

# **KPC Promenade**

## **Air Quality and Greenhouse Gas Impact Study**

### **City of San Jacinto, California**

Prepared for:

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## 1.0 Introduction

### 1.1 Purpose of Analysis and Study Objectives

This air quality and greenhouse gas (GHG) analysis was prepared to evaluate whether the estimated criteria pollutants and GHG emissions generated from the project would cause a significant impact to the air resources in the project area. This assessment was conducted within the context of the California Environmental Quality Act (CEQA, California Public Resources Code Sections 21000, et seq.). The assessment is consistent with the methodology and emission factors endorsed by South Coast Air Quality Management District (SCAQMD), California Air Resource Board (CARB), and the United States Environmental Protection Agency (US EPA).

### 1.2 Project Summary

#### 1.2.1 Site Location

The project site is located at the northwest corner of Ramona Expressway and Main Street, in the City of San Jacinto, California, as shown in Exhibit A. The site is currently zoned for residential and proposed zoning would consist of General Commercial. Land uses surrounding the site include vacant land to the north, east, west and existing residential to the southwest. The vacant land to the west is proposed residential.

#### 1.2.2 Project Description

The Project proposes to develop 114-attached senior apartment dwelling units (3-story), 120-room hotel, 6,600 square feet of medical office, 6,300 square feet of retail, 5,000 square feet of quality restaurant, 7,800 square feet of fast food restaurant with drive-thru, 16-pump gas station with convenience store on approximately 19.4 acres. Exhibit B demonstrates the site plan for the Project.

Construction activities within the Project area will consist of on-site grading, the potential import of up to 46,000 cubic yards of soil, building, paving, and architectural coating. Table 1 summarizes the land use description for the Project Site.

**Table 1: Land Use Summary**

Land Use	Unit Amount	Size Metric
Attached Senior Housing	114	Dwelling Units
Hotel	120	Rooms
Medical Office	6.60	TSF
Regional Shopping Center (Retail)	6.30	TSF
Quality Restaurant	5.00	TSF
Fast Food with Drive-Thru	7.80	TSF
Retention Basin	31.0	TSF
Gas Station/Convenience Market	16	Pump
Parking Lot	8.1	Acres

### 1.2.3 Sensitive Receptors

Sensitive receptors are considered land uses or other types of population groups that are more sensitive to air pollution than others due to their exposure. Sensitive population groups include children, the elderly, the acutely and chronically ill, and those with cardio-respiratory diseases. For CEQA purposes, a sensitive receptor would be a location where a sensitive individual could remain for 24-hours or longer, such as residencies, hospitals, and schools (etc).

The closest existing sensitive receptors (to the site area) are residential land uses located approximately 165 feet to the south of the project site.

## 1.3 Executive Summary of Findings

The following is a summary of the analysis results:

### Construction-Source Emissions

Project construction-source emissions would not exceed applicable regional thresholds of significance established by the SCAQMD with mitigation. For localized emissions, the project will not exceed applicable Localized Significance Thresholds (LSTs) established by the SCAQMD.

Project construction-source emissions would not conflict with the Basin Air Quality Management Plan (AQMP). As discussed herein, the project will comply with all applicable SCAQMD construction-source emission reduction rules and guidelines. Project construction source emissions would not cause or substantively contribute to violation of the California Ambient Air Quality Standards (CAAQS) or National Ambient Air Quality Standards (NAAQS).

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

### Operational-Source Emissions

The project operational-sourced emissions would not exceed applicable regional thresholds of significance established by the SCAQMD with mitigation. Project operational-source emissions would not result in or cause a significant localized air quality impact as discussed in the Operations-Related Local Air Quality Impacts section of this report. Additionally, project-related traffic will not cause or result in CO concentrations exceeding applicable state and/or federal standards (CO “hotspots”). Project operational-source emissions would therefore not adversely affect sensitive receptors within the vicinity of the project.

Project operational-source emissions would not conflict with the Basin Air Quality Management Plan (AQMP). The project's emissions meet SCAQMD regional thresholds and will not result in a significant cumulative impact. The project does not propose any such uses or activities that would result in

potentially significant operational-source odor impacts. Potential operational-source odor impacts are therefore considered less-than significant. Project-related GHG emissions are also considered to be less than significant.



## Exhibit A Location Map



Exhibit B  
Site Plan



VICINITY

<b>ZONING</b>	
GENERAL PLAN LDR LOW DENSITY RESIDENTIAL	
ZONING (EXISTING)	R1
ZONING (PROPOSED)	CG- GEN'L COMMERCIAL
<b>SETBACKS:</b>	
FRONT	10'
SIDE	0.5'
SIDE (ADJ. TO STREET)	10'
REAR (ADJ. TO RESIDENTIAL ZONE)	10'
MAXIMUM BUILDING HEIGHT (NOT INCLUDING ARCHITECTURAL ELEMENTS NOT EXCEEDING 10% OF BUILDING AREA)	35'
MAXIMUM BUILDING COVERAGE	35%

**PROJECT SUMMARY**  
COMMERCIAL/ RETAIL

<b>LAND AREA:</b>	
RETAIL	6,300 SF
CONVENIENCE STORE	3,500 SF
RESTAURANT	12,800 SF
MED OFFICE/ URGENT CARE	6,000 SF
HOTEL (120 ROOMS)	125,000 SF
<b>TOTAL BUILDING AREA:</b>	<b>154,200 SF</b>
<b>BUILDING COVERAGE (F.A.R.):</b>	<b>%</b>
<b>REQUIRED PARKING:</b>	
RETAIL (1:250)	25 STALLS
CONVENIENCE STORE (1:225)	16 STALLS
RESTAURANTS:	
UP TO 2,000 SF (1:200)	40 STALLS
OVER 2,000 SF (1:60 ADJ.)	80 STALLS
MED OFFICE/ URGENT CARE (1:200)	33 STALLS
LODGING (1/1 BEDROOM)	120 STALLS
<b>TOTAL PARKING REQUIRED:</b>	<b>414 STALLS</b>
<b>TOTAL PARKING PROVIDED:</b>	<b>414 STALLS</b>

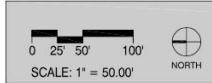
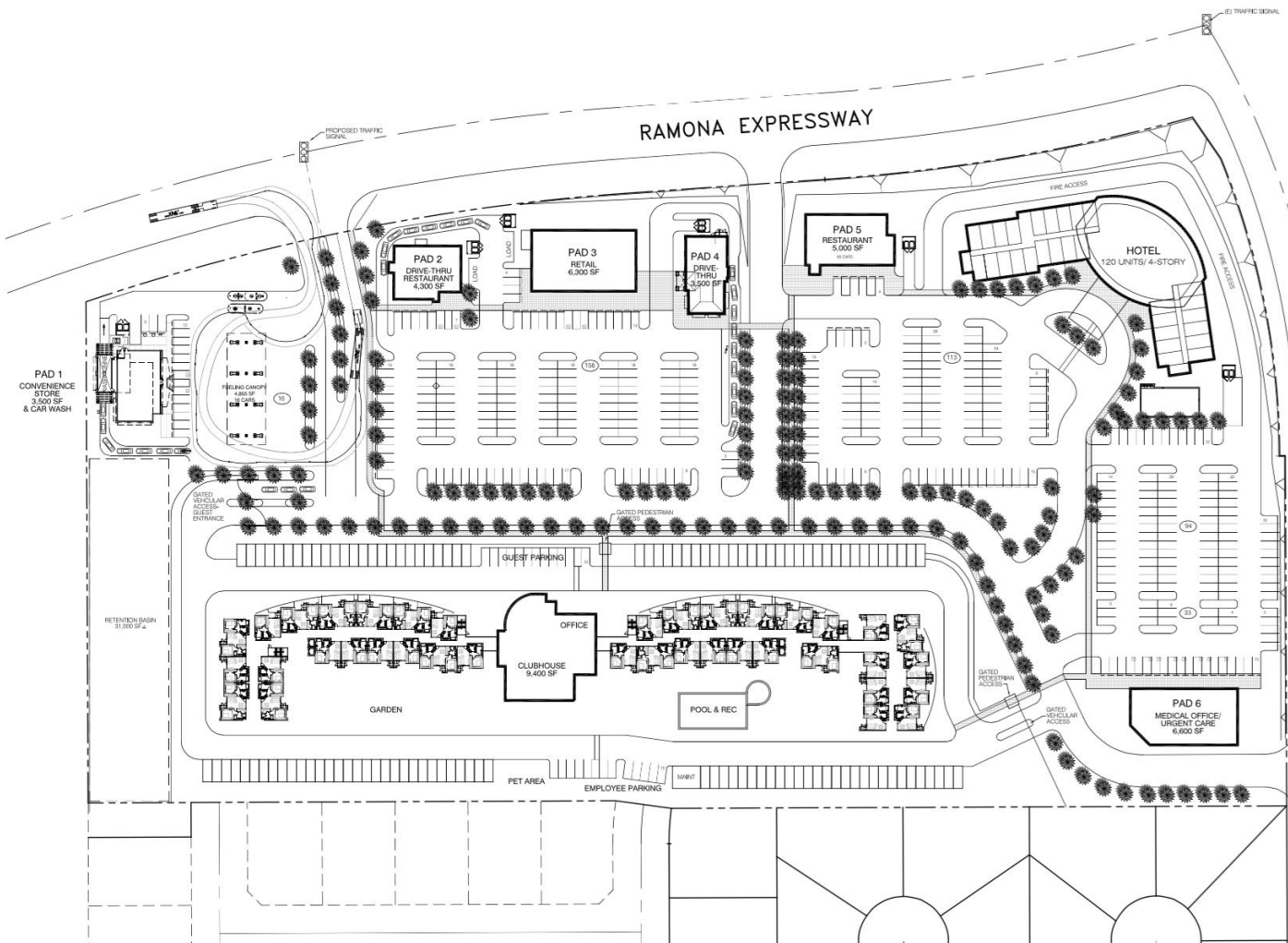
**PROJECT SUMMARY**  
3-STORY SENIOR HOUSING

<b>LAND AREA:</b>	
8.43 AC (367,130 SF ±)	
<b>SENIOR HOUSING:</b>	
1 BEDROOM UNITS	69
2 BEDROOM UNITS	45
<b>TOTAL UNITS:</b>	<b>114</b>
<b>BUILDING COVERAGE (F.A.R.):</b>	
<b>REQUIRED PARKING:</b>	
MULTI-FAMILY HOUSING- RESIDENT (1 COVERED/ UNIT)	114 STALLS
GUEST (1/10 UNITS)	12 STALLS
EMPLOYEE	12 STALLS
<b>TOTAL PARKING REQUIRED:</b>	<b>138 STALLS</b>
<b>TOTAL PARKING PROVIDED:</b>	<b>197 STALLS</b>

NOTE:  
THIS SITE PLAN SHOWS DEVELOPER'S PLAN FOR THE CONSTRUCTION OF THE PROJECT AS OF THE DATE OF THE SETBACKS, CRUISE, ETC. ONLY PLANS, AND IT SHALL NOT BE USED TO DETERMINE THE SIZE OF ANY PARTICULAR BUILDING OR SPACE DEPICTED HEREON, OR  
(B) THE CONFIGURATION, LOCATION OR FLOOR AREA OF ANY PARTICULAR BUILDING OR SPACE DEPICTED HEREON, OR  
(C) THE POSSIBLE USE OR OCCUPANCY OF ANY PARTICULAR BUILDING OR SPACE DEPICTED HEREON.  
PHASE LINES AND NUMBERS, IF ANY, ARE FOR REFERENCE PURPOSES ONLY. PHASE LINES MAY BE REDRAWN PHASE NUMBERS MAY BE REDRAWN. THE CONSTRUCTION SEQUENCE OF THE PHASES MAY NOT NECESSARILY FOLLOW THE NUMERICAL SEQUENCE OF THE PHASES DEPICTED HEREON. ALL AT THE SOLE DISCRETION OF DEVELOPER.  
BUILDING AREA AND LAND COVERAGE ARE PRELIMINARY AND SUBJECT TO ADJUSTMENT. ANY PROPOSED DEVELOPMENT IS SUBJECT TO APPROVAL OF GOVERNMENT OR OTHER AGENCIES HAVING JURISDICTION. ALL DIMENSIONS AND SITE CONDITIONS ARE SUBJECT TO VERIFICATION.

**CONCEPTUAL SITE PLAN**  
SCHEME Ev1

KPC PROMENADE  
SAN JACINTO, CA  
GRAPHIC PROJECT #181031  
7 APRIL 2016



KPC PROMENADE  
SAN JACINTO, CALIFORNIA

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HEMET, CA 92344

## **2.0 Regulatory Framework and Background**

### **2.1 Air Quality Regulatory Setting**

Air pollutants are regulated at the national, state, and air basin level; each agency has a different level of regulatory responsibility. The United States Environmental Protection Agency (EPA) regulates at the national level. The California Air Resources Board (ARB) regulates at the state level. The South Coast Air Quality Management District (SCAQMD) regulates at the air basin level.

#### **2.1.1 National and State**

The EPA is responsible for global, international, and interstate air pollution issues and policies. The EPA sets national vehicle and stationary source emission standards, oversees approval of all State Implementation Plans, provides research and guidance for air pollution programs, and sets National Air Quality Standards, also known as federal standards. There are six common air pollutants, called criteria pollutants, which were identified from the provisions of the Clean Air Act of 1970.

- Ozone
- Nitrogen Dioxide
- Lead
- Particulate Matter (PM10 and PM2.5)
- Carbon Monoxide
- Particulate Matter
- Sulfur Dioxide

The federal standards were set to protect public health, including that of sensitive individuals; thus, the standards continue to change as more medical research is available regarding the health effects of the criteria pollutants. Primary federal standards are the levels of air quality necessary, with an adequate margin of safety, to protect the public health.

A State Implementation Plan is a document prepared by each state describing existing air quality conditions and measures that will be followed to attain and maintain federal standards. The State Implementation Plan for the State of California is administered by the ARB, which has overall responsibility for statewide air quality maintenance and air pollution prevention. California's State Implementation Plan incorporates individual federal attainment plans for regional air districts—air district prepares their federal attainment plan, which sent to ARB to be approved and incorporated into the California State Implementation Plan. Federal attainment plans include the technical foundation for understanding air quality (e.g., emission inventories and air quality monitoring), control measures and strategies, and enforcement mechanisms. See <http://www.arb.ca.gov/research/aqs/aqs.htm> for additional information on criteria pollutants and air quality standards.

The federal and state ambient air quality standards are summarized in Table 2 and can also be found at <http://www.arb.ca.gov/research/aqs/aqs2.pdf>.



Table 2: Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards <sup>1</sup>		National Standards <sup>2</sup>		
		Concentrations <sup>3</sup>	Method <sup>4</sup>	Primary <sup>3,5</sup>	Secondary <sup>3,6</sup>	Method <sup>7</sup>
Ozone (O3)	1-Hour	0.09 ppm	Ultraviolet	--	Same as Primary Standard	Ultraviolet Photometry
	8-Hour	0.070 ppm	Photometry	0.075 ppm (147 µg/m³)		
Respirable Particulate Matter (PM10) <sup>8</sup>	24-Hour	50 µg/m³	Gravimetric or Beta Attenuation	150 µ/m³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m³		--		
Fine Particulate Matter (PM2.5) <sup>8</sup>	24-Hour	--	--	35 µg/m³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m³	Gravimetric or Beta Attenuation	12 µg/m³	15 µg/m³	
Carbon Monoxide (CO)	1-Hour	20 ppm (23 µg/m³)	Non-Dispersive Infrared Photometry (NDIR)	35 ppm (40 µg/m³)	--	Non-Dispersive Infrared Photometry (NDIR)
	8-Hour	9.0 ppm (10 µg/m³)		9 ppm (10 µg/m³)	--	
	8-Hour (Lake Tahoe)	6 ppm (7 µg/m³)		--	--	
Nitrogen Dioxide (NO <sub>2</sub> ) <sup>9</sup>	1-Hour	0.18 ppm (339 µg/m³)	Gas Phase Chemiluminescence	100 ppb (188 µg/m³)	--	Gas Phase Chemiluminescence
	Annual Arithmetic Mean	0.030 ppm (357 µg/m³)		0.053 ppm (100 µg/m³)	Same as Primary Standard	
Sulfur Dioxide (SO <sub>2</sub> ) <sup>10</sup>	1-Hour	0.25 ppm (655 µg/m³)	Ultraviolet Fluorescence	75 ppb (196 µg/m³)	--	Ultraviolet Fluorescence; Spectrophotometry (Pararosaniline Method)
	3-Hour	--		--	0.5 ppm (1300 mg/m³)	
	24-Hour	0.04 ppm (105 µg/m³)		0.14 ppm (for certain areas) <sup>10</sup>	--	
	Annual Arithmetic Mean	--		0.14 ppm (for certain areas) <sup>10</sup>	--	
Lead <sup>11,12</sup>	30 Day Average	1.5 µg/m³	Atomic Absorption	--	Same as Primary Standard	High Volume Sampler and Atomic Absorption
	Calendar Qtrtr	--		1.5 µg/m³ (for certain areas) <sup>12</sup>		
	Rolling 3-Month Average	--		0.15 µg/m³		
Visibility Reducing Particles <sup>13</sup>	8-Hour	See footnote 13	Beta Attenuation and Transmittance through Filter Tape	No National Standards		
Sulfates	24-Hour	25 µg/m³	Ion Chromatography			
Hydrogen Sulfide	1-Hour	0.03 ppm (42 µg/m³)	Ultraviolet Fluorescence			
Vinyl Chloride <sup>11</sup>	24-Hour	0.01 ppm (26 µg/m³)	Gas Chromatography			

Notes:

- California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, and particulate matter (PM<sub>10</sub>, PM<sub>2.5</sub>, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equal to or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
- National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM<sub>10</sub>, the 24 hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m<sup>3</sup> is equal to or less than one. For PM<sub>2.5</sub>, the 24 hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S. EPA for further clarification and current national policies.
- Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
- Any equivalent measurement method which can be shown to the satisfaction of the ARB to give equivalent results at or near the level of the air quality standard may be used.
- National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.
- National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.
- Reference method as described by the U.S. EPA. An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the U.S. EPA.
- On December 14, 2012, the national annual PM<sub>2.5</sub> primary standard was lowered from 15 µg/m<sup>3</sup> to 12.0 µg/m<sup>3</sup>. The existing national 24-hour PM<sub>2.5</sub> standards (primary and secondary) were retained at 35 µg/m<sup>3</sup>, as was the annual secondary standard of 15 µg/m<sup>3</sup>. The existing 24-hour PM<sub>10</sub>

standards (primary and secondary) of 150  $\mu\text{g}/\text{m}^3$  also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.

9. To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national 1-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national 1-hour standard to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.
10. On June 2, 2010, a new 1-hour SO<sub>2</sub> standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO<sub>2</sub> national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.

Note that the 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.

11. The ARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.
12. The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard (1.5  $\mu\text{g}/\text{m}^3$  as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.
13. In 1989, the ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

Several pollutants listed in Table 2 are not addressed in this analysis. Analysis of lead is not included in this report because the project is not anticipated to emit lead. Visibility-reducing particles are not explicitly addressed in this analysis because particulate matter is addressed. The project is not expected to generate or be exposed to vinyl chloride because proposed project uses do not utilize the chemical processes that create this pollutant and there are no such uses in the project vicinity. The proposed project is not expected to cause exposure to hydrogen sulfide because it would not generate hydrogen sulfide in any substantial quantity.

### **2.1.2 South Coast Air Quality Management District**

The agency for air pollution control for the South Coast Air Basin (basin) is the South Coast Air Quality Management District (SCAQMD). SCAQMD is responsible for controlling emissions primarily from stationary sources. SCAQMD maintains air quality monitoring stations throughout the basin. SCAQMD, in coordination with the Southern California Association of Governments, is also responsible for developing, updating, and implementing the Air Quality Management Plan (AQMP) for the basin. An AQMP is a plan prepared and implemented by an air pollution district for a county or region designated as nonattainment of the federal and/or California ambient air quality standards. The term nonattainment area is used to refer to an air basin where one or more ambient air quality standards are exceeded.

Every three (3) years the SCAQMD prepares a new AQMP, updating the previous plan and having a 20-year horizon.

