	8.00	367	0.29
Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Building Construction	Tractors/Loaders/Back hoes	Diesel	Average	3.00	8.00	84.0	0.37
Paving	Pavers	Diesel	Average	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Paving	Cement and Mortar Mixers	Diesel	Average	2.00	8.00	10.0	0.56
Architectural Coating	Air Compressors	Diesel	Average	1.00	8.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	15.0	18.5	LDA,LDT1,LDT2
Demolition	Vendor	—	10.2	HHDT,MHDT
Demolition	Hauling	36.6	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Site Preparation	—	—	—	—
Site Preparation	Worker	17.5	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10.2	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT

Grading	—	—	—	—
Grading	Worker	15.0	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	78.0	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	75.1	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	12.5	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	20.0	18.5	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	15.0	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
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Architectural Coating	85,050	28,350	18,000	6,000	8,897
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5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (Ton of Debris)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	731	—
Site Preparation	—	—	17.5	0.00	—
Grading	—	9,355	37.5	0.00	—
Paving	0.00	0.00	0.00	0.00	3.40

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	3	74%	74%
Water Demolished Area	2	36%	36%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Congregate Care (Assisted Living)	—	0%
Parking Lot	0.94	100%
Other Asphalt Surfaces	2.42	100%
Medical Office Building	0.00	0%
Other Asphalt Surfaces	0.05	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2027	0.00	346	0.03	< 0.005
2028	0.00	346	0.03	< 0.005

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Congregate Care (Assisted Living)	303	230	239	103,398	2,868	2,174	2,259	978,887
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Medical Office Building	432	165	13.7	121,964	5,791	2,217	183	1,634,894
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

Hearth Type	Unmitigated (number)
Congregate Care (Assisted Living)	—
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	99

Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
85050	28,350	18,000	6,000	8,897

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Congregate Care (Assisted Living)	560,257	346	0.0330	0.0040	1,276,388
Parking Lot	35,849	346	0.0330	0.0040	0.00
Other Asphalt Surfaces	0.00	346	0.0330	0.0040	0.00
Medical Office Building	209,318	346	0.0330	0.0040	331,040
Other Asphalt Surfaces	0.00	346	0.0330	0.0040	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Congregate Care (Assisted Living)	4,026,704	1,138,761
Parking Lot	0.00	0.00
Other Asphalt Surfaces	0.00	0.00
Medical Office Building	1,505,766	0.00
Other Asphalt Surfaces	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Congregate Care (Assisted Living)	292	—
Parking Lot	0.00	—
Other Asphalt Surfaces	0.00	—
Medical Office Building	130	—
Other Asphalt Surfaces	0.00	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Congregate Care (Assisted Living)	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Congregate Care (Assisted Living)	Household refrigerators and/or freezers	R-134a	1,430	0.22	0.60	0.00	1.00

Medical Office Building	Household refrigerators and/or freezers	R-134a	1,430	0.45	0.60	0.00	1.00
Medical Office Building	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

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

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor
Emergency Generator	Diesel	1.00	1.00	200	670	0.73

5.16.2. Process Boilers

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

Equipment Type	Fuel Type
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5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

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

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres
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5.18.2. Sequestration

5.18.2.1. Unmitigated

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

6.1. Climate Risk Summary

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

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	26.2	annual days of extreme heat
Extreme Precipitation	3.55	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	3.43	annual hectares burned

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

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

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

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

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	3	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	0	0	N/A
Wildfire	1	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

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

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

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

6.3. Adjusted Climate Risk Scores

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

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

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

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

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

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

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	95.3
AQ-PM	93.7
AQ-DPM	74.1
Drinking Water	94.6
Lead Risk Housing	43.1
Pesticides	16.1
Toxic Releases	68.7
Traffic	84.4
Effect Indicators	—
CleanUp Sites	96.4
Groundwater	63.4
Haz Waste Facilities/Generators	70.1
Impaired Water Bodies	0.00
Solid Waste	0.00
Sensitive Population	—
Asthma	62.3
Cardio-vascular	72.7
Low Birth Weights	69.2

Socioeconomic Factor Indicators	—
Education	75.2
Housing	9.19
Linguistic	52.5
Poverty	56.2
Unemployment	76.1