On December 7, 2012, SCAQMD adopted the 2012 AQMP. The 2012 AQMP incorporates the latest scientific and technological information and planning assumptions, including the 2012 Regional

Transportation Plan/Sustainable Communities Strategy and updated emission inventory methodologies for various source categories. In addition, the 2012 AQMP includes the new and changing federal requirements, the implementation of new technology measures, and the continued development of economically sound, flexible compliance approaches

### **South Coast Air Quality Management District Rules**

The AQMP for the basin establishes a program of rules and regulations administered by SCAQMD to obtain attainment of the state and federal standards. Some of the rules and regulations that apply to this Project include, but are not limited to, the following:

**SCAQMD Rule 402** prohibits a person from discharging from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

**SCAQMD Rule 403** governs emissions of fugitive dust during construction and operation activities. Compliance with this rule is achieved through application of standard Best Management Practices, such as application of water or chemical stabilizers to disturbed soils, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 miles per hour, sweeping loose dirt from paved site access roadways, cessation of construction activity when winds exceed 25 mph, and establishing a permanent ground cover on finished sites.

Rule 403 requires that fugitive dust be controlled with best available control measures so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. In addition, Rule 403 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off site. Applicable suppression techniques are indicated below and include but are not limited to the following:

- Apply nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas in active for 10 days or more).
- Water active sites at least three times daily.
- Cover all trucks hauling dirt, sand, soil, or other loose materials, or maintain at least 2 feet of freeboard in accordance with the requirements of California Vehicle Code (CVC) section 23114.
- Pave construction access roads at least 100 feet onto the site from the main road.
- Reduce traffic speeds on all unpaved roads to 15 mph or less.
- Suspension of all grading activities when wind speeds (including instantaneous wind gusts) exceed 25 mph.
- Bumper strips or similar best management practices shall be provided where vehicles enter and exit the construction site onto paved roads or wash off trucks and any equipment leaving the site each trip.
- Replanting disturbed areas as soon as practical.

- During all construction activities, construction contractors shall sweep on-site and off-site streets if silt is carried to adjacent public thoroughfares, to reduce the amount of particulate matter on public streets.

**SCAQMD Rule 1113** governs the sale, use, and manufacturing of architectural coating and limits the VOC content in paints and paint solvents. This rule regulates the VOC content of paints available during construction. Therefore, all paints and solvents used during construction and operation of project must comply with Rule 1113.

**Rule 2702.** The SCAQMD adopted Rule 2702 on February 6, 2009, which establishes a voluntary air quality investment program from which SCAQMD can collect funds from parties that desire certified GHG emission reductions, pool those funds, and use them to purchase or fund GHG emission reduction projects within two years, unless extended by the Governing Board. Priority will be given to projects that result in co-benefit emission reductions of GHG emissions and criteria or toxic air pollutants within environmental justice areas. Further, this voluntary program may compete with the cap-and-trade program identified for implementation in CARB's Scoping Plan, or a Federal cap and trade program.

## **2.2 Greenhouse Gas Regulatory Setting**

### **2.2.1 International**

Many countries around the globe have made an effort to reduce GHGs since climate change is a global issue.

**Intergovernmental Panel on Climate Change.** In 1988, the United Nations and the World Meteorological Organization established the Intergovernmental Panel on Climate Change to assess the scientific, technical and socio-economic information relevant to understanding the scientific basis of risk of human-induced climate change, its potential impacts, and options for adaptation and mitigation.

**United Nations.** The United States participates in the United Nations Framework Convention on Climate Change (UNFCCC) (signed on March 21, 1994). Under the Convention, governments gather and share information on greenhouse gas emissions, national policies, and best practices; launch national strategies for addressing greenhouse gas emissions and adapting to expected impacts, including the provision of financial and technological support to developing countries; and cooperate in preparing for adaptation to the impacts of climate change.

The 2014 UN Climate Change Conference in Lima Peru will provide a unique opportunity to engage all countries to assess how developed countries are implementing actions to reduce emissions.

**Kyoto Protocol.** The Kyoto Protocol is a treaty made under the UNFCCC and was the first international agreement to regulate GHG emissions. It has been estimated that if the commitments outlined in the Kyoto Protocol are met, global GHG emissions could be reduced by an estimated 5 percent from 1990 levels during the first commitment period of 2008 – 2012 (UNFCCC 1997). On December 8, 2012, the Doha Amendment to the Kyoto Protocol was adopted. The amendment includes: New commitments

for Annex I Parties to the Kyoto Protocol who agreed to take on commitments in a second commitment period from 2013 – 2020; a revised list of greenhouse gases (GHG) to be reported on by Parties in the second commitment period; and Amendments to several articles of the Kyoto Protocol which specifically referenced issues pertaining to the first commitment period and which needed to be updated for the second commitment period.

### 2.2.2 National

**Greenhouse Gas Endangerment.** On December 2, 2009, the EPA announced that GHGs threaten the public health and welfare of the American people. The EPA also states that GHG emissions from on-road vehicles contribute to that threat. The decision was based on *Massachusetts v. EPA* (Supreme Court Case 05-1120) which argued that GHGs are air pollutants covered by the Clean Air Act and that the EPA has authority to regulate those emissions.

**Clean Vehicles.** Congress first passed the Corporate Average Fuel Economy law in 1975 to increase the fuel economy of cars and light duty trucks. The law has become more stringent over time. On May 19, 2009, President Obama put in motion a new national policy to increase fuel economy for all new cars and trucks sold in the United States. On April 1, 2010, the EPA and the Department of Transportation's National Highway Safety Administration announced a joint final rule establishing a national program that would reduce greenhouse gas emissions and improve fuel economy for new cars and trucks sold in the United States.

The first phase of the national program would apply to passenger cars, light-duty trucks, and medium-duty passenger vehicles, covering model years 2012 through 2016. They require these vehicles to meet an estimated combined average emissions level of 250 grams of carbon dioxide per mile, equivalent to 35.5 miles per gallon if the automobile industry were to meet this carbon dioxide level solely through fuel economy improvements. Together, these standards would cut carbon dioxide emissions by an estimated 960 million metric tons and 1.8 billion barrels of oil over the lifetime of the vehicles sold under the program (model years 2012-2016). The second phase of the national program would involve proposing new fuel economy and greenhouse gas standards for model years 2017 – 2025 by September 1, 2011.

On October 25, 2010, the EPA and the U.S. Department of Transportation proposed the first national standards to reduce greenhouse gas emissions and improve fuel efficiency of heavy-duty trucks and buses. For combination tractors, the agencies are proposing engine and vehicle standards that begin in the 2014 model year and achieve up to a 20 percent reduction in carbon dioxide emissions and fuel consumption by the 2018 model year. For heavy-duty pickup trucks and vans, the agencies are proposing separate gasoline and diesel truck standards, which phase in starting in the 2014 model year and achieve up to a 10 percent reduction for gasoline vehicles and 15 percent reduction for diesel vehicles by 2018 model year (12 and 17 percent respectively if accounting for air conditioning leakage). Lastly, for vocational vehicles, the agencies are proposing engine and vehicle standards starting in the 2014 model year which would achieve up to a 10 percent reduction in fuel consumption and carbon dioxide emissions by 2018 model year.



**Mandatory Reporting of Greenhouse Gases.** On January 1, 2010, the EPA started requiring large emitters of heat-trapping emissions to begin collecting GHG data under a new reporting system. Under the rule, suppliers of fossil fuels or industrial greenhouse gases, manufacturers of vehicles and engines, and facilities that emit 25,000 metric tons or more per year of greenhouse gas emissions are required to submit annual reports to the EPA.

**Climate Adaption Plan.** The EPA Plan identifies priority actions the Agency will take to incorporate considerations of climate change into its programs, policies, rules and operations to ensure they are effective under future climatic conditions. The Plan reflects input received from States, Tribes and municipal and county officials during development, as well as comments received during a formal Tribal consultation process and a 60 day public comment period during the Winter of 2013.

EPA is also releasing final Climate Change Adaptation Implementation Plans from its National Environmental Program Offices and all 10 Regional Offices. The Implementation Plans, which also reflect responses to public comment, provide more detail on how EPA Programs and Regions will carry out the work called for in the agency wide Plan in partnership with states, tribes, and local governments.

### **2.2.3 California**

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

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

**California Code of Regulations (CCR) Title 24, Part 11.** All buildings for which an application for a building permit is submitted on or after January 1, 2014 must follow the 2013 standards. The 2013 commercial standards are estimated to be 30 percent more efficient than the 2008 standards; residential standards are 25 percent more efficient. Energy efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases greenhouse gas emissions.

**California Green Building Standards.** On January 12, 2010, the State Building Standards Commission unanimously adopted updates to the California Green Building Standards Code, which went into effect on January 1, 2011. The Code is a comprehensive and uniform regulatory code for all residential, commercial and school buildings. CCR Title 24, Part 11: California Green Building Standards (Title 24)

became effective in 2001 in response to continued efforts to reduce GHG emissions associated with energy consumption. CCR Title 24, Part 11 now require that new buildings reduce water consumption, employ building commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials. One focus of CCR Title 24, Part 11 is water conservation measures, which reduce GHG emissions by reducing electrical consumption associated with pumping and treating water. CCR Title 24, Part 11 has approximately 52 nonresidential mandatory measures and an additional 130 provisions for optional use. Some key mandatory measures for commercial occupancies include specified parking for clean air vehicles, a 20 percent reduction of potable water use within buildings, a 50 percent construction waste diversion from landfills, use of building finish materials that emit low levels of volatile organic compounds, and commissioning for new, nonresidential buildings over 10,000 square feet.

The California Green Building Standards Code does not prevent a local jurisdiction from adopting a more stringent code as state law provides methods for local enhancements. The Code recognizes that many jurisdictions have developed existing construction and demolition ordinances, and defers to them as the ruling guidance provided they provide a minimum 50-percent diversion requirement. The code also provides exemptions for areas not served by construction and demolition recycling infrastructure. State building code provides the minimum standard that buildings need to meet in order to be certified for occupancy. Enforcement is generally through the local building official.

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

- By 2010, California shall reduce greenhouse gas emissions to 2000 levels;
- By 2020, California shall reduce greenhouse gas emissions to 1990 levels.
- By 2050, California shall reduce greenhouse gas emissions to 80 percent below 1990 levels.

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

**Executive Order S-01-07.** Executive Order S-1-07 was issued in 2007 and proclaims that the transportation sector is the main source of GHG emissions in the State, since it generates more than 40 percent of the State's GHG emissions. It establishes a goal to reduce the carbon intensity of transportation fuels sold in the State by at least ten percent by 2020. This Order also directs CARB to determine whether this Low Carbon Fuel Standard (LCFS) could be adopted as a discrete early-action measure as part of the effort to meet the mandates in AB 32.

On April 23, 2009 CARB approved the proposed regulation to implement the low carbon fuel standard. The low carbon fuel standard is anticipated to reduce GHG emissions by about 16 MMT per year by

2020. The low carbon fuel standard is designed to provide a framework that uses market mechanisms to spur the steady introduction of lower carbon fuels. The framework establishes performance standards that fuel producers and importers must meet each year beginning in 2011. Separate standards are established for gasoline and diesel fuels and the alternative fuels that can replace each. The standards are “back-loaded”, with more reductions required in the last five years, than the first five years. This schedule allows for the development of advanced fuels that are lower in carbon than today’s fuels and the market penetration of plug-in hybrid electric vehicles, battery electric vehicles, fuel cell vehicles, and flexible fuel vehicles. It is anticipated that compliance with the low carbon fuel standard will be based on a combination of both lower carbon fuels and more efficient vehicles.

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

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

Pursuant to the requirements of SB 97 as stated above, on December 30, 2009 the Natural Resources Agency adopted amendments to the state CEQA guidelines that address GHG emissions. The CEQA Guidelines Amendments changed 14 sections of the CEQA Guidelines and incorporate GHG language throughout the Guidelines. However, no GHG emissions thresholds of significance are provided and no specific mitigation measures are identified. The GHG emission reduction amendments went into effect on March 18, 2010 and are summarized below:

- Climate action plans and other greenhouse gas reduction plans can be used to determine whether a project has significant impacts, based upon its compliance with the plan.
- Local governments are encouraged to quantify the greenhouse gas emissions of proposed projects, noting that they have the freedom to select the models and methodologies that best meet their needs and circumstances. The section also recommends consideration of several qualitative factors that may be used in the determination of significance, such as the extent to which the given project complies with state, regional, or local GHG reduction plans and policies. OPR does not set or dictate specific thresholds of significance. Consistent with existing CEQA Guidelines, OPR encourages local governments to develop and publish their own thresholds of significance for GHG impacts assessment.
- When creating their own thresholds of significance, local governments may consider the thresholds of significance adopted or recommended by other public agencies, or recommended by experts.

- New amendments include guidelines for determining methods to mitigate the effects of greenhouse gas emissions in Appendix F of the CEQA Guidelines.
- OPR is clear to state that “to qualify as mitigation, specific measures from an existing plan must be identified and incorporated into the project; general compliance with a plan, by itself, is not mitigation.”
- OPR’s emphasizes the advantages of analyzing GHG impacts on an institutional, programmatic level. OPR therefore approves tiering of environmental analyses and highlights some benefits of such an approach.
- Environmental impact reports (EIRs) must specifically consider a project's energy use and energy efficiency potential.

**AB 32.** The California State Legislature enacted AB 32, the California Global Warming Solutions Act of 2006. AB 32 requires that greenhouse gases emitted in California be reduced to 1990 levels by the year 2020. “Greenhouse gases” as defined under AB 32 include carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. ARB is the state agency charged with monitoring and regulating sources of greenhouse gases. AB 32 states the following:

Global warming poses a serious threat to the economic well-being, public health, natural resources, and the environment of California. The potential adverse impacts of global warming include the exacerbation of air quality problems, a reduction in the quality and supply of water to the state from the Sierra snowpack, a rise in sea levels resulting in the displacement of thousands of coastal businesses and residences, damage to marine ecosystems and the natural environment, and an increase in the incidences of infectious diseases, asthma, and other human health-related problems.

The ARB Board approved the 1990 greenhouse gas emissions level of 427 million metric tons of carbon dioxide equivalent (MMTCO<sub>2</sub>e) on December 6, 2007 (California Air Resources Board 2007). Therefore, emissions generated in California in 2020 are required to be equal to or less than 427 MMTCO<sub>2</sub>e. Emissions in 2020 in a “business as usual” scenario are estimated to be 596 MMTCO<sub>2</sub>e.

Under AB 32, the ARB published its Final Expanded List of Early Action Measures to Reduce Greenhouse Gas Emissions in California. Discrete early action measures are currently underway or are enforceable by January 1, 2010. The ARB has 44 early action measures that apply to the transportation, commercial, forestry, agriculture, cement, oil and gas, fire suppression, fuels, education, energy efficiency, electricity, and waste sectors. Of these early action measures, nine are considered discrete early action measures, as they are regulatory and enforceable by January 1, 2010. The ARB estimates that the 44 recommendations are expected to result in reductions of at least 42 MMTCO<sub>2</sub>e by 2020, representing approximately 25 percent of the 2020 target.

The ARB’s Climate Change Scoping Plan (Scoping Plan) contains measures designed to reduce the State’s emissions to 1990 levels by the year 2020 (California Air Resources Board 2008). The Scoping Plan identifies recommended measures for multiple greenhouse gas emission sectors and the associated emission reductions needed to achieve the year 2020 emissions target—each sector has a different emission reduction target. Most of the measures target the transportation and electricity sectors. As stated in the Scoping Plan, the key elements of the strategy for achieving the 2020 greenhouse gas target include:

- Expanding and strengthening existing energy efficiency programs as well as building and appliance standards;
- Achieving a statewide renewables energy mix of 33 percent;
- Developing a California cap-and-trade program that links with other Western Climate Initiative partner programs to create a regional market system;
- Establishing targets for transportation-related greenhouse gas emissions for regions throughout California and pursuing policies and incentives to achieve those targets;
- Adopting and implementing measures pursuant to existing State laws and policies, including California's clean car standards, goods movement measures, and the Low Carbon Fuel Standard; and
- Creating targeted fees, including a public goods charge on water use, fees on high global warming potential gases, and a fee to fund the administrative costs of the State's long-term commitment to AB 32 implementation.

In addition, the Scoping Plan differentiates between "capped" and "uncapped" strategies. "Capped" strategies are subject to the proposed cap-and-trade program. The Scoping Plan states that the inclusion of these emissions within the cap-and-trade program will help ensure that the year 2020 emission targets are met despite some degree of uncertainty in the emission reduction estimates for any individual measure. Implementation of the capped strategies is calculated to achieve a sufficient amount of reductions by 2020 to achieve the emission target contained in AB 32. "Uncapped" strategies that will not be subject to the cap-and-trade emissions caps and requirements are provided as a margin of safety by accounting for additional greenhouse gas emission reductions.<sup>4</sup>

**SB 375.** Senate Bill 375 (SB 375) was adopted September 2008 and aligns regional transportation planning efforts, regional GHG emission reduction targets, and land use and housing allocation. SB 375 requires Metropolitan Planning Organizations (MPO) to adopt a sustainable communities strategy (SCS) or alternate planning strategy (APS) that will prescribe land use allocation in that MPOs Regional Transportation Plan (RTP). CARB, in consultation with each MPO, will provide each affected region with reduction targets for GHGs emitted by passenger cars and light trucks in the region for the years 2020 and 2035. These reduction targets will be updated every eight years but can be updated every four years if advancements in emissions technologies affect the reduction strategies to achieve the targets. CARB is also charged with reviewing each MPO's sustainable communities strategy or alternate planning strategy for consistency with its assigned targets.

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

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

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

**Executive Order S-13-08.** Executive Order S-13-08 indicates that “climate change in California during the next century is expected to shift precipitation patterns, accelerate sea level rise and increase temperatures, thereby posing a serious threat to California’s economy, to the health and welfare of its population and to its natural resources.” Pursuant to the requirements in the order, the 2009 California Climate Adaptation Strategy (California Natural Resource Agency 2009) was adopted, which is the “... first statewide, multi-sector, region-specific, and information-based climate change in California, identifying and exploring strategies to adapt to climate change, and specifying a direction for future research.

**Executive Order B-30-15.** Executive Order B-30-15, establishing a new interim statewide greenhouse gas emission reduction target to reduce greenhouse gas emissions to 40 percent below 1990 levels by 2030, was signed by Governor Brown in April 2015.

**Executive Order B-29-15.** Executive Order B-29-15, mandates a statewide 25% reduction in potable water usage and was signed into law on April 1, 2015.

**Executive Order B-37-16.** Executive Order B-37-16, continuing the State’s adopted water reduction, was signed into law on May 9, 2016. The water reduction builds off the mandatory 25% reduction called for in EO B-29-15.

## 2.2.4 South Coast Air Quality Management District

The Project is within the South Coast Air Basin, which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). SCAQMD Regulation XXVII currently includes three rules:

- The purpose of Rule 2700 is to define terms and post global warming potentials.
- The purpose of Rule 2701, SoCal Climate Solutions Exchange, is to establish a voluntary program to encourage, quantify, and certify voluntary, high quality certified greenhouse gas emission reductions in the SCAQMD.
- Rule 2702, Greenhouse Gas Reduction Program, was adopted on February 6, 2009. The purpose of this rule is to create a Greenhouse Gas Reduction Program for greenhouse gas emission reductions

in the SCAQMD. The SCAQMD will fund projects through contracts in response to requests for proposals or purchase reductions from other parties.

### *SCAQMD Threshold Development*

The SCAQMD has established recommended significance thresholds for greenhouse gases for local lead agency consideration (“SCAQMD draft local agency threshold”). SCAQMD has published a five-tiered draft GHG threshold which includes a 10,000 metric ton of CO<sub>2</sub>e per year for stationary/industrial sources and 3,000 metric tons of CO<sub>2</sub>e per year significance threshold for residential/commercial projects (South Coast Air Quality Management District 2010c). Tier 3 is anticipated to be the primary tier by which the SCAQMD will determine significance for projects. The Tier 3 screening level for stationary sources is based on an emission capture rate of 90 percent for all new or modified projects. A 90-percent emission capture rate means that 90 percent of total emissions from all new or modified stationary source projects would be subject to CEQA analysis. The 90-percent capture rate GHG significance screening level in Tier 3 for stationary sources was derived using the SCAQMD’s annual Emissions Reporting Program.

The current draft thresholds consist of the following tiered approach:

- Tier 1 consists of evaluating whether or not the project qualifies for any applicable exemption under CEQA.
- Tier 2 consists of determining whether or not the project is consistent with a greenhouse gas reduction plan. If a project is consistent with a qualifying local greenhouse gas reduction plan, it does not have significant greenhouse gas emissions.
- Tier 3 consists of screening values, which the lead agency can choose but must be consistent. A project’s construction emissions are averaged over 30 years and are added to a project’s operational emissions. If a project’s emissions are under one of the following screening thresholds, then the project is less than significant:
  - All land use types: 3,000 MTCO<sub>2</sub>e per year
  - Based on land use types: residential is 3,500 MTCO<sub>2</sub>e per year; commercial is 1,400 MTCO<sub>2</sub>e per year; and mixed use is 3,000 MTCO<sub>2</sub>e per year
- Tier 4 has the following options:
  - Option 1: Reduce emissions from business as usual by a certain percentage; this percentage is currently undefined
  - Option 2: Early implementation of applicable AB 32 Scoping Plan measures
  - Option 3: Year 2020 target for service populations (SP), which includes residents and employees: 4.8 MTCO<sub>2</sub>e/SP/year for projects and 6.6 MTCO<sub>2</sub>e/SP/year for plans;
  - Option 3, 2035 target: 3.0 MTCO<sub>2</sub>e/SP/year for projects and 4.1 MTCO<sub>2</sub>e/SP/year for plans
- Tier 5 involves mitigation offsets to achieve target significance threshold.

## 2.2.5 City of San Jacinto

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

In accordance with the CEQA requirements, the City does not, however, have the expertise to develop plans, programs, procedures, and methodologies to ensure that air quality within the City and region will meet federal and state standards. Instead, the City relies on the expertise of the SCAQMD and utilizes the SCAQMD CEQA Handbook as the guidance document for the environmental review of plans and development proposals within its jurisdiction.

The City of San Jacinto 2006 Resource Management Element in the General Plan, contains the following air quality-related goals and policies that are applicable to the proposed project:

### **Goal: Resource Management Goal 6: Improve air quality.**

- Policy 6.1:** Cooperate with the South Coast Air Quality Management District, Southern California Association of Governments, and the Western Riverside Council of Governments in their efforts to implement the regional Air Quality Management Plan.
- Policy 6.2:** Cooperate and participate in regional air quality management planning, programs, and enforcement measures.
- Policy 6.3:** Achieve a greater balance between jobs and housing in San Jacinto.
- Policy 6.4:** Promote the growth of clean industry as a method of managing and improving air quality.
- Policy 6.5:** Promote energy conservation and recycling by the public and private sectors.
- Policy 6.6:** Encourage alternative modes of transportation to reduce vehicular emissions and improve air quality.
- Policy 6.7:** Encourage pedestrian scale development and pedestrian friendly access to reduce vehicle emissions.



- Policy 6.8:** In appropriate areas, allow mixed use development that combines housing, employment, and retail activities on one site.
- Policy 6.9:** Concentrate higher density development at transportation nodes and areas served by a well- developed vehicular network.
- Policy 6.10:** Support sustainable development patterns and green building standards that reduce energy use.

## **3.0 Setting**

### **3.1 Existing Physical Setting**

The project site is located within the City of San Jacinto, in Riverside County, which is part of the South Coast Air Basin (SCAB) that includes all of Orange County as well as the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. The South Coast Air Basin is located on a coastal plain with connecting broad valleys and low hills to the east. Regionally, the South Coast Air Basin is bounded by the Pacific Ocean to the southwest and high mountains to the east forming the inland perimeter.

#### **3.1.1 Local Climate and Meteorology**

Dominant airflows provide the driving mechanism for transport and dispersion of air pollution. The mountains surrounding the region form natural horizontal barriers to the dispersion of air contaminants. Air pollution created in the coastal areas and around the Los Angeles area is transported inland until it reaches the mountains where the combination of mountains and inversion layers generally prevent further dispersion. This poor ventilation results in a gradual degradation of air quality from the coastal areas to inland areas. Air stagnation may occur during the early evening and early morning periods of transition between day and nighttime flows. The region also experiences periods of hot, dry winds from the desert, known as Santa Ana winds. If the Santa Ana winds are strong, they can surpass the sea breeze, which blows from the ocean to the land, and carry the suspended dust and pollutants out to the ocean. If the winds are weak, they are opposed by the sea breeze and cause stagnation, resulting in high pollution events.

The annual average temperature varies little throughout much of the basin, ranging from the low to middle 60s, measured in degrees Fahrenheit (°F). With more pronounced oceanic influence, coastal areas show less variability in annual minimum and maximum temperatures than inland areas where the project site is located. The majority of the annual rainfall in the basin occurs between November and April. Summer rainfall is minimal and is generally limited to scattered thunderstorms in the coastal regions and slightly heavier showers in the eastern portion of the basin along the coastal side of the mountains. Year-to-year patterns in rainfall are unpredictable because of fluctuations in the weather.

Temperature inversions limit the vertical depth through which pollution can be mixed. Among the most common temperature inversions in the basin are radiation inversions, which form on clear winter nights when cold air off mountains sink to the valley floor while the air aloft over the valley remains warm. These inversions, in conjunction with calm winds, trap pollutants near the source. Other types of temperature inversions that affect the basin include marine, subsidence, and high-pressure inversions.

Summers are often periods of hazy visibility and occasionally unhealthy air. Strong temperature inversions may occur that limit the vertical depth through which air pollution can be dispersed. Air pollutants concentrate because they cannot rise through the inversion layer and disperse. These inversions are more common and persistent during the summer months. Over time, sunlight produces

photochemical reactions within this inversion layer that creates ozone, a particularly harmful air pollutant. Occasionally, strong thermal convections occur which allows the air pollutants to rise high enough to pass over the mountains and ultimately dilute the smog cloudtrap pollutants such as automobile exhaust near their source. While these inversions may lead to air pollution “hot spots” in heavily developed coastal areas of the basin, there is not enough traffic in inland valleys to cause any winter air pollution problems. Despite light wind conditions, especially at night and in the early morning, winter is generally a period of good air quality in the project vicinity.

In the winter, light nocturnal winds result mainly from the drainage of cool air off of the mountains toward the valley floor while the air aloft over the valley remains warm. This forms a type of inversion known as a radiation inversion. Such winds are characterized by stagnation and poor local mixing and trap pollutants such as automobile exhaust near their source. While these inversions may lead to air pollution “hot spots” in heavily developed coastal areas of the basin, there is not enough traffic to cause any winter air pollution problems. Despite light wind conditions, especially at night and in the early morning, winter is generally a period of good air quality in the project vicinity.

The temperature and precipitation levels for the City of San Jacinto/Hemet area in Table 3. Table 3 shows that August is typically the warmest month and December is typically the coolest month. Rainfall in the project area varies considerably in both time and space. Almost all the annual rainfall comes from the fringes of mid-latitude storms from late November to early April, with summers being almost completely dry.

**Table 3: Meteorological Summary**

Month	Temperature (°F)		Average Precipitation (inches)
	Average High	Average Low	
January	69.1	38.3	2.31
February	67.7	39.3	2.20
March	72.8	41.9	1.78
April	76.3	45.0	0.90
May	84.6	50.5	0.31
June	91.8	55.4	0.05
July	98.4	60.9	0.16
August	98.9	61.2	0.24
September	94.6	58.1	0.40
October	84.3	50.2	0.50
November	74.1	42.2	1.02
December	67.7	37.3	1.45
<b>Annual Average</b>	<b>81.7</b>	<b>48.4</b>	<b>11.3</b>
Notes:			
<sup>1</sup> Source: <a href="http://www.wrcc.dri.edu/cgi-bin/cliMAIN.pl?ca3896">http://www.wrcc.dri.edu/cgi-bin/cliMAIN.pl?ca3896</a>			

### 3.1.2 Local Air Quality

The SCAQMD has divided the South Coast Air Basin into 38 air-monitoring areas with a designated ambient air monitoring station representative of each area. The project site is located in San Jacinto

however ambient air quality data was utilized from Perris, Elsinore and Riverside (Areas 28, 24, 25 and 31) monitoring stations, which is located in Riverside County and covers the San Jacinto/Hemet area. The nearest air monitoring station to the project site is the Perris Station. The Perris Station is located approximately 16.3 miles west of the project site, however this location does not provide all ambient weather data. Therefore, additional data was pulled from nearby monitoring stations to provide the existing levels. Table 4 presents the monitored pollutant levels within the vicinity. However, it should be noted that due to the air monitoring station distance from the project site, recorded air pollution levels at the air monitoring station reflect with varying degrees of accuracy, local air quality conditions at the project site.

**Table 4: Local Area Air Quality Levels from the Perris/Elsinore/Riverside Monitoring Stations**

Pollutant (Standard) <sup>2</sup>	Year		
	2013	2014	2015
<b>Ozone:</b>			
Maximum 1-Hour Concentration (ppm)	0.108	0.117	0.124
Days > CAAQS (0.09 ppm)	<b>17</b>	<b>16</b>	<b>25</b>
Maximum 8-Hour Concentration (ppm)	0.090	0.094	0.103
Days > NAAQS (0.08 ppm)	<b>34</b>	<b>38</b>	<b>31</b>
Days > CAAQS (0.070 ppm)	<b>60</b>	<b>63</b>	<b>50</b>
<b>Carbon Monoxide:</b>			
Maximum 1-Hour Concentration (ppm)	7.7	1.7	4.0
Days > NAAQS (20 ppm)	0	0	0
Maximum 8-Hour Concentration (ppm)	1.76	1.70	2.40
Days > NAAQS (9 ppm)	0	0	0
<b>Nitrogen Dioxide:</b>			
Maximum 1-Hour Concentration (ppm)	0.046	0.045	0.047
Days > NAAQS (0.25 ppm)	0	0	0
<b>Sulfur Dioxide:</b>			
Maximum 24-Hour Concentration (ppm)	-- <sup>3</sup>	-- <sup>3</sup>	-- <sup>3</sup>
Days > CAAQS (0.04 ppm)	0	0	0
<b>Inhalable Particulates (PM10):</b>			
Maximum 24-Hour Concentration (ug/m <sup>3</sup> )	143.0	83.0	64.0
Days > NAAQS (150 ug/m <sup>3</sup> )	0	0	0
Days > CAAQS (50 ug/m <sup>3</sup> )	7	9	0
Annual Arithmetic Mean (AAM) (ug/m <sup>3</sup> )	41.1	42.9	34.8
Annual > NAAQS (50 ug/m <sup>3</sup> )	No	No	No
Annual > CAAQS (20 ug/m <sup>3</sup> )	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>
<b>Ultra-Fine Particulates (PM2.5):</b>			
Maximum 24-Hour Concentration (ug/m <sup>3</sup> )	56.5	73.6	56.6
Days > NAAQS (35 ug/m <sup>3</sup> )	9.2	9.4	17.6
Annual Arithmetic Mean (AAM) (ug/m <sup>3</sup> )	18.6	19	-- <sup>3</sup>
Annual > NAAQS (15 ug/m <sup>3</sup> )	No	No	No
Annual > CAAQS (12 ug/m <sup>3</sup> )	No	No	No
Notes:			
<sup>1</sup> Source: <a href="http://www.arb.ca.gov/adam/">http://www.arb.ca.gov/adam/</a>			
<sup>2</sup> CAAQS = California Ambient Air Quality Standard; NAAQS = National Ambient Air Quality Standard; ppm = parts per million			
<sup>3</sup> No data available.			

The monitoring data presented in Table 4 shows that ozone and particulate matter (PM10 and PM2.5) are the air pollutants of primary concern in the project area, which are detailed below.

### **Ozone**

During the 2013 to 2015 monitoring period, the State 1-hour concentration standard for ozone has been exceeded between 17 to 25 days each year. The State 8-hour ozone standard has been exceeded between 50 and 63 days each year over the past three years. The Federal 8-hour ozone standard was exceeded between 31 and 38 days each year over the past three years.

Ozone is a secondary pollutant as it is not directly emitted. Ozone is the result of chemical reactions between other pollutants, most importantly hydrocarbons and NO<sub>2</sub>, which occur only in the presence of bright sunlight. Pollutants emitted from upwind cities react during transport downwind to produce the oxidant concentrations experienced in the area. Many areas of the SCAQMD contribute to the ozone levels experienced at the monitoring station, with the more significant areas being those directly upwind.

### **Carbon Monoxide**

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

### **Nitrogen Dioxide**

The San Jacinto/Perris/Riverside Area Station did not record an exceedance of the State or Federal NO<sub>2</sub> standards for the last three years.

### **Sulfur Dioxide**

The Perris/Riverside Area did not record an exceedance of the State SO<sub>2</sub> standards for the last three years.

### **Particulate Matter**

During the 2013 to 2015 monitoring period, the State 24-hour concentration standard for PM10 has been exceeded between 0 to 9 days each year at the Perris/Riverside Area and the State annual concentration standard was exceeded each year during this time period. Over the same time period the Federal 24-hour and annual standards for PM10 have not been exceeded within the Perris/Riverside Area.

The Federal 24-hour standard for PM2.5 was exceeded between 9 and 17 days each year during the 2013 to 2015 monitoring period within the Perris/Riverside Area. The annual average PM2.5 concentrations exceeded the State standard the past three years and did not exceed the Federal standard during the same time period.

According to the EPA, some people are much more sensitive than others to breathing fine particles (PM<sub>10</sub> and PM<sub>2.5</sub>). People with influenza, chronic respiratory and cardiovascular diseases, and the elderly may suffer worsening illness and premature death due to breathing these fine particles. People with bronchitis can expect aggravated symptoms from breathing in fine particles. Children may experience decline in lung function due to breathing in PM<sub>10</sub> and PM<sub>2.5</sub>. Other groups considered sensitive are smokers and people who cannot breathe well through their noses. Exercising athletes are also considered sensitive, because many breathe through their mouths during exercise.

### 3.1.3 Attainment Status

The EPA and the ARB designate air basins where ambient air quality standards are exceeded as “nonattainment” areas. If standards are met, the area is designated as an “attainment” area. If there is inadequate or inconclusive data to make a definitive attainment designation, they are considered “unclassified.” National nonattainment areas are further designated as marginal, moderate, serious, severe, or extreme as a function of deviation from standards. Each standard has a different definition, or ‘form’ of what constitutes attainment, based on specific air quality statistics. For example, the Federal 8-hour CO standard is not to be exceeded more than once per year; therefore, an area is in attainment of the CO standard if no more than one 8-hour ambient air monitoring values exceeds the threshold per year. In contrast, the federal annual PM<sub>2.5</sub> standard is met if the three-year average of the annual average PM<sub>2.5</sub> concentration is less than or equal to the standard. Table 5 lists the attainment status for the criteria pollutants in the basin.

**Table 5: South Coast Air Basin Attainment Status**

Pollutant	State Status	National Status
Ozone	Nonattainment	Nonattainment (Extreme)
Carbon monoxide	Attainment	Attainment
Nitrogen dioxide (annual)	Attainment	Attainment
Nitrogen dioxide (1-hour)	Attainment	Attainment
Sulfur dioxide	Attainment	Attainment
PM <sub>10</sub>	Nonattainment	Attainment
PM <sub>2.5</sub>	Nonattainment	Nonattainment
Lead	Attainment	Nonattainment (Partial) <sup>1</sup>
Notes: <sup>1</sup> Partial Nonattainment designation – Los Angeles County portion of Basin only. Source: State status from California Air Resources Board. <a href="http://www.arb.ca.gov/desig/adm/adm.htm">http://www.arb.ca.gov/desig/adm/adm.htm</a>		

## 3.2 Greenhouse Gases

Constituent gases of the Earth’s atmosphere, called atmospheric greenhouse gases (GHG), play a critical role in the Earth’s radiation amount by trapping infrared radiation emitted from the Earth’s surface, which otherwise would have escaped to space. Prominent greenhouse gases contributing to

this process include carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), ozone, water vapor, nitrous oxide (N<sub>2</sub>O), and chlorofluorocarbons (CFCs). This phenomenon, known as the Greenhouse Effect, is responsible for maintaining a habitable climate. Anthropogenic (caused or produced by humans) emissions of these greenhouse gases in excess of natural ambient concentrations are responsible for the enhancement of the Greenhouse Effect and have led to a trend of unnatural warming of the Earth's natural climate, known as global warming or climate change. Emissions of gases that induce global warming are attributable to human activities associated with industrial/manufacturing, agriculture, utilities, transportation, and residential land uses. Transportation is responsible for 41 percent of the State's greenhouse gas emissions, followed by electricity generation. Emissions of CO<sub>2</sub> and nitrous oxide (NO<sub>x</sub>) are byproducts of fossil fuel combustion. Methane, a potent greenhouse gas, results from off-gassing associated with agricultural practices and landfills. Sinks of CO<sub>2</sub>, where CO<sub>2</sub> is stored outside of the atmosphere, include uptake by vegetation and dissolution into the ocean. Table 6 provides a description of each of the greenhouse gases and their global warming potential.

**Table 6: Description Of Greenhouse Gases**

Greenhouse Gas	Description and Physical Properties	Sources
Nitrous oxide	Nitrous oxide (N <sub>2</sub> O), also known as laughing gas is a colorless gas. It has a lifetime of 114 years. Its global warming potential is 310.	Microbial processes in soil and water, fuel combustion, and industrial processes. In addition to agricultural sources, some industrial processes (nylon production, nitric acid production) also emit N <sub>2</sub> O.
Methane	Methane (CH <sub>4</sub> ) is a flammable gas and is the main component of natural gas. It has a lifetime of 12 years. Its global warming potential is 21.	A natural source of CH <sub>4</sub> is from the decay of organic matter. Methane is extracted from geological deposits (natural gas fields). Other sources are from the decay of organic material in landfills, fermentation of manure, and cattle farming.
Carbon dioxide	Carbon dioxide (CO <sub>2</sub> ) is an odorless, colorless, natural greenhouse gas. Carbon dioxide's global warming potential is 1. The concentration in 2005 was 379 parts per million (ppm), which is an increase of about 1.4 ppm per year since 1960.	Natural sources include decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic outgassing. Anthropogenic sources are from burning coal, oil, natural gas, and wood.
Chlorofluorocarbons	CFCs are nontoxic, nonflammable, insoluble, and chemically unreactive in the troposphere (the level of air at the earth's surface). They are gases formed synthetically by replacing all hydrogen atoms in methane or methane with chlorine and/or fluorine atoms. Global warming potentials range from 3,800 to 8,100.	Chlorofluorocarbons were synthesized in 1928 for use as refrigerants, aerosol propellants, and cleaning solvents. They destroy stratospheric ozone, therefore their production was stopped as required by the Montreal Protocol.
Hydrofluorocarbons	Hydrofluorocarbons (HFCs) are a group of greenhouse gases containing carbon, chlorine, and at least one hydrogen atom. Global warming potentials range from 140 to 11,700.	Hydrofluorocarbons are synthetic manmade chemicals used as a substitute for chlorofluorocarbons in applications such as automobile air conditioners and refrigerants.

Perfluorocarbons	Perfluorocarbons (PFCs) have stable molecular structures and only break down by ultraviolet rays about 60 kilometers above the Earth's surface. They have a lifetime of 10,000 to 50,000 years. They have a global warming potential range of 6,200 to 9,500.	Two main sources of perfluorocarbons are primary aluminum production and semiconductor manufacturing.
Sulfur hexafluoride	Sulfur hexafluoride (SF <sub>6</sub> ) is an inorganic, odorless, colorless, and nontoxic, nonflammable gas. It has a lifetime of 3,200 years. It has a high global warming potential, 23,900.	This gas is manmade and used for insulation in electric power transmission equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas for leak detection.
Notes: <sup>1</sup> . Sources: Intergovernmental Panel on Climate Change 2007a and Intergovernmental Panel on Climate Change 2007b.		



## **4.0 Modeling Parameters and Assumptions**

### **4.1 Construction**

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

The analysis assesses the emissions associated with the construction of the proposed project as indicated in Table 1. Construction would start at the beginning of 2017 and end approximately at the middle/end of 2018. The phases of the construction activities which have been analyzed below are: 1) grading and import of up to 46,000 cubic yards of soil, 2) building, 3) paving, and 4) architectural coating. For details on construction modeling, please see Appendix A.