7.2. Healthy Places Index Scores

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

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	32.37520852
Employed	7.314256384
Median HI	48.7488772
Education	—
Bachelor's or higher	22.50737842
High school enrollment	100
Preschool enrollment	5.492108302
Transportation	—
Auto Access	93.63531374
Active commuting	23.7520852
Social	—
2-parent households	87.89939689
Voting	28.15347106
Neighborhood	—
Alcohol availability	74.65674323
Park access	4.876170923
Retail density	16.61747722

Supermarket access	2.399589375
Tree canopy	11.27935327
Housing	—
Homeownership	69.85756448
Housing habitability	41.22930835
Low-inc homeowner severe housing cost burden	33.41460285
Low-inc renter severe housing cost burden	47.10637752
Uncrowded housing	14.25638393
Health Outcomes	—
Insured adults	35.51905556
Arthritis	0.0
Asthma ER Admissions	38.0
High Blood Pressure	0.0
Cancer (excluding skin)	0.0
Asthma	0.0
Coronary Heart Disease	0.0
Chronic Obstructive Pulmonary Disease	0.0
Diagnosed Diabetes	0.0
Life Expectancy at Birth	18.0
Cognitively Disabled	41.3
Physically Disabled	83.0
Heart Attack ER Admissions	11.7
Mental Health Not Good	0.0
Chronic Kidney Disease	0.0
Obesity	0.0
Pedestrian Injuries	54.3
Physical Health Not Good	0.0
Stroke	0.0

Health Risk Behaviors	—
Binge Drinking	0.0
Current Smoker	0.0
No Leisure Time for Physical Activity	0.0
Climate Change Exposures	—
Wildfire Risk	4.1
SLR Inundation Area	0.0
Children	28.6
Elderly	76.6
English Speaking	34.2
Foreign-born	58.0
Outdoor Workers	15.4
Climate Change Adaptive Capacity	—
Impervious Surface Cover	80.6
Traffic Density	85.9
Traffic Access	23.0
Other Indices	—
Hardship	87.9
Other Decision Support	—
2016 Voting	40.8

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	86.0
Healthy Places Index Score for Project Location (b)	23.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	Yes
Project Located in a Low-Income Community (Assembly Bill 1550)	No
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

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

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

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Land Use	Adjusted values per site plan. Of the 17.7-acre project site, only 5.95 acres is proposed for development. One parcel is currently developed and another would remain vacant.
Construction: Construction Phases	Adjusted default schedule per client input: shortened demolition, site preparation and grading phases, and extended building construction phase.
Construction: Off-Road Equipment	Replaced t/l/b with crawler tractors to accurately measure site disturbance. Conservatively assumed all equipment would run 8 hours a day.
Operations: Vehicle Data	Adjusted weekday, Saturday, and Sunday trip rates for assisted living facility and medical office building to ITE 11th edition rates (land use codes 620, 720).
Operations: Hearths	No proposed fire places.
Operations: Emergency Generators and Fire Pumps	Included one 500 kilowatt emergency generator per client plans. Assumed a default of 1 hour a day, 200 hours per year in accordance with SCAQMD permit rules.

ATTACHMENT C: FUEL CALCULATIONS

PROPOSED PROJECT

Model Output: Off-Road Web Query (v1.1.0) Emissions Inventory

Region Type: Sub-Area

Region: Riverside (SC)