The project will be required to comply with existing SCAQMD rules for the reduction of fugitive dust emissions. SCAQMD Rule 403 establishes these procedures. Compliance with this rule is achieved through application of standard best management practices in construction and operation activities, such as application of water or chemical stabilizers to disturbed soils, managing haul road dust by application of water, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 mph, sweeping loose dirt from paved site access roadways, cessation of construction activity when winds exceed 25 mph and establishing a permanent, stabilizing ground cover on finished sites. In addition, projects that disturb 50 acres or more of soil or move 5,000 cubic yards of materials per day are required to submit a Fugitive Dust Control Plan or a Large Operation Notification Form to SCAQMD. Based on the size of the Project area (approximately 19.4 acres) a Fugitive Dust Control Plan or Large Operation Notification would not be required.

SCAQMD's Rule 403 minimum requirements require that the application of the best available dust control measures are used for all grading operations and include the application of water or other soil stabilizers in sufficient quantity to prevent the generation of visible dust plumes. Compliance with Rule 403 would require the use of water trucks during all phases where earth moving operations would occur. Compliance with Rule 403 is required.

The construction equipment list is shown in Table 7.

**Table 7: Construction Equipment Assumptions<sup>1</sup>**

Phase	Equipment	Number	Hours per day	Horsepower	Load Factor	Daily Disturbance Footprint (Acres) <sup>2</sup>
<b>Grading of main site</b>	Excavators	2	8	168	0.38	4
	Graders	1	8	174	0.4	
	Rubber Tired Dozers	1	8	255	0.4	
	Scrappers	2	8	361	0.48	
	Tractors/Loaders/Backhoes	2	8	97	0.37	
<b>Building construction</b>	Cranes	1	7	226	0.29	--
	Forklifts	3	8	89	0.2	
	Generator Sets	1	8	84	0.74	
	Tractors/Loaders/Backhoes	3	7	97	0.37	
	Welders	1	8	46	0.45	
<b>Paving</b>	Pavers	2	8	125	0.42	--
	Paving Equipment	2	8	130	0.36	
	Rollers	2	8	80	0.38	
<b>Architectural Coating</b>	Air Compressors	1	6	78	0.48	--
Notes: <sup>1</sup> Source: CalEEMod defaults <sup>2</sup> Source: Calculation details for CalEEMod Appendix A						

## 4.2 Operations

Operational or long-term emissions occur over the life of the Project. Both mobile and area sources generate operational emissions. Area source emissions arise from consumer product usage, heaters that consume natural gas, gasoline-powered landscape equipment, gasoline service station, and architectural coatings (painting). Mobile source emissions from motor vehicles are the largest single long-term source of air pollutants from the operation of the Project. Small amounts of emissions would also occur from area sources such as the consumption of natural gas for heating, hearths, from landscaping emissions, and consumer product usage. The operational emissions were estimated using the latest version of CalEEMod.

### Mobile Sources

Mobile sources include emissions from the additional vehicle miles generated from the proposed project. The vehicle trips associated with the proposed project were obtained from the traffic analysis (TIA) for the project. Reductions were taken for internal capture and pass-by trips for the attached senior housing, hotel, medical office, retail, quality restaurant, fast-food restaurants and gas station. Pass-by reductions were not available in the TIA for Saturdays and Sundays therefore the reductions were applied towards the weekends as well. Please see CalEEMod output comments sections in Appendix B for details.

## Area Sources

Area sources include emissions from consumer products, landscape equipment and architectural coatings. Landscape maintenance includes fuel combustion emissions from equipment such as lawn mowers, rototillers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers, as well as air compressors, generators, and pumps. As specifics were not known about the landscaping equipment fleet, CalEEMod defaults were used to estimate emissions from landscaping equipment.

Per SCAQMD Rule 1113 as amended on June 3, 2011, the architectural coatings that would be applied after January 1, 2014 will be limited to an average of 50 grams per liter or less and the CalEEMod model default VOC emissions have been adjusted accordingly. No other changes were made to the default area source parameters.

## Energy Usage

Energy usage includes emissions from the generation of electricity and natural gas used on-site. The 2013 Title 24 commercial standards are at least 25 percent more efficient than the 2008 Title 24 commercial standards used as the default in CalEEMod. No other changes were made to the default energy usage parameters.

## 4.3 Localized Construction Analysis

The SCAQMD has published a “Fact Sheet for Applying CalEEMod to Localized Significance Thresholds” (South Coast Air Quality Management District 2011b). CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily disturbance activity possible for each piece of equipment. In order to compare CalEEMod reported emissions against the localized significance threshold lookup tables, the CEQA document should contain in its project design features or its mitigation measures the following parameters:

- 1) The off-road equipment list (including type of equipment, horsepower, and hours of operation) assumed for the day of construction activity with maximum emissions.
- 2) The maximum number of acres disturbed on the peak day.
- 3) Any emission control devices added onto off-road equipment.
- 4) Specific dust suppression techniques used on the day of construction activity with maximum emissions.

As shown in Table 7, the maximum number of acres disturbed in a day would be 4 acres.

The local air quality emissions from construction were analyzed using the SCAQMD’s Mass Rate Localized Significant Threshold Look-up Tables and the methodology described in Localized Significance Threshold Methodology, prepared by SCAQMD, revised July 2008. The Look-up Tables were developed by the SCAQMD in order to readily determine if the daily emissions of CO, NOx, PM10, and PM2.5 from the proposed project could result in a significant impact to the local air quality. The emission thresholds were calculated based on the Hemet/San Jacinto Valley source receptor area (SRA 28) and a disturbance of 5 acres per day at a distance of 50 meters (165 feet), as the distance to the nearest sensitive receptors, south of the project site, is approximately 165 feet (50 meters).

#### **4.4 Localized Operational Analysis**

For operational emissions, the screening tables for a disturbance area of 5 acres and a distance of 50 meters were used to determine significance. The tables were compared to the project's operational emissions.

## **5.0 Thresholds of Significance**

### **5.1 Air Quality Thresholds of Significance**

#### **5.1.1 CEQA Guidelines for Air Quality**

The CEQA Guidelines define a significant effect on the environment as “a substantial, or potentially substantial, adverse change in the environment.” To determine if a project would have a significant impact on air quality, the type, level, and impact of emissions generated by the project must be evaluated.

The following air quality significance thresholds are contained in Appendix G of the CEQA Guidelines. A significant impact would occur if the project would:

- a) Conflict with or obstruct implementation of the applicable air quality plan;
- b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation;
- c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable national or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors);
- d) Expose sensitive receptors to substantial pollutant concentrations; or
- e) Create objectionable odors affecting a substantial number of people.

While the final determination of whether a project is significant is within the purview of the Lead Agency pursuant to Section 15064(b) of the CEQA Guidelines, SCAQMD recommends that its quantitative air pollution thresholds be used to determine the significance of project emissions. If the Lead Agency finds that the project has the potential to exceed these air pollution thresholds, the project should be considered to have significant air quality impacts. There are daily emission thresholds for construction and operation of a proposed project in the basin.

#### **5.1.2 Regional Significance Thresholds for Construction Emissions**

The following CEQA significance thresholds for construction emissions are established for the Basin:

- |                                      |                                   |
|--------------------------------------|-----------------------------------|
| • 75 pounds per day (lbs/day) of ROC | • 150 lbs/day of PM <sub>10</sub> |
| • 100 lbs/day of NO <sub>x</sub>     | • 55 lbs/day of PM <sub>2.5</sub> |
| • 550 lbs/day of CO                  | • 150 lbs/day of SO <sub>2</sub>  |

Projects in the basin with construction-related emissions that exceed any of the emission thresholds are considered to be significant under SCAQMD guidelines.

### 5.1.3 Regional Significance Thresholds for Operational Emissions

The daily operational emissions significance thresholds for the basin are as follows:

- 55 pounds per day (lbs/day) of ROC
- 55 lbs/day of NO<sub>x</sub>
- 550 lbs/day of CO
- 150 lbs/day of PM<sub>10</sub>
- 55 lbs/day of PM<sub>2.5</sub>
- 150 lbs/day of SO<sub>2</sub>

**Local Microscale Concentration Standards** The significance of localized project impacts under CEQA depends on whether ambient CO levels in the vicinity of the project are above or below State and federal CO standards. If ambient levels are below the standards, a project is considered to have a significant impact if project emissions result in an exceedance of one or more of these standards. If ambient levels already exceed a State or federal standard, project emissions are considered significant if they increase 1-hour CO concentrations by 1.0 ppm or more or 8-hour CO concentrations by 0.45 ppm or more. The following are applicable local emission concentration standards for CO:

- California State 1-hour CO standard of 20.0 ppm
- California State 8-hour CO standard of 9.0 ppm

### 5.1.4 Thresholds for Localized Significance

Project-related construction air emissions may have the potential to exceed the State and Federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the South Coast Air Basin. In order to assess local air quality impacts the SCAQMD has developed Localized Significant Thresholds (LSTs) to assess the project-related air emissions in the project vicinity. The SCAQMD has also provided Final Localized Significant Threshold Methodology (LST Methodology), June 2003, which details the methodology to analyze local air emission impacts. The Localized Significant Threshold Methodology found that the primary emissions of concern are NO<sub>2</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>.

The emission thresholds were calculated based on the Hemet/San Jacinto Valley source receptor area (SRA 28) and a disturbance of 5 acres per day at a distance of 50 meters (165 feet).

## 5.2 Greenhouse Gas Thresholds of Significance

### 5.2.1 CEQA Guidelines for Greenhouse Gas

CEQA Guidelines define a significant effect on the environment as “a substantial, or potentially substantial, adverse change in the environment.” To determine if a project would have a significant impact on greenhouse gases, the type, level, and impact of emissions generated by the project must be evaluated.

The following greenhouse gas significance thresholds are contained in Appendix G of the CEQA Guidelines, which were amendments adopted into the Guidelines on March 18, 2010, pursuant to SB 97. A significant impact would occur if the project would:

- (a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; or
- (b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.

However, despite this, currently neither the CEQA statutes, OPR guidelines, nor the draft proposed changes to the CEQA Guidelines prescribe thresholds of significance or a particular methodology for performing an impact analysis; as with most environmental topics, significance criteria are left to the judgment and discretion of the Lead Agency. As previously discussed (Section 2.2.4 of this report), SCAQMD has drafted interim thresholds. The screening threshold of 3,000 MTCO<sub>2</sub>e per year for all land uses was used in this analysis.

Consistent with SCAQMD's guidance, the City of San Jacinto utilizes the 3,000 MTCO<sub>2</sub>e per year threshold. If that emission level is exceeded, the project's GHG emissions will be considered to be less than significant if the project meets the WRCOG CAP reduction targets of 15% below 2010 emissions levels by 2020.

## 6.0 Air Quality Emissions Impact

### 6.1 Construction Air Quality Emissions Impact

The latest version of CalEEMod was used to estimate the onsite and offsite construction emissions. The emissions incorporate Rule 402 and 403. Rule 402 and 403 (fugitive dust) are not considered mitigation measures as the project by default is required to incorporate these rules during construction.

#### 6.1.1 Regional Construction Emissions

The construction emissions for the project would not exceed the SCAQMD's daily emission thresholds at the regional level as demonstrated in Table 8, and therefore would be considered less than significant.

**Table 8: Regional Significance - Construction Emissions (pounds/day)**

Activity	Pollutant Emissions (pounds/day) <sup>1</sup>					
	VOC	NOx	CO	SO <sub>2</sub>	PM10	PM2.5
<b>Grading</b>						
On-Site <sup>2</sup>	6.10	69.59	46.81	0.06	5.84	4.36
Off-Site <sup>3</sup>	1.45	24.20	18.02	0.07	2.33	0.91
<b>Total</b>	<b>7.55</b>	<b>93.80</b>	<b>64.83</b>	<b>0.13</b>	<b>8.17</b>	<b>5.27</b>
<b>Building Construction</b>						
On-Site <sup>2</sup>	3.10	26.41	18.13	0.03	1.78	1.67
Off-Site <sup>3</sup>	1.87	9.83	24.50	0.06	4.52	1.33
<b>Total</b>	<b>4.98</b>	<b>36.24</b>	<b>42.63</b>	<b>0.09</b>	<b>6.30</b>	<b>3.00</b>
<b>Paving</b>						
On-Site <sup>2</sup>	1.97	17.16	14.49	0.02	0.94	0.86
Off-Site <sup>3</sup>	0.04	0.06	0.59	0.00	0.17	0.05
<b>Total</b>	<b>2.01</b>	<b>17.22</b>	<b>15.09</b>	<b>0.02</b>	<b>1.11</b>	<b>0.91</b>
<b>Architectural Coating</b>						
On-Site <sup>2</sup>	31.02	2.01	1.85	0.00	0.15	0.15
Off-Site <sup>3</sup>	0.19	0.25	2.56	0.00	0.73	0.20
<b>Total</b>	<b>31.21</b>	<b>2.26</b>	<b>4.42</b>	<b>0.00</b>	<b>0.88</b>	<b>0.35</b>
<b>Total of overlapping phases<sup>4</sup></b>	<b>38.20</b>	<b>55.72</b>	<b>62.14</b>	<b>0.12</b>	<b>8.29</b>	<b>4.26</b>
<b>SCAQMD Thresholds</b>	<b>75</b>	<b>100</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
<b>Exceeds Thresholds</b>	No	No	No	No	No	No
Notes: <sup>1</sup> Source: CalEEMod Version 2013.2.2 <sup>2</sup> On-site emissions from equipment operated on-site that is not operated on public roads. <sup>3</sup> Off-site emissions from equipment operated on public roads. <sup>4</sup> Construction, architectural coatings and paving phases may overlap.						

**MM-1:** The project is required during grading to limit the daily disturbance area of 5 acres or less.

#### 6.1.2 Localized Construction Emissions

The data provided in Table 9 shows that none of the analyzed criteria pollutants would exceed the local emissions thresholds at the nearest sensitive receptors. Therefore, a less than significant local air quality impact would occur from construction of the proposed project.



**Table 9: Localized Significance – Construction**

Phase	On-Site Pollutant Emissions (pounds/day) <sup>1</sup>			
	NOx	CO	PM10	PM2.5
Grading	69.59	46.81	5.84	4.36
Building Construction	26.41	18.13	1.78	1.67
Paving	17.16	14.49	0.94	0.86
Architectural Coating	2.01	1.85	0.15	0.15
<b>SCAQMD Threshold for 50 meters (165 feet)<sup>2</sup></b>	<b>416</b>	<b>2,714</b>	<b>40</b>	<b>10</b>
Exceeds Threshold?	No	No	No	No
Notes: <sup>1</sup> Source: Calculated from CalEEMod and SCAQMD's Mass Rate Look-up Tables for five acres in Hemet/San Jacinto Valley Source Receptor Area (SRA 28). Project will disturb a maximum of 4 acres per day (see Table 7) however a disturbance area of 5 acres was used. <sup>2</sup> The nearest sensitive receptors are located to the south (across the street of Main Street); therefore, the 50meter threshold was used.				

### 6.1.3 Odors

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

### 6.1.4 Construction-Related Toxic Air Contaminant Impact

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

## 6.2 Operational Air Quality Emissions Impact

### 6.2.1 Regional Operational Emissions

The operations-related criteria air quality impacts created by the proposed project have been analyzed through the use of CalEEMod model. The operating emissions were based on year 2019, which is the worst-case anticipated opening year for the project. The summer and winter emissions created by the proposed project's long-term operations were calculated and are summarized in Table 10. Based on trip generation factors, long-term operational emissions associated with the proposed project, calculated with the CalEEMod model, are shown in Table 10.

**Table 10: Regional Significance - Operational Emissions (lbs/day)**

Activity	Pollutant Emissions (pounds/day) <sup>1</sup>					
	VOC	NOx	CO	SO2	PM10	PM2.5
Area Sources <sup>2</sup>	14.88	0.11	9.48	0.00	0.20	0.20
Energy Usage <sup>3</sup>	0.38	3.43	2.77	0.02	0.26	0.26
Mobile Sources <sup>4</sup>	13.34	27.28	104.08	0.24	17.02	4.80
<b>Total Emissions</b>	<b>28.60</b>	<b>30.82</b>	<b>116.33</b>	<b>0.26</b>	<b>17.49</b>	<b>5.27</b>
SCAQMD Thresholds	<b>55</b>	<b>55</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
Exceeds Threshold?	No	No	No	No	No	No
Notes: <sup>1</sup> Source: CalEEMod Version 2013.2.2 <sup>2</sup> Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment. <sup>3</sup> Energy usage consists of emissions from on-site natural gas usage. <sup>4</sup> Mobile sources consist of emissions from vehicles and road dust.						

Table 10 provides the project's operational emissions with mitigation. Table 10 shows that the project does not exceed the corresponding SCAQMD daily emission thresholds. The operational impacts are less than significant.

**MM-2:** The project applicant shall require that all building structures meet or exceed 2013 Title 24, Part 6 Standards and meet Green Building Code Standards.

## 6.2.2 Localized Operational Emissions

Table 11 shows the calculated emissions for the proposed operational activities compared with appropriate LSTs. The LST analysis only includes on-site sources; however, the CalEEMod software outputs do not separate on-site and off-site emissions for mobile sources. For a worst-case scenario assessment, the emissions shown in Table 11 include all on-site project-related stationary sources and 10% of the project-related new mobile sources. This percentage is an estimate of the amount of project-related new vehicle traffic that will occur on-site.

**Table 11: Localized Significance - Operational Emissions**

On-Site Emission Source	On-Site Pollutant Emissions (pounds/day) <sup>1</sup>			
	NOx	CO	PM10	PM2.5
Area Sources <sup>2</sup>	0.11	9.48	0.20	0.20
Energy Usage <sup>3</sup>	3.43	2.77	0.26	0.26
On-Site Vehicle Emissions <sup>4</sup>	2.73	10.41	1.70	0.48
<b>Total Emissions</b>	<b>6.27</b>	<b>22.66</b>	<b>2.17</b>	<b>0.95</b>
<b>SCAQMD Threshold for 50 meters (165 feet)<sup>5</sup></b>	<b>416</b>	<b>2,714</b>	<b>10</b>	<b>3</b>
Exceeds Threshold?	No	No	No	No
Notes: <sup>1</sup> Source: Calculated from CalEEMod and SCAQMD's Mass Rate Look-up Tables for five acres in Hemet/San Jacinto Valley Source Receptor Area (SRA 28). Project will disturb a maximum of 4 acres per day (see Table 7) however a disturbance area of 5 acres was used. <sup>2</sup> Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment. <sup>3</sup> Energy usage consists of emissions from generation of electricity and on-site natural gas usage. <sup>4</sup> On-site vehicular emissions based on 1/10 of the gross vehicular emissions and road dust. <sup>5</sup> The nearest sensitive receptors are located to the south (across the street of Main Street); therefore, the 50meter threshold was used.				

Table 11 indicates that the operational emission rates would not exceed the LST thresholds for the nearest sensitive receptors at 50 meters. Therefore, the project will not result in significant Localized Operational emissions.

### **6.3 CO Hot Spot Emissions**

The SCAQMD recommends that a local CO hot spot analysis be conducted if the intersection meets one of the following criteria: 1) the intersection is at level of service (LOS) D or worse and where the project increases the volume to capacity ratio by 2 percent, or 2) the project decrease at an intersection from C to D.

Micro-scale air quality emissions have traditionally been analyzed in environmental documents where the air basin was a non-attainment area for CO. However, the SCAQMD has demonstrated in the CO attainment redesignation request to EPA that there are no “hot spots” anywhere in the air basin, even at intersections with much higher volumes, much worse congestion, and much higher background CO levels than anywhere in Riverside County. If the worst-case intersections in the air basin have no “hot spot” potential, any local impacts will be below thresholds.

The Traffic Analysis showed that the project would generate a maximum of 5,279 trips on the weekdays. The intersection with the highest traffic volume is located at Main Street at Ramona Avenue and has an existing plus ambient growth plus project plus cumulative volume of 20,317 vehicles. The 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan) showed that an intersection which has a daily traffic volume of approximately 100,000 vehicles per day would not violate the CO standard. The volume of traffic at project buildout with cumulative projects would be well below 100,000 vehicles and below the necessary volume to even get close to causing a violation of the CO standard. Therefore no CO “hot spot” modeling was performed and no significant long-term air quality impact is anticipated to local air quality with the on-going use of the proposed project

### **6.4 Cumulative Regional Air Quality Impacts**

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

The project area is out of attainment for both ozone and PM10 particulate matter. Construction and operation of cumulative projects will further degrade the local air quality, as well as the air quality of the South Coast Air Basin. The greatest cumulative impact on the quality of regional air cell will be the incremental addition of pollutants mainly from increased traffic from residential, commercial, and industrial development and the use of heavy equipment and trucks associated with the construction of these projects. Air quality will be temporarily degraded during construction activities that occur separately or simultaneously. However, in accordance with the SCAQMD methodology, projects that do not exceed the SCAQMD criteria or can be mitigated to less than criteria levels are not significant

and do not add to the overall cumulative impact. The project does not exceed any of the thresholds of significance and therefore is considered less than significant.