Calendar Year: 2027

<- Construction Start Year

Scenario: All Adopted Rules - Exhaust

Vehicle Classification: Off-Road Web Query Equipment Types

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

Region	Calendar Year	VehClass	MdlYr	HP_Bin	Fuel	Fuel Consumption	Horsepower Hours	Fuel Rate
Riverside (SC)		2027 Construction and Mining - Rubber Tired Dozers	Aggregate	Aggregate	Diesel	148037.3169	3123192.482	0.047399357
Riverside (SC)		2027 Construction and Mining - Tractors/Loaders/Backhoes	Aggregate	Aggregate	Diesel	3913505.62	73222016.04	0.053447116
Riverside (SC)		2027 Construction and Mining - Graders	Aggregate	Aggregate	Diesel	589853.399	11347255.86	0.05198203
Riverside (SC)		2027 Construction and Mining - Excavators	Aggregate	Aggregate	Diesel	3958078.377	77421904.94	0.051123495
Riverside (SC)		2027 Construction and Mining - Scrapers	Aggregate	Aggregate	Diesel	1535016.51	31909902.08	0.048104708
Riverside (SC)		2027 Industrial - Forklifts	Aggregate	Aggregate	Diesel	294989.4573	5520013.118	0.053439992
Riverside (SC)		2027 Light Commercial - Misc - Generator Sets	Aggregate	Aggregate	Diesel	166189.0943	1840837.35	0.090279076
Riverside (SC)		2027 Construction and Mining - Misc - Cranes	Aggregate	Aggregate	Gasoline	989.15	20797.7	0.047560548
Riverside (SC)		2027 Light Commercial - Misc - Welders	Aggregate	Aggregate	Diesel	169530.6989	5027597.6	0.033720021
Riverside (SC)		2027 Construction and Mining - Pavers	Aggregate	Aggregate	Diesel	256557.9759	4968888.962	0.051632866
Riverside (SC)		2027 Construction and Mining - Paving Equipment	Aggregate	Aggregate	Diesel	283905.6732	5537195.654	0.051272466
Riverside (SC)		2027 Construction and Mining - Rollers	Aggregate	Aggregate	Diesel	689120.2322	12889994.21	0.05346164
Riverside (SC)		2027 Light Commercial - Misc - Air Compressors	Aggregate	Aggregate	Diesel	31594.12264	1025569.7	0.030806412
Riverside (SC)		2027 Construction and Mining - Misc - Concrete/Industrial Saws	Aggregate	Aggregate	Diesel	1833.89	43602.9	0.0420589
Riverside (SC)		2027 Construction and Mining - Crawler Tractors	Aggregate	Aggregate	Diesel	1252182.309	24837108.74	0.050415784
Riverside (SC)		2027 Construction and Mining - Off-Highway Trucks	Aggregate	Aggregate	Diesel	1651346.721	33932045.09	0.048666289

Source: EMFAC2021 (v1.0.2) Emissions Inventory

Region Type: Sub-Area

Region: Riverside (SC)

Calendar Year: 2027

Season: Annual

2027 Construction start year

Vehicle Classification: EMFAC2007 Categories

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

Region	Calendar Year	Vehicle Category	Model Year	Speed	Fuel	VMT	Fuel Consumption	Fuel Rate	
Riverside (SC)		2027 MHD	Aggregate	Aggregate	Diesel		181249731.6	19980.52753	9.07
Riverside (SC)		2027 HHDT	Aggregate	Aggregate	Diesel		631378308.3	99416.30094	6.35

Source: EMFAC2021 (v1.0.2) Emissions Inventory

Region Type: Sub-Area

Region: Riverside (SC)

Calendar Year: 2027

Season: Annual

Vehicle Classification: EMFAC2007 Categories

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

Region	Calendar Year	Vehicle Category	Model Year	Speed	Fuel	VMT	Fuel Consumption		
Riverside (SC)		2027 LDA	Aggregate	Aggregate	Gasoline		7063006257	224272.4257	31.49
Riverside (SC)		2027 LDT1	Aggregate	Aggregate	Gasoline		505442584.4	19433.42806	26.01
Riverside (SC)		2027 LDT2	Aggregate	Aggregate	Gasoline		3266711259	125014.4027	26.13

50/25/25 Splits

28.78

COUNTY CONSUMPTION

Source: EMFAC2021 (v1.0.2) Emissions Inventory

Region Type: County

Region: San Bernardino

Calendar Year: 2025

Season: Annual

Vehicle Classification: EMFAC2007 Categories

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

Region	Calendar Year	Vehicle Category	Model Year	Speed	Fuel	Total VMT	Fuel Consumption
Riverside	2027	HHDT	Aggregate	Aggregate	Diesel	1379500096	213846.0872
Riverside	2027	LDA	Aggregate	Aggregate	Diesel	17832287.37	405.7253932
Riverside	2027	LDT1	Aggregate	Aggregate	Diesel	79900.4626	3.140759823
Riverside	2027	LDT2	Aggregate	Aggregate	Diesel	15960078.07	458.2143245
Riverside	2027	LHDT1	Aggregate	Aggregate	Diesel	225159759.7	10792.21788
Riverside	2027	LHDT2	Aggregate	Aggregate	Diesel	102709355.3	5876.092684
Riverside	2027	MDV	Aggregate	Aggregate	Diesel	42426031.99	1702.85993
Riverside	2027	MH	Aggregate	Aggregate	Diesel	6988767.003	674.3717564
Riverside	2027	MHDT	Aggregate	Aggregate	Diesel	223542772.3	24571.61201
Riverside	2027	OBUS	Aggregate	Aggregate	Diesel	5863056.267	758.1966854
Riverside	2027	SBUS	Aggregate	Aggregate	Diesel	4086988.369	553.8858687
Riverside	2027	UBUS	Aggregate	Aggregate	Diesel	9845.875493	0.874667038
Riverside	2027	HHDT	Aggregate	Aggregate	Gasoline	183213.7246	46.48422586
Riverside	2027	LDA	Aggregate	Aggregate	Gasoline	8961819931	286958.9203
Riverside	2027	LDT1	Aggregate	Aggregate	Gasoline	690920046.6	26933.40787
Riverside	2027	LDT2	Aggregate	Aggregate	Gasoline	4449551069	172433.0989
Riverside	2027	LHDT1	Aggregate	Aggregate	Gasoline	288319482.7	19715.72466
Riverside	2027	LHDT2	Aggregate	Aggregate	Gasoline	40685509.6	3200.012093
Riverside	2027	MCY	Aggregate	Aggregate	Gasoline	62730613.03	1483.727463
Riverside	2027	MDV	Aggregate	Aggregate	Gasoline	3013818316	145542.1575
Riverside	2027	MH	Aggregate	Aggregate	Gasoline	14088207.89	2892.486666
Riverside	2027	MHDT	Aggregate	Aggregate	Gasoline	33711536.66	6282.242727
Riverside	2027	OBUS	Aggregate	Aggregate	Gasoline	6607404.05	1250.420287
Riverside	2027	SBUS	Aggregate	Aggregate	Gasoline	8057246.955	900.6724676
Riverside	2027	UBUS	Aggregate	Aggregate	Gasoline	6084453.872	1063.848706