## 6.5 Air Quality Compliance

The California Environmental Quality Act (CEQA) requires a discussion of any inconsistencies between a proposed project and applicable General Plans and Regional Plans (CEQA Guidelines Section 15125). The regional plan that applies to the proposed project includes the SCAQMD Air Quality Management Plan (AQMP). Therefore, this section discusses any potential inconsistencies of the proposed project with the AQMP.

The purpose of this discussion is to set forth the issues regarding consistency with the assumptions and objectives of the AQMP and discuss whether the proposed project would interfere with the region's ability to comply with Federal and State air quality standards. If the decision-makers determine that the proposed project is inconsistent, the lead agency may consider project modifications or inclusion of mitigation to eliminate the inconsistency.

The SCAQMD CEQA Handbook states that "New or amended General Plan Elements (including land use zoning and density amendments), Specific Plans, and significant projects must be analyzed for consistency with the AQMP." Strict consistency with all aspects of the plan is usually not required. A proposed project should be considered to be consistent with the AQMP if it furthers one or more policies and does not obstruct other policies. The SCAQMD CEQA Handbook identifies two key indicators of consistency:

- (1) Whether the project will result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.
- (2) Whether the project will exceed the assumptions in the AQMP in 2012 or increments based on the year of project buildout and phase.

Both of these criteria are evaluated in the following sections.

### A. Criterion 1 - Increase in the Frequency or Severity of Violations

Based on the air quality modeling analysis contained in this Air Analysis, neither short-term construction impacts, nor long-term operations will not result in significant impacts based on the SCAQMD regional and local thresholds of significance.

Therefore, the proposed project is not projected to contribute to the exceedance of any air pollutant concentration standards and is found to be consistent with the AQMP for the first criterion.

### B. Criterion 2 - Exceed Assumptions in the AQMP?

Consistency with the AQMP assumptions is determined by performing an analysis of the proposed project with the assumptions in the AQMP. The emphasis of this criterion is to ensure that the analyses conducted for the proposed project are based on the same forecasts as the AQMP. The 2012-

2035 Regional Transportation/Sustainable Communities Strategy, prepared by SCAG, 2012, consists of three sections: Core Chapters, Ancillary Chapters, and Bridge Chapters. The Growth Management, Regional Mobility, Air Quality, Water Quality, and Hazardous Waste Management chapters constitute the Core Chapters of the document. These chapters currently respond directly to federal and state requirements placed on SCAG. Local governments are required to use these as the basis of their plans for purposes of consistency with applicable regional plans under CEQA. For this project, the City of San Jacinto Land Use Plan defines the assumptions that are represented in the AQMP.

The existing General Plan land use designation for the site is residential use. The project proposes a zoning change to general commercial and includes the construction and operation of a retail space, a 16 pump fueling-position service station with convenience market and car wash, fast-food restaurants, 120-room hotel, 114 dwelling unit senior living and medical office. The proposed project would be consistent with the future General Plan land use designation. Therefore, it is not anticipated that the project would exceed the AQMP assumptions for the project site, and is found to be consistent with the AQMP for the second criterion.

Based on the above, the proposed project will not result in an inconsistency with the SCAQMD AQMP. Therefore, a less than significant impact will occur.

## 7.0 Greenhouse Gas Impact Analysis

### 7.1 Construction Greenhouse Gas Emissions Impact

The greenhouse gas emissions from project construction equipment and worker vehicles are shown in Table 12. The emissions are from all phases of construction. The total construction emissions amortized over a period of 30 years are estimated at 52 metric tons of CO<sub>2</sub>e per year. Annual CalEEMod output calculations are provided in Appendix B.

**Table 12: Construction Greenhouse Gas Emissions**

Activity	Emissions (MTCO <sub>2</sub> e) <sup>1</sup>		
	Onsite	Offsite	Total
Grading	172.9	189.3	362.3
Building Construction <sup>2</sup>	359.7	736.5	1096.2
Paving	61.5	3.9	65.4
Coating	7.7	16.8	24.5
<b>Total</b>	601.8	946.5	1,548.3
<b>Averaged over 30 years<sup>3</sup></b>	20	32	52
Notes: <sup>1</sup> MTCO <sub>2</sub> e=metric tons of carbon dioxide equivalents (includes carbon dioxide, methane, nitrous oxide, and/or hydrofluorocarbons). <sup>2</sup> Construction is estimated to last approximately 1 year. <sup>3</sup> The emissions are averaged over 30 years because the average is added to the operational emissions, pursuant to SCAQMD. * CalEEMod output (Appendix B)			

### 7.2 Operational Greenhouse Gas Emissions Impact

Operational emissions occur over the life of the project. The project's emissions were initially compared to the SCAQMD draft threshold and WRCOG Subregional Climate Action Plan (CAP) screening threshold of 3,000 metric tons CO<sub>2</sub>e per year. If the project exceeds the screening threshold, the project's year 2010 Baseline emissions would be compared to the project's year 2020 emissions per the WRCOG CAP requirements.

As shown in Table 13 the proposed project would generate a total of 5,476.16 MTCO<sub>2</sub>e per year. As the opening year GHG emissions exceeded the screening threshold, the project's 2010 Baseline emissions were compared to the project's 2020 emissions, per the WRCOG CAP requirements.

< Table 13 next page >

**Table 13: Opening Year Project-Related Greenhouse Gas Emissions**

Category	Greenhouse Gas Emissions (Metric Tons/Year) <sup>1</sup>					
	Bio-CO2	NonBio-CO <sub>2</sub>	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2</sub> e
Area Sources <sup>2</sup>	0.00	29.30	29.30	0.00	0.00	29.51
Energy Usage <sup>3</sup>	0.00	2,038.32	2,038.32	0.08	0.03	2,047.79
Mobile Sources <sup>4</sup>	0.00	3,094.19	3,094.19	0.10	0.00	3,094.30
Solid Waste <sup>5</sup>	69.43	0.00	69.43	4.10	0.00	155.59
Water <sup>6</sup>	5.02	77.43	82.45	0.52	0.01	97.35
Construction <sup>8</sup>	0.00	1,544.45	1,544.45	0.18	0.00	51.61
<b>Total Emissions</b>	<b>74.45</b>	<b>7,028.83</b>	<b>7,103.28</b>	<b>4.99</b>	<b>0.04</b>	<b>5,476.16</b>
<b>SCAQMD Draft Screening Threshold</b>						<b>3,000</b>
<b>Exceeds Threshold?</b>						<b>Yes</b>
Notes: <sup>1</sup> Source: CalEEMod Version 2013.2.2 <sup>2</sup> Area sources consist of GHG emissions from consumer products, architectural coatings, and landscape equipment. <sup>3</sup> Energy usage consist of GHG emissions from electricity and natural gas usage. <sup>4</sup> Mobile sources consist of GHG emissions from vehicles. <sup>5</sup> Solid waste includes the CO <sub>2</sub> and CH <sub>4</sub> emissions created from the solid waste placed in landfills. <sup>6</sup> Water includes GHG emissions from electricity used for transport of water and processing of wastewater. <sup>7</sup> Construction GHG emissions based on a 30 year amortization rate.						

As shown in Table 14, the project's year 2010 unmitigated Baseline emissions were 6,429.48 metric tons of CO<sub>2</sub>e per year. The year 2020 emissions (incorporating regulation) would be 5,339.24 MTCO<sub>2</sub>e per year, which would generate a reduction from Baseline emissions of 17.0 percent, as shown in Table 15. The reduction threshold required by the WRCOG CAP is 15 percent from 2010 Baseline emissions. Therefore, with incorporation of regulations, the proposed project would meet the WRCOG CAP reduction requirement, and result in a less than significant individual and cumulative impact for GHG emissions.

**Table 14: Unmitigated Baseline Project-Related Greenhouse Gas Emissions**

Category	Greenhouse Gas Emissions (Metric Tons/Year) <sup>1</sup>					
	Bio-CO2	NonBio-CO <sub>2</sub>	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2</sub> e
Area Sources <sup>2</sup>	0.00	29.30	29.30	0.00	0.00	29.52
Energy Usage <sup>3</sup>	0.00	2,325.51	2,325.51	0.08	0.03	2,336.45
Mobile Sources <sup>4</sup>	0.00	3,754.23	3,754.23	0.22	0.00	3,758.96
Solid Waste <sup>5</sup>	69.43	0.00	69.43	4.10	0.00	155.59
Water <sup>6</sup>	5.02	77.43	82.45	0.52	0.01	97.35
Construction <sup>7</sup>	0.00	1,544.45	1,544.45	0.18	0.00	51.61
<b>Total Emissions</b>	<b>74.45</b>	<b>7,682.23</b>	<b>7,756.68</b>	<b>5.11</b>	<b>0.04</b>	<b>6,429.48</b>
Notes: <sup>1</sup> Source: CalEEMod Version 2013.2.2 for Year 2010 <sup>2</sup> Area sources consist of GHG emissions from consumer products, architectural coatings, and landscape equipment. <sup>3</sup> Energy usage consist of GHG emissions from electricity and natural gas usage. <sup>4</sup> Mobile sources consist of GHG emissions from vehicles. <sup>5</sup> Solid waste includes the CO <sub>2</sub> and CH <sub>4</sub> emissions created from the solid waste placed in landfills. <sup>6</sup> Water includes GHG emissions from electricity used for transport of water and processing of wastewater. <sup>7</sup> Construction GHG emissions based on a 30 year amortization rate.						

**Table 15: Mitigated Project-Related Greenhouse Gas Emissions 2020**

Category	Greenhouse Gas Emissions (Metric Tons/Year) <sup>1</sup>					
	Bio-CO2	NonBio-CO <sub>2</sub>	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2</sub> e
Area Sources <sup>2</sup>	0.00	29.30	29.30	0.00	0.00	0.01
Energy Usage <sup>3</sup>	0.00	2,038.32	2,038.32	0.08	0.03	2,047.79
Mobile Sources <sup>4</sup>	0.00	2,984.90	2,984.90	0.09	0.00	2,986.89
Solid Waste <sup>5</sup>	69.43	0.00	69.43	4.10	0.00	155.59
Water <sup>6</sup>	5.02	77.43	82.45	0.52	0.01	97.34
Construction <sup>7</sup>	0.00	1,544.45	1,544.45	0.18	0.00	51.61
Total Emissions	74.45	6,635.75	6,710.20	4.97	0.04	5,339.24
	Project's Percent Reduction from Baseline					17.0
	Percent Reduction Threshold from GHG Reduction Plan					15
	Meets Reduction Threshold?					Yes
Notes: <sup>1</sup> Source: CalEEMod Version 2013.2.2. Calculated emissions for year 2020. <sup>2</sup> Area sources consist of GHG emissions from consumer products, architectural coatings, and landscape equipment. <sup>3</sup> Energy usage consist of GHG emissions from electricity and natural gas usage. <sup>4</sup> Mobile sources consist of GHG emissions from vehicles <sup>5</sup> Solid waste includes the CO <sub>2</sub> and CH <sub>4</sub> emissions created from the solid waste placed in landfills. <sup>6</sup> Water includes GHG emissions from electricity used for transport of water and processing of wastewater. <sup>7</sup> Construction GHG emissions based on a 30 year amortization rate.						

### 7.3 Greenhouse Gas Plan Consistency

As stated previously, the City of San Jacinto is participating the WRCOG Subregional CAP. The specific goals and actions included in the WRCOG Subregional CAP that are applicable to the proposed project include those pertaining to energy and water use reduction, promotion of green building measures, waste reduction, and reduction in vehicle miles traveled. The proposed project would also be required to include all mandatory green building measures for new commercial developments under the CALGreen Code, which would require that new buildings reduce water consumption, employ building commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant emitting finish materials. The implementation of these stricter building and appliance standards would result in water, energy, and construction waste reductions for the proposed project.

Twelve cities in the subregion (including the City of San Jacinto) have joined efforts to develop the Subregional CAP, which sets forth a subregional emissions reduction target, emissions reduction measures, and action steps to assist each community to demonstrate consistency with California's Global Warming Solutions Act of 2006 (Assembly Bill [AB] 32).

As stated above, although the opening year GHG emissions generated by the proposed project would exceed the CAP and SCAQMD screening threshold of 3,000 metric tons per year of CO<sub>2</sub>e, year 2020 mitigated emissions would be reduced by 17.0 percent from year 2010 Baseline emissions. Therefore, the project meets the WRCOG CAP reduction goal of 15% from year 2020 emissions.



## 8.0 References

The following references were used in the preparing this analysis.

### **California Air Pollution Control Officers Association**

2009 Health Risk Assessments for Proposed Land Use Projects

### **California Air Resources Board**

2008 Resolution 08-43

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

2008 ARB Recommended Interim Risk Management Policy for Inhalation-Based Residential Cancer Risk – Frequently Asked Questions

2008 Climate Change Scoping Plan, a framework for change.

2011 Supplement to the AB 32 Scoping Plan Functional Equivalent Document

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

2016 Historical Air Quality, Top 4 Summary

### **City of San Jacinto**

2006 City of Hemet General Plan, Resource Management Element. May 2006

### **Governor's Office of Planning and Research**

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

2009 CEQA Guideline Sections to be Added or Amended

### **Office of Environmental Health Hazard Assessment**

2003 Air Toxics Hot Spots Program Risk Assessment Guidelines

### **South Coast Air Quality Management District**

1993 CEQA Air Quality Handbook

2005 Rule 403 Fugitive Dust

2007 2007 Air Quality Management Plan

2008 Final Localized Significance Threshold Methodology, Revised

2011 Appendix A Calculation Details for CalEEMod

2012 Final 2012 Air Quality Management Plan

**TJW Engineering, Inc.**

2016 Traffic Impact Study

## **Appendix A:**

CalEEMod Daily Emission Output

**KPC Promenade**  
**Riverside-South Coast County, Summer**

## 1.0 Project Characteristics

### 1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Medical Office Building	6.60	1000sqft	0.15	6,600.00	0
Other Non-Asphalt Surfaces	31.00	1000sqft	0.71	31,000.00	0
Parking Lot	8.10	Acre	8.10	352,836.00	0
Fast Food Restaurant with Drive Thru	7.80	1000sqft	0.18	7,800.00	0
Hotel	120.00	Room	4.00	174,240.00	0
Quality Restaurant	5.00	1000sqft	0.11	5,000.00	0
Congregate Care (Assisted Living)	114.00	Dwelling Unit	5.96	114,000.00	326
Convenience Market With Gas Pumps	16.00	Pump	0.05	2,258.80	0
Regional Shopping Center	6.30	1000sqft	0.14	6,300.00	0

### 1.2 Other Project Characteristics

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.4	<b>Precipitation Freq (Days)</b>	28
<b>Climate Zone</b>	10			<b>Operational Year</b>	2019
<b>Utility Company</b>	Southern California Edison				
<b>CO2 Intensity (lb/MW hr)</b>	630.89	<b>CH4 Intensity (lb/MW hr)</b>	0.029	<b>N2O Intensity (lb/MW hr)</b>	0.006

### 1.3 User Entered Comments & Non-Default Data

## Project Characteristics -

Land Use - Project site is 19.4 acres and consists of 6,300 SF of retail, 16-pump gas station w/ convenience store, 120 room hotel, 6,600 SF medical office, 7,800 SF of restaurant w/ drive-thru, 5,000 SF of quality restaurant, 114 DU of senior housing, 31,000SF retention basin and approx 8.1 acres of parking lot.

Construction Phase - Construction estimated to start in 2017 and last approximately 1.5 years. Buildout is 2019

Grading - Project has the potential to import up to 46,000 CY of material. Project site area is 19.4 Acres.

Architectural Coating - SCAQMD Rule 1113 limits VOC to 50g/L

Vehicle Trips - Trip gen from TIA. Weekday rates include: 5% intrl capt for senior adult housing (3.26/DU), 50% pass-by rdxn for gas station (81.375/pump), 52.5% pass-by rdxn including intrl capt for fast-food w/drive thru (235.64/TSF), 5% intrl capt for hotel (7.75/room), 4.9% intrl capt for medical office (42.87/TSF), 14.6% intrl capt for quality restaurant (76.8/TSF), 34% pass-by rdxn for shopping center (26.8/TSF)

Area Coating - SCAQMD Rule 1113 limits VOC to 50g/L

Woodstoves - Project will have no woodburning stoves or fireplaces

Construction Off-road Equipment Mitigation - Per SCAQMD Rule 403 - Fugitive Dust

Area Mitigation - SCAQMD Rule 1113 limits VOC to 50g/L

Energy Mitigation - 2013 Title 24 standards are at least 25% more efficient than 2008 Title 24 standards

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	50.00
tblArchitecturalCoating	EF_Residential_Exterior	100.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	250	50
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	250	50
tblAreaMitigation	UseLowVOCPaintResidentialExteriorValue	100	50
tblConstructionPhase	NumDays	20.00	60.00
tblConstructionPhase	NumDays	30.00	60.00
tblConstructionPhase	NumDays	20.00	60.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	96.90	114.00
tblFireplaces	NumberNoFireplace	11.40	0.00
tblFireplaces	NumberWood	5.70	0.00

tblGrading	AcresOfGrading	150.00	19.40
tblGrading	MaterialImported	0.00	46,000.00
tblLandUse	LotAcreage	7.13	5.96
tblProjectCharacteristics	OperationalYear	2014	2019
tblVehicleTrips	ST_TR	2.20	3.26
tblVehicleTrips	ST_TR	204.47	81.38
tblVehicleTrips	ST_TR	722.03	235.64
tblVehicleTrips	ST_TR	8.19	7.75
tblVehicleTrips	ST_TR	94.36	76.80
tblVehicleTrips	ST_TR	49.97	26.80
tblVehicleTrips	SU_TR	2.44	3.26
tblVehicleTrips	SU_TR	166.88	81.38
tblVehicleTrips	SU_TR	542.72	235.64
tblVehicleTrips	SU_TR	5.95	7.75
tblVehicleTrips	SU_TR	72.16	76.80
tblVehicleTrips	SU_TR	25.24	26.80
tblVehicleTrips	WD_TR	2.74	3.26
tblVehicleTrips	WD_TR	542.60	81.38
tblVehicleTrips	WD_TR	496.12	235.64
tblVehicleTrips	WD_TR	8.17	7.75
tblVehicleTrips	WD_TR	36.13	42.87
tblVehicleTrips	WD_TR	89.95	76.80
tblVehicleTrips	WD_TR	42.94	26.80
tblWoodstoves	NumberCatalytic	5.70	0.00
tblWoodstoves	NumberNoncatalytic	5.70	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

## 2.0 Emissions Summary

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## 2.1 Overall Construction (Maximum Daily Emission)

### Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	7.5010	92.9086	63.2692	0.1325	8.3575	3.7460	12.1035	3.8792	3.4463	7.3255	0.0000	13,291.9259	13,291.9259	1.9856	0.0000	13,333.6243
2018	31.2208	31.9809	41.0279	0.0933	4.3344	1.6648	5.9993	1.1634	1.5618	2.7252	0.0000	8,166.6796	8,166.6796	0.7856	0.0000	8,183.1779
<b>Total</b>	<b>38.7219</b>	<b>124.8895</b>	<b>104.2971</b>	<b>0.2258</b>	<b>12.6919</b>	<b>5.4108</b>	<b>18.1027</b>	<b>5.0425</b>	<b>5.0081</b>	<b>10.0506</b>	<b>0.0000</b>	<b>21,458.6055</b>	<b>21,458.6055</b>	<b>2.7713</b>	<b>0.0000</b>	<b>21,516.8022</b>

### Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	7.5010	92.9086	63.2692	0.1325	4.4156	3.7460	8.1616	1.8284	3.4463	5.2747	0.0000	13,291.9259	13,291.9259	1.9856	0.0000	13,333.6243
2018	31.2208	31.9809	41.0279	0.0933	4.3344	1.6648	5.9993	1.1634	1.5618	2.7252	0.0000	8,166.6796	8,166.6796	0.7856	0.0000	8,183.1779
Total	38.7219	124.8895	104.2971	0.2258	8.7500	5.4108	14.1608	2.9918	5.0081	7.9998	0.0000	21,458.6055	21,458.6055	2.7713	0.0000	21,516.8022