17576577031

DIESEL TOT 259643
GASOLINE T 668703

259643279.2
668703204

Model Output: OFFROAD2021 (v1.0.9) Emissions Inventory

Region Type: County

Region: San Bernardino

Calendar Year: 2025

Scenario: All Adopted Rules - Exhaust

Vehicle Classification: OFFROAD2021 Equipment Types

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

Region	Calendar Year	Vehicle Category	Model Year	Horsepower Bin	Fuel	Fuel Consumption	Horsepower_Hours_hhpy
Riverside	2027	Construction and Mining - Bore/Drill Rigs	Aggregate	Aggregate	Diesel	625940.5156	12449368.94
Riverside	2027	Construction and Mining - Bucket	Aggregate	Aggregate	Diesel	14798.73376	287388.6247
Riverside	2027	Construction and Mining - Compactor	Aggregate	Aggregate	Diesel	24008.34833	473425.5708
Riverside	2027	Construction and Mining - Concrete Mixer	Aggregate	Aggregate	Diesel	2235.276301	43560.22977
Riverside	2027	Construction and Mining - Concrete Pump	Aggregate	Aggregate	Diesel	22740.62115	447677.4129
Riverside	2027	Construction and Mining - Crane less than 35ton	Aggregate	Aggregate	Diesel	11685.49537	212053.061
Riverside	2027	Construction and Mining - Cranes	Aggregate	Aggregate	Diesel	589160.8545	10934416.28
Riverside	2027	Construction and Mining - Crawler Tractors	Aggregate	Aggregate	Diesel	1617601.42	32085218.02
Riverside	2027	Construction and Mining - Crushing/Processing Equipment	Aggregate	Aggregate	Diesel	86248.53149	1703123.765
Riverside	2027	Construction and Mining - Excavators	Aggregate	Aggregate	Diesel	5113147.788	100015614.7
Riverside	2027	Construction and Mining - Graders	Aggregate	Aggregate	Diesel	761987.8424	14658677.94
Riverside	2027	Construction and Mining - Hopper Tractor Trailer	Aggregate	Aggregate	Diesel	1457.538729	28893.66236
Riverside	2027	Construction and Mining - Misc - Bore/Drill Rigs	Aggregate	Aggregate	Diesel	40.9614	0
Riverside	2027	Construction and Mining - Misc - Cement And Mortar Mixers	Aggregate	Aggregate	Diesel	59.3987	0
Riverside	2027	Construction and Mining - Misc - Concrete/Industrial Saws	Aggregate	Aggregate	Diesel	2328.0382	54202.5
Riverside	2027	Construction and Mining - Misc - Dumpers/Tenders	Aggregate	Aggregate	Diesel	4.8036	0
Riverside	2027	Construction and Mining - Misc - Excavators	Aggregate	Aggregate	Diesel	34.2311	0
Riverside	2027	Construction and Mining - Misc - Other	Aggregate	Aggregate	Diesel	127.7443	0
Riverside	2027	Construction and Mining - Misc - Pavers	Aggregate	Aggregate	Diesel	9.0413	0
Riverside	2027	Construction and Mining - Misc - Paving Equipment	Aggregate	Aggregate	Diesel	15.3327	0
Riverside	2027	Construction and Mining - Misc - Plate Compactors	Aggregate	Aggregate	Diesel	42.7223	0
Riverside	2027	Construction and Mining - Misc - Rollers	Aggregate	Aggregate	Diesel	262.08	0
Riverside	2027	Construction and Mining - Misc - Rubber Tired Loaders	Aggregate	Aggregate	Diesel	6.2821	0
Riverside	2027	Construction and Mining - Misc - Signal Boards	Aggregate	Aggregate	Diesel	1660.73	22013.15
Riverside	2027	Construction and Mining - Misc - Skid Steer Loaders	Aggregate	Aggregate	Diesel	1750.24	0
Riverside	2027	Construction and Mining - Misc - Tractors/Loaders/Backhoes	Aggregate	Aggregate	Diesel	163.62	0
Riverside	2027	Construction and Mining - Misc - Trenchers	Aggregate	Aggregate	Diesel	220.741	0
Riverside	2027	Construction and Mining - Nurse Rig Other	Aggregate	Aggregate	Diesel	135.4145043	2684.402745
Riverside	2027	Construction and Mining - Off-Highway Tractors	Aggregate	Aggregate	Diesel	915952.117	17982271.7
Riverside	2027	Construction and Mining - Off-Highway Trucks	Aggregate	Aggregate	Diesel	2133252.309	43834291.49
Riverside	2027	Construction and Mining - Other Construction Equipment	Aggregate	Aggregate	Diesel	1062467.895	20682163.71
Riverside	2027	Construction and Mining - Other Material Handling Equipment	Aggregate	Aggregate	Diesel	326671.4914	6387199.89