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	31.06	0.00	21.77	40.67	0.00	20.40	0.00	0.00	0.00	0.00	0.00	0.00

## 2.2 Overall Operational

### Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	15.8559	0.1097	9.4845	5.0000e-004		0.2048	0.2048		0.2032	0.2032	0.0000	2,431.0966	2,431.0966	0.0630	0.0443	2,446.1401
Energy	0.4705	4.2549	3.4310	0.0257		0.3251	0.3251		0.3251	0.3251		5,132.3313	5,132.3313	0.0984	0.0941	5,163.5658
Mobile	13.6444	26.3732	103.4749	0.2538	16.6262	0.3925	17.0187	4.4370	0.3618	4.7987		20,248.6583	20,248.6583	0.6234		20,261.7487
<b>Total</b>	<b>29.9707</b>	<b>30.7378</b>	<b>116.3904</b>	<b>0.2800</b>	<b>16.6262</b>	<b>0.9223</b>	<b>17.5485</b>	<b>4.4370</b>	<b>0.8900</b>	<b>5.3269</b>	<b>0.0000</b>	<b>27,812.0862</b>	<b>27,812.0862</b>	<b>0.7847</b>	<b>0.1384</b>	<b>27,871.4546</b>

### Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	14.8783	0.1097	9.4845	5.0000e-004		0.2048	0.2048		0.2032	0.2032	0.0000	2,431.0966	2,431.0966	0.0630	0.0443	2,446.1401
Energy	0.3791	3.4293	2.7680	0.0207		0.2619	0.2619		0.2619	0.2619		4,135.9570	4,135.9570	0.0793	0.0758	4,161.1277
Mobile	13.6444	26.3732	103.4749	0.2538	16.6262	0.3925	17.0187	4.4370	0.3618	4.7987		20,248.6583	20,248.6583	0.6234		20,261.7487
<b>Total</b>	<b>28.9018</b>	<b>29.9122</b>	<b>115.7274</b>	<b>0.2750</b>	<b>16.6262</b>	<b>0.8592</b>	<b>17.4854</b>	<b>4.4370</b>	<b>0.8269</b>	<b>5.2638</b>	<b>0.0000</b>	<b>26,815.7119</b>	<b>26,815.7119</b>	<b>0.7656</b>	<b>0.1201</b>	<b>26,869.0165</b>



	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	3.57	2.69	0.57	1.78	0.00	6.84	0.36	0.00	7.09	1.18	0.00	3.58	3.58	2.43	13.20	3.60

### 3.0 Construction Detail

#### Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Grading	Grading	1/1/2017	3/24/2017	5	60	
2	Building Construction	Building Construction	3/25/2017	5/18/2018	5	300	
3	Paving	Paving	5/19/2018	8/10/2018	5	60	
4	Architectural Coating	Architectural Coating	8/11/2018	11/2/2018	5	60	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 19.4

Acres of Paving: 0

Residential Indoor: 230,850; Residential Outdoor: 76,950; Non-Residential Indoor: 365,676; Non-Residential Outdoor: 121,892 (Architectural Coating – sqft)

#### OffRoad Equipment

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

### Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Grading	8	20.00	0.00	5,750.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	327.00	108.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	65.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

### 3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

**3.2 Grading - 2017****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.4621	0.0000	6.4621	3.3620	0.0000	3.3620			0.0000			0.0000
Off-Road	6.0991	69.5920	46.8050	0.0617		3.3172	3.3172		3.0518	3.0518		6,313.369 0	6,313.369 0	1.9344		6,353.991 5
<b>Total</b>	<b>6.0991</b>	<b>69.5920</b>	<b>46.8050</b>	<b>0.0617</b>	<b>6.4621</b>	<b>3.3172</b>	<b>9.7793</b>	<b>3.3620</b>	<b>3.0518</b>	<b>6.4138</b>		<b>6,313.369 0</b>	<b>6,313.369 0</b>	<b>1.9344</b>		<b>6,353.991 5</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.3333	23.2354	15.4456	0.0681	1.6718	0.4275	2.0993	0.4579	0.3932	0.8511		6,765.425 6	6,765.425 6	0.0425		6,766.317 2
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0687	0.0812	1.0186	2.6800e-003	0.2236	1.3600e-003	0.2249	0.0593	1.2500e-003	0.0605		213.1313	213.1313	8.7800e-003		213.3156
<b>Total</b>	<b>1.4019</b>	<b>23.3166</b>	<b>16.4642</b>	<b>0.0708</b>	<b>1.8954</b>	<b>0.4288</b>	<b>2.3242</b>	<b>0.5172</b>	<b>0.3945</b>	<b>0.9117</b>		<b>6,978.556 9</b>	<b>6,978.556 9</b>	<b>0.0512</b>		<b>6,979.632 8</b>

**3.2 Grading - 2017****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.5202	0.0000	2.5202	1.3112	0.0000	1.3112			0.0000			0.0000
Off-Road	6.0991	69.5920	46.8050	0.0617		3.3172	3.3172		3.0518	3.0518	0.0000	6,313.3690	6,313.3690	1.9344		6,353.9915
<b>Total</b>	<b>6.0991</b>	<b>69.5920</b>	<b>46.8050</b>	<b>0.0617</b>	<b>2.5202</b>	<b>3.3172</b>	<b>5.8374</b>	<b>1.3112</b>	<b>3.0518</b>	<b>4.3630</b>	<b>0.0000</b>	<b>6,313.3690</b>	<b>6,313.3690</b>	<b>1.9344</b>		<b>6,353.9915</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.3333	23.2354	15.4456	0.0681	1.6718	0.4275	2.0993	0.4579	0.3932	0.8511		6,765.4256	6,765.4256	0.0425		6,766.3172
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0687	0.0812	1.0186	2.6800e-003	0.2236	1.3600e-003	0.2249	0.0593	1.2500e-003	0.0605		213.1313	213.1313	8.7800e-003		213.3156
<b>Total</b>	<b>1.4019</b>	<b>23.3166</b>	<b>16.4642</b>	<b>0.0708</b>	<b>1.8954</b>	<b>0.4288</b>	<b>2.3242</b>	<b>0.5172</b>	<b>0.3945</b>	<b>0.9117</b>		<b>6,978.5569</b>	<b>6,978.5569</b>	<b>0.0512</b>		<b>6,979.6328</b>

### 3.3 Building Construction - 2017

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.1024	26.4057	18.1291	0.0268		1.7812	1.7812		1.6730	1.6730		2,639.8053	2,639.8053	0.6497		2,653.4490
<b>Total</b>	<b>3.1024</b>	<b>26.4057</b>	<b>18.1291</b>	<b>0.0268</b>		<b>1.7812</b>	<b>1.7812</b>		<b>1.6730</b>	<b>1.6730</b>		<b>2,639.8053</b>	<b>2,639.8053</b>	<b>0.6497</b>		<b>2,653.4490</b>

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.7579	8.2202	8.8580	0.0227	0.6795	0.1577	0.8372	0.1941	0.1450	0.3391		2,243.2968	2,243.2968	0.0143		2,243.5973
Worker	1.1224	1.3275	16.6543	0.0439	3.6551	0.0222	3.6773	0.9694	0.0205	0.9899		3,484.6961	3,484.6961	0.1435		3,487.7104
<b>Total</b>	<b>1.8802</b>	<b>9.5477</b>	<b>25.5123</b>	<b>0.0665</b>	<b>4.3346</b>	<b>0.1799</b>	<b>4.5145</b>	<b>1.1634</b>	<b>0.1655</b>	<b>1.3289</b>		<b>5,727.9929</b>	<b>5,727.9929</b>	<b>0.1579</b>		<b>5,731.3077</b>

### 3.3 Building Construction - 2017

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.1024	26.4057	18.1291	0.0268		1.7812	1.7812		1.6730	1.6730	0.0000	2,639.8053	2,639.8053	0.6497		2,653.4490
<b>Total</b>	<b>3.1024</b>	<b>26.4057</b>	<b>18.1291</b>	<b>0.0268</b>		<b>1.7812</b>	<b>1.7812</b>		<b>1.6730</b>	<b>1.6730</b>	<b>0.0000</b>	<b>2,639.8053</b>	<b>2,639.8053</b>	<b>0.6497</b>		<b>2,653.4490</b>

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.7579	8.2202	8.8580	0.0227	0.6795	0.1577	0.8372	0.1941	0.1450	0.3391		2,243.2968	2,243.2968	0.0143		2,243.5973
Worker	1.1224	1.3275	16.6543	0.0439	3.6551	0.0222	3.6773	0.9694	0.0205	0.9899		3,484.6961	3,484.6961	0.1435		3,487.7104
<b>Total</b>	<b>1.8802</b>	<b>9.5477</b>	<b>25.5123</b>	<b>0.0665</b>	<b>4.3346</b>	<b>0.1799</b>	<b>4.5145</b>	<b>1.1634</b>	<b>0.1655</b>	<b>1.3289</b>		<b>5,727.9929</b>	<b>5,727.9929</b>	<b>0.1579</b>		<b>5,731.3077</b>

### 3.3 Building Construction - 2018

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.6687	23.2608	17.5327	0.0268		1.4943	1.4943		1.4048	1.4048		2,609.9390	2,609.9390	0.6387		2,623.3517
<b>Total</b>	<b>2.6687</b>	<b>23.2608</b>	<b>17.5327</b>	<b>0.0268</b>		<b>1.4943</b>	<b>1.4943</b>		<b>1.4048</b>	<b>1.4048</b>		<b>2,609.9390</b>	<b>2,609.9390</b>	<b>0.6387</b>		<b>2,623.3517</b>

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.7016	7.5199	8.4304	0.0226	0.6793	0.1487	0.8280	0.1940	0.1368	0.3308		2,204.2634	2,204.2634	0.0142		2,204.5615
Worker	1.0116	1.2001	15.0648	0.0439	3.6551	0.0219	3.6770	0.9694	0.0203	0.9896		3,352.4773	3,352.4773	0.1327		3,355.2646
<b>Total</b>	<b>1.7132</b>	<b>8.7201</b>	<b>23.4952</b>	<b>0.0665</b>	<b>4.3344</b>	<b>0.1706</b>	<b>4.5050</b>	<b>1.1634</b>	<b>0.1570</b>	<b>1.3204</b>		<b>5,556.7407</b>	<b>5,556.7407</b>	<b>0.1469</b>		<b>5,559.8262</b>

### 3.3 Building Construction - 2018

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.6687	23.2608	17.5327	0.0268		1.4943	1.4943		1.4048	1.4048	0.0000	2,609.9389	2,609.9389	0.6387		2,623.3517
<b>Total</b>	<b>2.6687</b>	<b>23.2608</b>	<b>17.5327</b>	<b>0.0268</b>		<b>1.4943</b>	<b>1.4943</b>		<b>1.4048</b>	<b>1.4048</b>	<b>0.0000</b>	<b>2,609.9389</b>	<b>2,609.9389</b>	<b>0.6387</b>		<b>2,623.3517</b>

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.7016	7.5199	8.4304	0.0226	0.6793	0.1487	0.8280	0.1940	0.1368	0.3308		2,204.2634	2,204.2634	0.0142		2,204.5615
Worker	1.0116	1.2001	15.0648	0.0439	3.6551	0.0219	3.6770	0.9694	0.0203	0.9896		3,352.4773	3,352.4773	0.1327		3,355.2646
<b>Total</b>	<b>1.7132</b>	<b>8.7201</b>	<b>23.4952</b>	<b>0.0665</b>	<b>4.3344</b>	<b>0.1706</b>	<b>4.5050</b>	<b>1.1634</b>	<b>0.1570</b>	<b>1.3204</b>		<b>5,556.7407</b>	<b>5,556.7407</b>	<b>0.1469</b>		<b>5,559.8262</b>



**3.4 Paving - 2018****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6114	17.1628	14.4944	0.0223		0.9386	0.9386		0.8635	0.8635		2,245.2695	2,245.2695	0.6990		2,259.9481
Paving	0.3537					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.9651</b>	<b>17.1628</b>	<b>14.4944</b>	<b>0.0223</b>		<b>0.9386</b>	<b>0.9386</b>		<b>0.8635</b>	<b>0.8635</b>		<b>2,245.2695</b>	<b>2,245.2695</b>	<b>0.6990</b>		<b>2,259.9481</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0464	0.0551	0.6911	2.0100e-003	0.1677	1.0000e-003	0.1687	0.0445	9.3000e-004	0.0454		153.7834	153.7834	6.0900e-003		153.9112
<b>Total</b>	<b>0.0464</b>	<b>0.0551</b>	<b>0.6911</b>	<b>2.0100e-003</b>	<b>0.1677</b>	<b>1.0000e-003</b>	<b>0.1687</b>	<b>0.0445</b>	<b>9.3000e-004</b>	<b>0.0454</b>		<b>153.7834</b>	<b>153.7834</b>	<b>6.0900e-003</b>		<b>153.9112</b>

**3.4 Paving - 2018****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6114	17.1628	14.4944	0.0223		0.9386	0.9386		0.8635	0.8635	0.0000	2,245.2695	2,245.2695	0.6990		2,259.9481
Paving	0.3537					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.9651</b>	<b>17.1628</b>	<b>14.4944</b>	<b>0.0223</b>		<b>0.9386</b>	<b>0.9386</b>		<b>0.8635</b>	<b>0.8635</b>	<b>0.0000</b>	<b>2,245.2695</b>	<b>2,245.2695</b>	<b>0.6990</b>		<b>2,259.9481</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0464	0.0551	0.6911	2.0100e-003	0.1677	1.0000e-003	0.1687	0.0445	9.3000e-004	0.0454		153.7834	153.7834	6.0900e-003		153.9112
<b>Total</b>	<b>0.0464</b>	<b>0.0551</b>	<b>0.6911</b>	<b>2.0100e-003</b>	<b>0.1677</b>	<b>1.0000e-003</b>	<b>0.1687</b>	<b>0.0445</b>	<b>9.3000e-004</b>	<b>0.0454</b>		<b>153.7834</b>	<b>153.7834</b>	<b>6.0900e-003</b>		<b>153.9112</b>

### 3.5 Architectural Coating - 2018

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	30.7211					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506		281.4485	281.4485	0.0267		282.0102
<b>Total</b>	<b>31.0197</b>	<b>2.0058</b>	<b>1.8542</b>	<b>2.9700e-003</b>		<b>0.1506</b>	<b>0.1506</b>		<b>0.1506</b>	<b>0.1506</b>		<b>281.4485</b>	<b>281.4485</b>	<b>0.0267</b>		<b>282.0102</b>

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2011	0.2386	2.9945	8.7200e-003	0.7266	4.3500e-003	0.7309	0.1927	4.0300e-003	0.1967		666.3946	666.3946	0.0264		666.9486
<b>Total</b>	<b>0.2011</b>	<b>0.2386</b>	<b>2.9945</b>	<b>8.7200e-003</b>	<b>0.7266</b>	<b>4.3500e-003</b>	<b>0.7309</b>	<b>0.1927</b>	<b>4.0300e-003</b>	<b>0.1967</b>		<b>666.3946</b>	<b>666.3946</b>	<b>0.0264</b>		<b>666.9486</b>

### 3.5 Architectural Coating - 2018

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	30.7211					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506	0.0000	281.4485	281.4485	0.0267		282.0102
<b>Total</b>	<b>31.0197</b>	<b>2.0058</b>	<b>1.8542</b>	<b>2.9700e-003</b>		<b>0.1506</b>	<b>0.1506</b>		<b>0.1506</b>	<b>0.1506</b>	<b>0.0000</b>	<b>281.4485</b>	<b>281.4485</b>	<b>0.0267</b>		<b>282.0102</b>

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2011	0.2386	2.9945	8.7200e-003	0.7266	4.3500e-003	0.7309	0.1927	4.0300e-003	0.1967		666.3946	666.3946	0.0264		666.9486
<b>Total</b>	<b>0.2011</b>	<b>0.2386</b>	<b>2.9945</b>	<b>8.7200e-003</b>	<b>0.7266</b>	<b>4.3500e-003</b>	<b>0.7309</b>	<b>0.1927</b>	<b>4.0300e-003</b>	<b>0.1967</b>		<b>666.3946</b>	<b>666.3946</b>	<b>0.0264</b>		<b>666.9486</b>

### 4.0 Operational Detail - Mobile

#### 4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Unmitigated	13.6444	26.3732	103.4749	0.2538	16.6262	0.3925	17.0187	4.4370	0.3618	4.7987		20,248.6583	20,248.6583	0.6234		20,261.7487
Mitigated	13.6444	26.3732	103.4749	0.2538	16.6262	0.3925	17.0187	4.4370	0.3618	4.7987		20,248.6583	20,248.6583	0.6234		20,261.7487

#### 4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Congregate Care (Assisted Living)	371.64	371.64	371.64	1,269,950	1,269,950
Convenience Market With Gas Pumps	1,302.08	1,302.08	1302.08	777,179	777,179
Fast Food Restaurant with Drive Thru	1,837.99	1,837.99	1837.99	1,934,280	1,934,280
Hotel	930.00	930.00	930.00	2,219,139	2,219,139
Medical Office Building	282.94	59.14	10.23	549,926	549,926
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Quality Restaurant	384.00	384.00	384.00	546,674	546,674
Regional Shopping Center	168.84	168.84	168.84	365,175	365,175
Total	5,277.49	5,053.69	5,004.78	7,662,323	7,662,323

#### 4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Congregate Care (Assisted	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Convenience Market With Gas	16.60	8.40	6.90	0.80	80.20	19.00	14	21	65
Fast Food Restaurant with Drive	16.60	8.40	6.90	2.20	78.80	19.00	29	21	50
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Medical Office Building	16.60	8.40	6.90	29.60	51.40	19.00	60	30	10
Other Non-Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.458330	0.068958	0.178065	0.171517	0.046392	0.007430	0.012605	0.044129	0.000917	0.001055	0.006495	0.000847	0.003260

## 5.0 Energy Detail

### 4.4 Fleet Mix

Historical Energy Use: N

## 5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.3791	3.4293	2.7680	0.0207		0.2619	0.2619		0.2619	0.2619		4,135.9570	4,135.9570	0.0793	0.0758	4,161.1277
NaturalGas Unmitigated	0.4705	4.2549	3.4310	0.0257		0.3251	0.3251		0.3251	0.3251		5,132.3313	5,132.3313	0.0984	0.0941	5,163.5658

## 5.2 Energy by Land Use - NaturalGas

### Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Congregate Care (Assisted Living)	3745.99	0.0404	0.3452	0.1469	2.2000e-003		0.0279	0.0279		0.0279	0.0279		440.7051	440.7051	8.4500e-003	8.0800e-003	443.3871
Convenience Market With Gas Pumps	14.3573	1.5000e-004	1.4100e-003	1.1800e-003	1.0000e-005		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004		1.6891	1.6891	3.0000e-005	3.0000e-005	1.6994
Fast Food Restaurant with Drive Thru	5930.35	0.0640	0.5814	0.4884	3.4900e-003		0.0442	0.0442		0.0442	0.0442		697.6883	697.6883	0.0134	0.0128	701.9343
Hotel	30026.6	0.3238	2.9438	2.4728	0.0177		0.2237	0.2237		0.2237	0.2237		3,532.5370	3,532.5370	0.0677	0.0648	3,554.0354
Medical Office Building	66	7.1000e-004	6.4700e-003	5.4400e-003	4.0000e-005		4.9000e-004	4.9000e-004		4.9000e-004	4.9000e-004		7.7647	7.7647	1.5000e-004	1.4000e-004	7.8120
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Quality Restaurant	3801.51	0.0410	0.3727	0.3131	2.2400e-003		0.0283	0.0283		0.0283	0.0283		447.2361	447.2361	8.5700e-003	8.2000e-003	449.9579
Regional Shopping Center	40.0438	4.3000e-004	3.9300e-003	3.3000e-003	2.0000e-005		3.0000e-004	3.0000e-004		3.0000e-004	3.0000e-004		4.7110	4.7110	9.0000e-005	9.0000e-005	4.7397
<b>Total</b>		<b>0.4705</b>	<b>4.2549</b>	<b>3.4311</b>	<b>0.0257</b>		<b>0.3251</b>	<b>0.3251</b>		<b>0.3251</b>	<b>0.3251</b>		<b>5,132.3313</b>	<b>5,132.3313</b>	<b>0.0984</b>	<b>0.0941</b>	<b>5,163.5658</b>