Riverside	2027 Construction and Mining - Pavers	Aggregate	Aggregate	Diesel	331428.2139	6418938.987
Riverside	2027 Construction and Mining - Paving Equipment	Aggregate	Aggregate	Diesel	366756.6751	7153092.238
Riverside	2027 Construction and Mining - Rollers	Aggregate	Aggregate	Diesel	890223.2993	16651627.16
Riverside	2027 Construction and Mining - Rough Terrain Forklifts	Aggregate	Aggregate	Diesel	1089234.546	20775449.03
Riverside	2027 Construction and Mining - Rubber Tired Dozers	Aggregate	Aggregate	Diesel	191238.4262	4034620.644
Riverside	2027 Construction and Mining - Rubber Tired Loaders	Aggregate	Aggregate	Diesel	3740964.23	74352308.96
Riverside	2027 Construction and Mining - Scrapers	Aggregate	Aggregate	Diesel	1982973.94	41222034.97
Riverside	2027 Construction and Mining - Skid Steer Loaders	Aggregate	Aggregate	Diesel	1777065.802	31823479.55
Riverside	2027 Construction and Mining - Spray Truck	Aggregate	Aggregate	Diesel	21680.46745	420772.356
Riverside	2027 Construction and Mining - Spreader Tractor Trailer	Aggregate	Aggregate	Diesel	2738.890271	54047.89702
Riverside	2027 Construction and Mining - Spreader Truck	Aggregate	Aggregate	Diesel	16911.64082	331746.6719
Riverside	2027 Construction and Mining - Surfacing Equipment	Aggregate	Aggregate	Diesel	173535.4176	3447811.66
Riverside	2027 Construction and Mining - Tank Truck	Aggregate	Aggregate	Diesel	36843.47403	729637.5851
Riverside	2027 Construction and Mining - Tanker Truck Trailer	Aggregate	Aggregate	Diesel	2811.738767	53972.68988
Riverside	2027 Construction and Mining - Telescopic Handler	Aggregate	Aggregate	Diesel	73639.86267	1412334.641
Riverside	2027 Construction and Mining - Tractors/Loaders/Backhoes	Aggregate	Aggregate	Diesel	5055567.551	94590089.88
Riverside	2027 Construction and Mining - Trenchers	Aggregate	Aggregate	Diesel	177711.1402	3312857.028
Riverside	2027 Construction and Mining - Vacuum Truck	Aggregate	Aggregate	Diesel	56173.14257	1106857.022
Riverside	2027 Construction and Mining - Water Truck	Aggregate	Aggregate	Diesel	168014.7826	3333269.445
Riverside	2027 Construction and Mining - Misc - Asphalt Pavers	Aggregate	Aggregate	Gasoline	9206.898	95151.85
Riverside	2027 Construction and Mining - Misc - Bore/Drill Rigs	Aggregate	Aggregate	Gasoline	5953.3476	65860.6
Riverside	2027 Construction and Mining - Misc - Cement And Mortar Mixers	Aggregate	Aggregate	Gasoline	34258.332	0
Riverside	2027 Construction and Mining - Misc - Concrete/Industrial Saws	Aggregate	Aggregate	Gasoline	44244.648	194705.6
Riverside	2027 Construction and Mining - Misc - Cranes	Aggregate	Aggregate	Gasoline	4956.7	105225.85
Riverside	2027 Construction and Mining - Misc - Crushing/Proc. Equipment	Aggregate	Aggregate	Gasoline	216.164	0
Riverside	2027 Construction and Mining - Misc - Dumpers/Tenders	Aggregate	Aggregate	Gasoline	3566.13	5781.6
Riverside	2027 Construction and Mining - Misc - Other	Aggregate	Aggregate	Gasoline	7599.3	174762
Riverside	2027 Construction and Mining - Misc - Paving Equipment	Aggregate	Aggregate	Gasoline	64560.04	97261.55
Riverside	2027 Construction and Mining - Misc - Plate Compactors	Aggregate	Aggregate	Gasoline	23223.0376	0
Riverside	2027 Construction and Mining - Misc - Rollers	Aggregate	Aggregate	Gasoline	31222.966	294828.75
Riverside	2027 Construction and Mining - Misc - Rough Terrain Forklifts	Aggregate	Aggregate	Gasoline	35040	572327.3
Riverside	2027 Construction and Mining - Misc - Rubber Tired Loaders	Aggregate	Aggregate	Gasoline	18622.3	350400
Riverside	2027 Construction and Mining - Misc - Signal Boards	Aggregate	Aggregate	Gasoline	665.6384	0
Riverside	2027 Construction and Mining - Misc - Skid Steer Loaders	Aggregate	Aggregate	Gasoline	67820.212	902864
Riverside	2027 Construction and Mining - Misc - Surfacing Equipment	Aggregate	Aggregate	Gasoline	28507.612	0
Riverside	2027 Construction and Mining - Misc - Tampers/Rammers	Aggregate	Aggregate	Gasoline	1302.782	0
Riverside	2027 Construction and Mining - Misc - Tractors/Loaders/Backhoes	Aggregate	Aggregate	Gasoline	11953.75	257773.95
Riverside	2027 Construction and Mining - Misc - Trenchers	Aggregate	Aggregate	Gasoline	57264.76	506152.8
DIESEL TOTAL						29471731
GASOLINE TOTAL						450185