## 5.2 Energy by Land Use - NaturalGas

### Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Convenience Market With Gas Pumps	0.0112321	1.2000e-004	1.1000e-003	9.2000e-004	1.0000e-005		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		1.3214	1.3214	3.0000e-005	2.0000e-005	1.3295
Fast Food Restaurant with Drive Thru	5.49366	0.0593	0.5386	0.4524	3.2300e-003		0.0409	0.0409		0.0409	0.0409		646.3127	646.3127	0.0124	0.0119	650.2460
Hotel	23.0999	0.2491	2.2647	1.9024	0.0136		0.1721	0.1721		0.1721	0.1721		2,717.6386	2,717.6386	0.0521	0.0498	2,734.1776
Medical Office Building	0.0495	5.3000e-004	4.8500e-003	4.0800e-003	3.0000e-005		3.7000e-004	3.7000e-004		3.7000e-004	3.7000e-004		5.8235	5.8235	1.1000e-004	1.1000e-004	5.8590
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Quality Restaurant	3.52158	0.0380	0.3453	0.2900	2.0700e-003		0.0262	0.0262		0.0262	0.0262		414.3030	414.3030	7.9400e-003	7.6000e-003	416.8244
Regional Shopping Center	0.0313274	3.4000e-004	3.0700e-003	2.5800e-003	2.0000e-005		2.3000e-004	2.3000e-004		2.3000e-004	2.3000e-004		3.6856	3.6856	7.0000e-005	7.0000e-005	3.7080
Congregate Care (Assisted Living)	2.94841	0.0318	0.2717	0.1156	1.7300e-003		0.0220	0.0220		0.0220	0.0220		346.8722	346.8722	6.6500e-003	6.3600e-003	348.9832
<b>Total</b>		<b>0.3791</b>	<b>3.4293</b>	<b>2.7680</b>	<b>0.0207</b>		<b>0.2619</b>	<b>0.2619</b>		<b>0.2619</b>	<b>0.2619</b>		<b>4,135.9570</b>	<b>4,135.9570</b>	<b>0.0793</b>	<b>0.0758</b>	<b>4,161.1277</b>

## 6.0 Area Detail

### 6.1 Mitigation Measures Area

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Unmitigated	15.8559	0.1097	9.4845	5.0000e-004		0.2048	0.2048		0.2032	0.2032	0.0000	2,431.0966	2,431.0966	0.0630	0.0443	2,446.1401
Mitigated	14.8783	0.1097	9.4845	5.0000e-004		0.2048	0.2048		0.2032	0.2032	0.0000	2,431.0966	2,431.0966	0.0630	0.0443	2,446.1401

## 6.2 Area by SubCategory

### Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	1.4826					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	13.8607					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.2213	1.0000e-005	0.0121	0.0000		0.1529	0.1529		0.1513	0.1513	0.0000	2,414.1177	2,414.1177	0.0463	0.0443	2,428.8096
Landscaping	0.2913	0.1097	9.4724	5.0000e-004		0.0519	0.0519		0.0519	0.0519		16.9789	16.9789	0.0167		17.3305
<b>Total</b>	<b>15.8559</b>	<b>0.1097</b>	<b>9.4845</b>	<b>5.0000e-004</b>		<b>0.2048</b>	<b>0.2048</b>		<b>0.2031</b>	<b>0.2031</b>	<b>0.0000</b>	<b>2,431.0966</b>	<b>2,431.0966</b>	<b>0.0630</b>	<b>0.0443</b>	<b>2,446.1401</b>

## 6.2 Area by SubCategory

### Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.5050					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	13.8607					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.2213	1.0000e-005	0.0121	0.0000		0.1529	0.1529		0.1513	0.1513	0.0000	2,414.1177	2,414.1177	0.0463	0.0443	2,428.8096
Landscaping	0.2913	0.1097	9.4724	5.0000e-004		0.0519	0.0519		0.0519	0.0519		16.9789	16.9789	0.0167		17.3305
<b>Total</b>	<b>14.8783</b>	<b>0.1097</b>	<b>9.4845</b>	<b>5.0000e-004</b>		<b>0.2048</b>	<b>0.2048</b>		<b>0.2031</b>	<b>0.2031</b>	<b>0.0000</b>	<b>2,431.0966</b>	<b>2,431.0966</b>	<b>0.0630</b>	<b>0.0443</b>	<b>2,446.1401</b>

## 7.0 Water Detail

### 7.1 Mitigation Measures Water

## 8.0 Waste Detail

### 8.1 Mitigation Measures Waste

## 9.0 Operational Offroad

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

**KPC Promenade**  
**Riverside-South Coast County, Winter**

## 1.0 Project Characteristics

### 1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Medical Office Building	6.60	1000sqft	0.15	6,600.00	0
Other Non-Asphalt Surfaces	31.00	1000sqft	0.71	31,000.00	0
Parking Lot	8.10	Acre	8.10	352,836.00	0
Fast Food Restaurant with Drive Thru	7.80	1000sqft	0.18	7,800.00	0
Hotel	120.00	Room	4.00	174,240.00	0
Quality Restaurant	5.00	1000sqft	0.11	5,000.00	0
Congregate Care (Assisted Living)	114.00	Dwelling Unit	5.96	114,000.00	326
Convenience Market With Gas Pumps	16.00	Pump	0.05	2,258.80	0
Regional Shopping Center	6.30	1000sqft	0.14	6,300.00	0

### 1.2 Other Project Characteristics

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.4	<b>Precipitation Freq (Days)</b>	28
<b>Climate Zone</b>	10			<b>Operational Year</b>	2019
<b>Utility Company</b>	Southern California Edison				
<b>CO2 Intensity (lb/MW hr)</b>	630.89	<b>CH4 Intensity (lb/MW hr)</b>	0.029	<b>N2O Intensity (lb/MW hr)</b>	0.006

### 1.3 User Entered Comments & Non-Default Data

## Project Characteristics -

Land Use - Project site is 19.4 acres and consists of 6,300 SF of retail, 16-pump gas station w/ convenience store, 120 room hotel, 6,600 SF medical office, 7,800 SF of restaurant w/ drive-thru, 5,000 SF of quality restaurant, 114 DU of senior housing, 31,000SF retention basin and approx 8.1 acres of parking lot.

Construction Phase - Construction estimated to start in 2017 and last approximately 1.5 years. Buildout is 2019

Grading - Project has the potential to import up to 46,000 CY of material. Project site area is 19.4 Acres.

Architectural Coating - SCAQMD Rule 1113 limits VOC to 50g/L

Vehicle Trips - Trip gen from TIA. Weekday rates include: 5% intrl capt for senior adult housing (3.26/DU), 50% pass-by rdxn for gas station (81.375/pump), 52.5% pass-by rdxn including intrl capt for fast-food w/drive thru (235.64/TSF), 5% intrl capt for hotel (7.75/room), 4.9% intrl capt for medical office (42.87/TSF), 14.6% intrl capt for quality restaurant (76.8/TSF), 34% pass-by rdxn for shopping center (26.8/TSF)

Area Coating - SCAQMD Rule 1113 limits VOC to 50g/L

Woodstoves - Project will have no woodburning stoves or fireplaces

Construction Off-road Equipment Mitigation - Per SCAQMD Rule 403 - Fugitive Dust

Area Mitigation - SCAQMD Rule 1113 limits VOC to 50g/L

Energy Mitigation - 2013 Title 24 standards are at least 25% more efficient than 2008 Title 24 standards

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	50.00
tblArchitecturalCoating	EF_Residential_Exterior	100.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	250	50
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	250	50
tblAreaMitigation	UseLowVOCPaintResidentialExteriorValue	100	50
tblConstructionPhase	NumDays	20.00	60.00
tblConstructionPhase	NumDays	30.00	60.00
tblConstructionPhase	NumDays	20.00	60.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	96.90	114.00
tblFireplaces	NumberNoFireplace	11.40	0.00
tblFireplaces	NumberWood	5.70	0.00

tblGrading	AcresOfGrading	150.00	19.40
tblGrading	MaterialImported	0.00	46,000.00
tblLandUse	LotAcreage	7.13	5.96
tblProjectCharacteristics	OperationalYear	2014	2019
tblVehicleTrips	ST_TR	2.20	3.26
tblVehicleTrips	ST_TR	204.47	81.38
tblVehicleTrips	ST_TR	722.03	235.64
tblVehicleTrips	ST_TR	8.19	7.75
tblVehicleTrips	ST_TR	94.36	76.80
tblVehicleTrips	ST_TR	49.97	26.80
tblVehicleTrips	SU_TR	2.44	3.26
tblVehicleTrips	SU_TR	166.88	81.38
tblVehicleTrips	SU_TR	542.72	235.64
tblVehicleTrips	SU_TR	5.95	7.75
tblVehicleTrips	SU_TR	72.16	76.80
tblVehicleTrips	SU_TR	25.24	26.80
tblVehicleTrips	WD_TR	2.74	3.26
tblVehicleTrips	WD_TR	542.60	81.38
tblVehicleTrips	WD_TR	496.12	235.64
tblVehicleTrips	WD_TR	8.17	7.75
tblVehicleTrips	WD_TR	36.13	42.87
tblVehicleTrips	WD_TR	89.95	76.80
tblVehicleTrips	WD_TR	42.94	26.80
tblWoodstoves	NumberCatalytic	5.70	0.00
tblWoodstoves	NumberNoncatalytic	5.70	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

## 2.0 Emissions Summary

## 2.1 Overall Construction (Maximum Daily Emission)

### Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	7.5489	93.7960	64.8230	0.1321	8.3575	3.7468	12.1043	3.8792	3.4470	7.3262	0.0000	13,256.8709	13,256.8709	1.9863	0.0000	13,298.5838
2018	31.2105	32.2351	40.2199	0.0893	4.3344	1.6660	6.0005	1.1634	1.5629	2.7263	0.0000	7,858.0504	7,858.0504	0.7862	0.0000	7,874.5597
<b>Total</b>	<b>38.7595</b>	<b>126.0311</b>	<b>105.0429</b>	<b>0.2214</b>	<b>12.6919</b>	<b>5.4129</b>	<b>18.1047</b>	<b>5.0425</b>	<b>5.0099</b>	<b>10.0525</b>	<b>0.0000</b>	<b>21,114.9213</b>	<b>21,114.9213</b>	<b>2.7725</b>	<b>0.0000</b>	<b>21,173.1434</b>

### Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	7.5489	93.7960	64.8230	0.1321	4.4156	3.7468	8.1624	1.8284	3.4470	5.2754	0.0000	13,256.8709	13,256.8709	1.9863	0.0000	13,298.5838
2018	31.2105	32.2351	40.2199	0.0893	4.3344	1.6660	6.0005	1.1634	1.5629	2.7263	0.0000	7,858.0504	7,858.0504	0.7862	0.0000	7,874.5596
Total	38.7595	126.0311	105.0429	0.2214	8.7500	5.4129	14.1629	2.9918	5.0099	8.0017	0.0000	21,114.9213	21,114.9213	2.7725	0.0000	21,173.1434

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	31.06	0.00	21.77	40.67	0.00	20.40	0.00	0.00	0.00	0.00	0.00	0.00

**2.2 Overall Operational****Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	15.8559	0.1097	9.4845	5.0000e-004		0.2048	0.2048		0.2032	0.2032	0.0000	2,431.0966	2,431.0966	0.0630	0.0443	2,446.1401
Energy	0.4705	4.2549	3.4310	0.0257		0.3251	0.3251		0.3251	0.3251		5,132.3313	5,132.3313	0.0984	0.0941	5,163.5658
Mobile	13.3429	27.2770	104.0793	0.2371	16.6262	0.3953	17.0215	4.4370	0.3644	4.8013		18,982.9016	18,982.9016	0.6253		18,996.0332
<b>Total</b>	<b>29.6692</b>	<b>31.6416</b>	<b>116.9948</b>	<b>0.2632</b>	<b>16.6262</b>	<b>0.9252</b>	<b>17.5513</b>	<b>4.4370</b>	<b>0.8926</b>	<b>5.3295</b>	<b>0.0000</b>	<b>26,546.3295</b>	<b>26,546.3295</b>	<b>0.7867</b>	<b>0.1384</b>	<b>26,605.7391</b>

**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	14.8783	0.1097	9.4845	5.0000e-004		0.2048	0.2048		0.2032	0.2032	0.0000	2,431.0966	2,431.0966	0.0630	0.0443	2,446.1401
Energy	0.3791	3.4293	2.7680	0.0207		0.2619	0.2619		0.2619	0.2619		4,135.9570	4,135.9570	0.0793	0.0758	4,161.1277
Mobile	13.3429	27.2770	104.0793	0.2371	16.6262	0.3953	17.0215	4.4370	0.3644	4.8013		18,982.9016	18,982.9016	0.6253		18,996.0332
<b>Total</b>	<b>28.6003</b>	<b>30.8159</b>	<b>116.3317</b>	<b>0.2583</b>	<b>16.6262</b>	<b>0.8620</b>	<b>17.4882</b>	<b>4.4370</b>	<b>0.8295</b>	<b>5.2664</b>	<b>0.0000</b>	<b>25,549.9551</b>	<b>25,549.9551</b>	<b>0.7676</b>	<b>0.1201</b>	<b>25,603.3009</b>



	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	3.60	2.61	0.57	1.89	0.00	6.82	0.36	0.00	7.07	1.18	0.00	3.75	3.75	2.43	13.20	3.77

### 3.0 Construction Detail

#### Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Grading	Grading	1/1/2017	3/24/2017	5	60	
2	Building Construction	Building Construction	3/25/2017	5/18/2018	5	300	
3	Paving	Paving	5/19/2018	8/10/2018	5	60	
4	Architectural Coating	Architectural Coating	8/11/2018	11/2/2018	5	60	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 19.4

Acres of Paving: 0

Residential Indoor: 230,850; Residential Outdoor: 76,950; Non-Residential Indoor: 365,676; Non-Residential Outdoor: 121,892 (Architectural Coating – sqft)

#### OffRoad Equipment

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

### Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Grading	8	20.00	0.00	5,750.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	327.00	108.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	65.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

### 3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

**3.2 Grading - 2017****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.4621	0.0000	6.4621	3.3620	0.0000	3.3620			0.0000			0.0000
Off-Road	6.0991	69.5920	46.8050	0.0617		3.3172	3.3172		3.0518	3.0518		6,313.3690	6,313.3690	1.9344		6,353.9915
<b>Total</b>	<b>6.0991</b>	<b>69.5920</b>	<b>46.8050</b>	<b>0.0617</b>	<b>6.4621</b>	<b>3.3172</b>	<b>9.7793</b>	<b>3.3620</b>	<b>3.0518</b>	<b>6.4138</b>		<b>6,313.3690</b>	<b>6,313.3690</b>	<b>1.9344</b>		<b>6,353.9915</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.3845	24.1176	17.1428	0.0680	1.6718	0.4283	2.1001	0.4579	0.3940	0.8519		6,748.7556	6,748.7556	0.0432		6,749.6617
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0653	0.0864	0.8751	2.4500e-003	0.2236	1.3600e-003	0.2249	0.0593	1.2500e-003	0.0605		194.7462	194.7462	8.7800e-003		194.9306
<b>Total</b>	<b>1.4498</b>	<b>24.2040</b>	<b>18.0179</b>	<b>0.0704</b>	<b>1.8954</b>	<b>0.4296</b>	<b>2.3250</b>	<b>0.5172</b>	<b>0.3952</b>	<b>0.9124</b>		<b>6,943.5019</b>	<b>6,943.5019</b>	<b>0.0519</b>		<b>6,944.5923</b>

**3.2 Grading - 2017****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.5202	0.0000	2.5202	1.3112	0.0000	1.3112			0.0000			0.0000
Off-Road	6.0991	69.5920	46.8050	0.0617		3.3172	3.3172		3.0518	3.0518	0.0000	6,313.3690	6,313.3690	1.9344		6,353.9915
<b>Total</b>	<b>6.0991</b>	<b>69.5920</b>	<b>46.8050</b>	<b>0.0617</b>	<b>2.5202</b>	<b>3.3172</b>	<b>5.8374</b>	<b>1.3112</b>	<b>3.0518</b>	<b>4.3630</b>	<b>0.0000</b>	<b>6,313.3690</b>	<b>6,313.3690</b>	<b>1.9344</b>		<b>6,353.9915</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.3845	24.1176	17.1428	0.0680	1.6718	0.4283	2.1001	0.4579	0.3940	0.8519		6,748.7556	6,748.7556	0.0432		6,749.6617
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0653	0.0864	0.8751	2.4500e-003	0.2236	1.3600e-003	0.2249	0.0593	1.2500e-003	0.0605		194.7462	194.7462	8.7800e-003		194.9306
<b>Total</b>	<b>1.4498</b>	<b>24.2040</b>	<b>18.0179</b>	<b>0.0704</b>	<b>1.8954</b>	<b>0.4296</b>	<b>2.3250</b>	<b>0.5172</b>	<b>0.3952</b>	<b>0.9124</b>		<b>6,943.5019</b>	<b>6,943.5019</b>	<b>0.0519</b>		<b>6,944.5923</b>

### 3.3 Building Construction - 2017

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.1024	26.4057	18.1291	0.0268		1.7812	1.7812		1.6730	1.6730		2,639.8053	2,639.8053	0.6497		2,653.4490
<b>Total</b>	<b>3.1024</b>	<b>26.4057</b>	<b>18.1291</b>	<b>0.0268</b>		<b>1.7812</b>	<b>1.7812</b>		<b>1.6730</b>	<b>1.6730</b>		<b>2,639.8053</b>	<b>2,639.8053</b>	<b>0.6497</b>		<b>2,653.4490</b>

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.8068	8.4206	10.1923	0.0225	0.6795	0.1590	0.8385	0.1941	0.1462	0.3403		2,223.8213	2,223.8213	0.0148		2,224.1324
Worker	1.0678	1.4128	14.3083	0.0400	3.6551	0.0222	3.6773	0.9694	0.0205	0.9899		3,184.1007	3,184.1007	0.1435		3,187.1150
<b>Total</b>	<b>1.8746</b>	<b>9.8334</b>	<b>24.5005</b>	<b>0.0625</b>	<b>4.3346</b>	<b>0.1812</b>	<b>4.5158</b>	<b>1.1634</b>	<b>0.1667</b>	<b>1.3302</b>		<b>5,407.9220</b>	<b>5,407.9220</b>	<b>0.1584</b>		<b>5,411.2475</b>

### 3.3 Building Construction - 2017

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.1024	26.4057	18.1291	0.0268		1.7812	1.7812		1.6730	1.6730	0.0000	2,639.8053	2,639.8053	0.6497		2,653.4490
<b>Total</b>	<b>3.1024</b>	<b>26.4057</b>	<b>18.1291</b>	<b>0.0268</b>		<b>1.7812</b>	<b>1.7812</b>		<b>1.6730</b>	<b>1.6730</b>	<b>0.0000</b>	<b>2,639.8053</b>	<b>2,639.8053</b>	<b>0.6497</b>		<b>2,653.4490</b>

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.8068	8.4206	10.1923	0.0225	0.6795	0.1590	0.8385	0.1941	0.1462	0.3403		2,223.8213	2,223.8213	0.0148		2,224.1324
Worker	1.0678	1.4128	14.3083	0.0400	3.6551	0.0222	3.6773	0.9694	0.0205	0.9899		3,184.1007	3,184.1007	0.1435		3,187.1150
<b>Total</b>	<b>1.8746</b>	<b>9.8334</b>	<b>24.5005</b>	<b>0.0625</b>	<b>4.3346</b>	<b>0.1812</b>	<b>4.5158</b>	<b>1.1634</b>	<b>0.1667</b>	<b>1.3302</b>		<b>5,407.9220</b>	<b>5,407.9220</b>	<b>0.1584</b>		<b>5,411.2475</b>

### 3.3 Building Construction - 2018

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.6687	23.2608	17.5327	0.0268		1.4943	1.4943		1.4048	1.4048		2,609.9390	2,609.9390	0.6387		2,623.3517
<b>Total</b>	<b>2.6687</b>	<b>23.2608</b>	<b>17.5327</b>	<b>0.0268</b>		<b>1.4943</b>	<b>1.4943</b>		<b>1.4048</b>	<b>1.4048</b>		<b>2,609.9390</b>	<b>2,609.9390</b>	<b>0.6387</b>		<b>2,623.3517</b>

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.7459	7.6982	9.7837	0.0225	0.6793	0.1499	0.8292	0.1940	0.1379	0.3319		2,185.0739	2,185.0739	0.0147		2,185.3830
Worker	0.9599	1.2761	12.9036	0.0400	3.6551	0.0219	3.6770	0.9694	0.0203	0.9896		3,063.0376	3,063.0376	0.1327		3,065.8250
<b>Total</b>	<b>1.7058</b>	<b>8.9743</b>	<b>22.6872</b>	<b>0.0625</b>	<b>4.3344</b>	<b>0.1718</b>	<b>4.5062</b>	<b>1.1634</b>	<b>0.1581</b>	<b>1.3215</b>		<b>5,248.1115</b>	<b>5,248.1115</b>	<b>0.1475</b>		<b>5,251.2079</b>

### 3.3 Building Construction - 2018

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.6687	23.2608	17.5327	0.0268		1.4943	1.4943		1.4048	1.4048	0.0000	2,609.9389	2,609.9389	0.6387		2,623.3517
<b>Total</b>	<b>2.6687</b>	<b>23.2608</b>	<b>17.5327</b>	<b>0.0268</b>		<b>1.4943</b>	<b>1.4943</b>		<b>1.4048</b>	<b>1.4048</b>	<b>0.0000</b>	<b>2,609.9389</b>	<b>2,609.9389</b>	<b>0.6387</b>		<b>2,623.3517</b>

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.7459	7.6982	9.7837	0.0225	0.6793	0.1499	0.8292	0.1940	0.1379	0.3319		2,185.0739	2,185.0739	0.0147		2,185.3830
Worker	0.9599	1.2761	12.9036	0.0400	3.6551	0.0219	3.6770	0.9694	0.0203	0.9896		3,063.0376	3,063.0376	0.1327		3,065.8250
<b>Total</b>	<b>1.7058</b>	<b>8.9743</b>	<b>22.6872</b>	<b>0.0625</b>	<b>4.3344</b>	<b>0.1718</b>	<b>4.5062</b>	<b>1.1634</b>	<b>0.1581</b>	<b>1.3215</b>		<b>5,248.1115</b>	<b>5,248.1115</b>	<b>0.1475</b>		<b>5,251.2079</b>



**3.4 Paving - 2018****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6114	17.1628	14.4944	0.0223		0.9386	0.9386		0.8635	0.8635		2,245.2695	2,245.2695	0.6990		2,259.9481
Paving	0.3537					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.9651</b>	<b>17.1628</b>	<b>14.4944</b>	<b>0.0223</b>		<b>0.9386</b>	<b>0.9386</b>		<b>0.8635</b>	<b>0.8635</b>		<b>2,245.2695</b>	<b>2,245.2695</b>	<b>0.6990</b>		<b>2,259.9481</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0440	0.0585	0.5919	1.8400e-003	0.1677	1.0000e-003	0.1687	0.0445	9.3000e-004	0.0454		140.5063	140.5063	6.0900e-003		140.6342
<b>Total</b>	<b>0.0440</b>	<b>0.0585</b>	<b>0.5919</b>	<b>1.8400e-003</b>	<b>0.1677</b>	<b>1.0000e-003</b>	<b>0.1687</b>	<b>0.0445</b>	<b>9.3000e-004</b>	<b>0.0454</b>		<b>140.5063</b>	<b>140.5063</b>	<b>6.0900e-003</b>		<b>140.6342</b>

**3.4 Paving - 2018****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6114	17.1628	14.4944	0.0223		0.9386	0.9386		0.8635	0.8635	0.0000	2,245.2695	2,245.2695	0.6990		2,259.9481
Paving	0.3537					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.9651</b>	<b>17.1628</b>	<b>14.4944</b>	<b>0.0223</b>		<b>0.9386</b>	<b>0.9386</b>		<b>0.8635</b>	<b>0.8635</b>	<b>0.0000</b>	<b>2,245.2695</b>	<b>2,245.2695</b>	<b>0.6990</b>		<b>2,259.9481</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0440	0.0585	0.5919	1.8400e-003	0.1677	1.0000e-003	0.1687	0.0445	9.3000e-004	0.0454		140.5063	140.5063	6.0900e-003		140.6342
<b>Total</b>	<b>0.0440</b>	<b>0.0585</b>	<b>0.5919</b>	<b>1.8400e-003</b>	<b>0.1677</b>	<b>1.0000e-003</b>	<b>0.1687</b>	<b>0.0445</b>	<b>9.3000e-004</b>	<b>0.0454</b>		<b>140.5063</b>	<b>140.5063</b>	<b>6.0900e-003</b>		<b>140.6342</b>

### 3.5 Architectural Coating - 2018

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	30.7211					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506		281.4485	281.4485	0.0267		282.0102
<b>Total</b>	<b>31.0197</b>	<b>2.0058</b>	<b>1.8542</b>	<b>2.9700e-003</b>		<b>0.1506</b>	<b>0.1506</b>		<b>0.1506</b>	<b>0.1506</b>		<b>281.4485</b>	<b>281.4485</b>	<b>0.0267</b>		<b>282.0102</b>

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1908	0.2537	2.5649	7.9500e-003	0.7266	4.3500e-003	0.7309	0.1927	4.0300e-003	0.1967		608.8607	608.8607	0.0264		609.4148
<b>Total</b>	<b>0.1908</b>	<b>0.2537</b>	<b>2.5649</b>	<b>7.9500e-003</b>	<b>0.7266</b>	<b>4.3500e-003</b>	<b>0.7309</b>	<b>0.1927</b>	<b>4.0300e-003</b>	<b>0.1967</b>		<b>608.8607</b>	<b>608.8607</b>	<b>0.0264</b>		<b>609.4148</b>

### 3.5 Architectural Coating - 2018

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	30.7211					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506	0.0000	281.4485	281.4485	0.0267		282.0102
<b>Total</b>	<b>31.0197</b>	<b>2.0058</b>	<b>1.8542</b>	<b>2.9700e-003</b>		<b>0.1506</b>	<b>0.1506</b>		<b>0.1506</b>	<b>0.1506</b>	<b>0.0000</b>	<b>281.4485</b>	<b>281.4485</b>	<b>0.0267</b>		<b>282.0102</b>

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1908	0.2537	2.5649	7.9500e-003	0.7266	4.3500e-003	0.7309	0.1927	4.0300e-003	0.1967		608.8607	608.8607	0.0264		609.4148
<b>Total</b>	<b>0.1908</b>	<b>0.2537</b>	<b>2.5649</b>	<b>7.9500e-003</b>	<b>0.7266</b>	<b>4.3500e-003</b>	<b>0.7309</b>	<b>0.1927</b>	<b>4.0300e-003</b>	<b>0.1967</b>		<b>608.8607</b>	<b>608.8607</b>	<b>0.0264</b>		<b>609.4148</b>

### 4.0 Operational Detail - Mobile

#### 4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Unmitigated	13.3429	27.2770	104.0793	0.2371	16.6262	0.3953	17.0215	4.4370	0.3644	4.8013		18,982.90 16	18,982.90 16	0.6253		18,996.03 32
Mitigated	13.3429	27.2770	104.0793	0.2371	16.6262	0.3953	17.0215	4.4370	0.3644	4.8013		18,982.90 16	18,982.90 16	0.6253		18,996.03 32

#### 4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Congregate Care (Assisted Living)	371.64	371.64	371.64	1,269,950	1,269,950
Convenience Market With Gas Pumps	1,302.08	1,302.08	1302.08	777,179	777,179
Fast Food Restaurant with Drive Thru	1,837.99	1,837.99	1837.99	1,934,280	1,934,280
Hotel	930.00	930.00	930.00	2,219,139	2,219,139
Medical Office Building	282.94	59.14	10.23	549,926	549,926
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Quality Restaurant	384.00	384.00	384.00	546,674	546,674
Regional Shopping Center	168.84	168.84	168.84	365,175	365,175
Total	5,277.49	5,053.69	5,004.78	7,662,323	7,662,323

#### 4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Congregate Care (Assisted	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Convenience Market With Gas	16.60	8.40	6.90	0.80	80.20	19.00	14	21	65
Fast Food Restaurant with Drive	16.60	8.40	6.90	2.20	78.80	19.00	29	21	50
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Medical Office Building	16.60	8.40	6.90	29.60	51.40	19.00	60	30	10
Other Non-Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.458330	0.068958	0.178065	0.171517	0.046392	0.007430	0.012605	0.044129	0.000917	0.001055	0.006495	0.000847	0.003260

## 5.0 Energy Detail

### 4.4 Fleet Mix

Historical Energy Use: N

## 5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.3791	3.4293	2.7680	0.0207		0.2619	0.2619		0.2619	0.2619		4,135.9570	4,135.9570	0.0793	0.0758	4,161.1277
NaturalGas Unmitigated	0.4705	4.2549	3.4310	0.0257		0.3251	0.3251		0.3251	0.3251		5,132.3313	5,132.3313	0.0984	0.0941	5,163.5658

## 5.2 Energy by Land Use - NaturalGas

### Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Congregate Care (Assisted Living)	3745.99	0.0404	0.3452	0.1469	2.2000e-003		0.0279	0.0279		0.0279	0.0279		440.7051	440.7051	8.4500e-003	8.0800e-003	443.3871
Convenience Market With Gas Pumps	14.3573	1.5000e-004	1.4100e-003	1.1800e-003	1.0000e-005		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004		1.6891	1.6891	3.0000e-005	3.0000e-005	1.6994
Fast Food Restaurant with Drive Thru	5930.35	0.0640	0.5814	0.4884	3.4900e-003		0.0442	0.0442		0.0442	0.0442		697.6883	697.6883	0.0134	0.0128	701.9343
Hotel	30026.6	0.3238	2.9438	2.4728	0.0177		0.2237	0.2237		0.2237	0.2237		3,532.5370	3,532.5370	0.0677	0.0648	3,554.0354
Medical Office Building	66	7.1000e-004	6.4700e-003	5.4400e-003	4.0000e-005		4.9000e-004	4.9000e-004		4.9000e-004	4.9000e-004		7.7647	7.7647	1.5000e-004	1.4000e-004	7.8120
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Quality Restaurant	3801.51	0.0410	0.3727	0.3131	2.2400e-003		0.0283	0.0283		0.0283	0.0283		447.2361	447.2361	8.5700e-003	8.2000e-003	449.9579
Regional Shopping Center	40.0438	4.3000e-004	3.9300e-003	3.3000e-003	2.0000e-005		3.0000e-004	3.0000e-004		3.0000e-004	3.0000e-004		4.7110	4.7110	9.0000e-005	9.0000e-005	4.7397
<b>Total</b>		<b>0.4705</b>	<b>4.2549</b>	<b>3.4311</b>	<b>0.0257</b>		<b>0.3251</b>	<b>0.3251</b>		<b>0.3251</b>	<b>0.3251</b>		<b>5,132.3313</b>	<b>5,132.3313</b>	<b>0.0984</b>	<b>0.0941</b>	<b>5,163.5658</b>



## 5.2 Energy by Land Use - NaturalGas

### Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Congregate Care (Assisted Living)	2.94841	0.0318	0.2717	0.1156	1.7300e-003		0.0220	0.0220		0.0220	0.0220		346.8722	346.8722	6.6500e-003	6.3600e-003	348.9832
Convenience Market With Gas Pumps	0.0112321	1.2000e-004	1.1000e-003	9.2000e-004	1.0000e-005		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		1.3214	1.3214	3.0000e-005	2.0000e-005	1.3295
Fast Food Restaurant with Drive Thru	5.49366	0.0593	0.5386	0.4524	3.2300e-003		0.0409	0.0409		0.0409	0.0409		646.3127	646.3127	0.0124	0.0119	650.2460
Hotel	23.0999	0.2491	2.2647	1.9024	0.0136		0.1721	0.1721		0.1721	0.1721		2,717.6386	2,717.6386	0.0521	0.0498	2,734.1776
Medical Office Building	0.0495	5.3000e-004	4.8500e-003	4.0800e-003	3.0000e-005		3.7000e-004	3.7000e-004		3.7000e-004	3.7000e-004		5.8235	5.8235	1.1000e-004	1.1000e-004	5.8590
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Quality Restaurant	3.52158	0.0380	0.3453	0.2900	2.0700e-003		0.0262	0.0262		0.0262	0.0262		414.3030	414.3030	7.9400e-003	7.6000e-003	416.8244
Regional Shopping Center	0.0313274	3.4000e-004	3.0700e-003	2.5800e-003	2.0000e-005		2.3000e-004	2.3000e-004		2.3000e-004	2.3000e-004		3.6856	3.6856	7.0000e-005	7.0000e-005	3.7080
<b>Total</b>		<b>0.3791</b>	<b>3.4293</b>	<b>2.7680</b>	<b>0.0207</b>		<b>0.2619</b>	<b>0.2619</b>		<b>0.2619</b>	<b>0.2619</b>		<b>4,135.9570</b>	<b>4,135.9570</b>	<b>0.0793</b>	<b>0.0758</b>	<b>4,161.1277</b>

## 6.0 Area Detail

### 6.1 Mitigation Measures Area

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Unmitigated	15.8559	0.1097	9.4845	5.0000e-004		0.2048	0.2048		0.2032	0.2032	0.0000	2,431.0966	2,431.0966	0.0630	0.0443	2,446.1401
Mitigated	14.8783	0.1097	9.4845	5.0000e-004		0.2048	0.2048		0.2032	0.2032	0.0000	2,431.0966	2,431.0966	0.0630	0.0443	2,446.1401

## 6.2 Area by SubCategory

### Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	1.4826					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	13.8607					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.2213	1.0000e-005	0.0121	0.0000		0.1529	0.1529		0.1513	0.1513	0.0000	2,414.1177	2,414.1177	0.0463	0.0443	2,428.8096
Landscaping	0.2913	0.1097	9.4724	5.0000e-004		0.0519	0.0519		0.0519	0.0519		16.9789	16.9789	0.0167		17.3305
<b>Total</b>	<b>15.8559</b>	<b>0.1097</b>	<b>9.4845</b>	<b>5.0000e-004</b>		<b>0.2048</b>	<b>0.2048</b>		<b>0.2031</b>	<b>0.2031</b>	<b>0.0000</b>	<b>2,431.0966</b>	<b>2,431.0966</b>	<b>0.0630</b>	<b>0.0443</b>	<b>2,446.1401</b>

## 6.2 Area by SubCategory

### Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.5050					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	13.8607					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.2213	1.0000e-005	0.0121	0.0000		0.1529	0.1529		0.1513	0.1513	0.0000	2,414.1177	2,414.1177	0.0463	0.0443	2,428.8096
Landscaping	0.2913	0.1097	9.4724	5.0000e-004		0.0519	0.0519		0.0519	0.0519		16.9789	16.9789	0.0167		17.3305
<b>Total</b>	<b>14.8783</b>	<b>0.1097</b>	<b>9.4845</b>	<b>5.0000e-004</b>		<b>0.2048</b>	<b>0.2048</b>		<b>0.2031</b>	<b>0.2031</b>	<b>0.0000</b>	<b>2,431.0966</b>	<b>2,431.0966</b>	<b>0.0630</b>	<b>0.0443</b>	<b>2,446.1401</b>

## 7.0 Water Detail

### 7.1 Mitigation Measures Water

## 8.0 Waste Detail

### 8.1 Mitigation Measures Waste

## 9.0 Operational Offroad

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

## **Appendix B:**

CalEEMod Annual Emission Output

**KPC Promenade**  
**Riverside-South Coast County, Annual**

## 1.0 Project Characteristics

### 1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Medical Office Building	6.60	1000sqft	0.15	6,600.00	0
Other Non-Asphalt Surfaces	31.00	1000sqft	0.71	31,000.00	0
Parking Lot	8.10	Acre	8.10	352,836.00	0
Fast Food Restaurant with Drive Thru	7.80	1000sqft	0.18	7,800.00	0
Hotel	120.00	Room	4.00	174,240.00	0
Quality Restaurant	5.00	1000sqft	0.11	5,000.00	0
Congregate Care (Assisted Living)	114.00	Dwelling Unit	5.96	114,000.00	326
Convenience Market With Gas Pumps	16.00	Pump	0.05	2,258.80	0
Regional Shopping Center	6.30	1000sqft	0.14	6,300.00	0

### 1.2 Other Project Characteristics

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.4	<b>Precipitation Freq (Days)</b>	28
<b>Climate Zone</b>	10			<b>Operational Year</b>	2019
<b>Utility Company</b>	Southern California Edison				
<b>CO2 Intensity (lb/MW hr)</b>	630.89	<b>CH4 Intensity (lb/MW hr)</b>	0.029	<b>N2O Intensity (lb/MW hr)</b>	0.006

### 1.3 User Entered Comments & Non-Default Data

## Project Characteristics -

Land Use - Project site is 19.4 acres and consists of 6,300 SF of retail, 16-pump gas station w/ convenience store, 120 room hotel, 6,600 SF medical office, 7,800 SF of restaurant w/ drive-thru, 5,000 SF of quality restaurant, 114 DU of senior housing, 31,000SF retention basin and approx 8.1 acres of parking lot.

Construction Phase - Construction estimated to start in 2017 and last approximately 1.5 years. Buildout is 2019

Grading - Project has the potential to import up to 46,000 CY of material. Project site area is 19.4 Acres.

Architectural Coating - SCAQMD Rule 1113 limits VOC to 50g/L

Vehicle Trips - Trip gen from TIA. Weekday rates include: 5% intrl capt for senior adult housing (3.26/DU), 50% pass-by rdxn for gas station (81.375/pump), 52.5% pass-by rdxn including intrl capt for fast-food w/drive thru (235.64/TSF), 5% intrl capt for hotel (7.75/room), 4.9% intrl capt for medical office (42.87/TSF), 14.6% intrl capt for quality restaurant (76.8/TSF), 34% pass-by rdxn for shopping center (26.8/TSF)

Area Coating - SCAQMD Rule 1113 limits VOC to 50g/L

Woodstoves - Project will have no woodburning stoves or fireplaces

Construction Off-road Equipment Mitigation - Per SCAQMD Rule 403 - Fugitive Dust

Area Mitigation - SCAQMD Rule 1113 limits VOC to 50g/L

Energy Mitigation - 2013 Title 24 standards are at least 25% more efficient than 2008 Title 24 standards

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	50.00
tblArchitecturalCoating	EF_Residential_Exterior	100.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	250	50
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	250	50
tblAreaMitigation	UseLowVOCPaintResidentialExteriorValue	100	50
tblConstructionPhase	NumDays	20.00	60.00
tblConstructionPhase	NumDays	30.00	60.00
tblConstructionPhase	NumDays	20.00	60.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	96.90	114.00
tblFireplaces	NumberNoFireplace	11.40	0.00
tblFireplaces	NumberWood	5.70	0.00

tblGrading	AcresOfGrading	150.00	19.40
tblGrading	MaterialImported	0.00	46,000.00
tblLandUse	LotAcreage	7.13	5.96
tblProjectCharacteristics	OperationalYear	2014	2019
tblVehicleTrips	ST_TR	2.20	3.26
tblVehicleTrips	ST_TR	204.47	81.38
tblVehicleTrips	ST_TR	722.03	235.64
tblVehicleTrips	ST_TR	8.19	7.75
tblVehicleTrips	ST_TR	94.36	76.80
tblVehicleTrips	ST_TR	49.97	26.80
tblVehicleTrips	SU_TR	2.44	3.26
tblVehicleTrips	SU_TR	166.88	81.38
tblVehicleTrips	SU_TR	542.72	235.64
tblVehicleTrips	SU_TR	5.95	7.75
tblVehicleTrips	SU_TR	72.16	76.80
tblVehicleTrips	SU_TR	25.24	26.80
tblVehicleTrips	WD_TR	2.74	3.26
tblVehicleTrips	WD_TR	542.60	81.38
tblVehicleTrips	WD_TR	496.12	235.64
tblVehicleTrips	WD_TR	8.17	7.75
tblVehicleTrips	WD_TR	36.13	42.87
tblVehicleTrips	WD_TR	89.95	76.80
tblVehicleTrips	WD_TR	42.94	26.80
tblWoodstoves	NumberCatalytic	5.70	0.00
tblWoodstoves	NumberNoncatalytic	5.70	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

## 2.0 Emissions Summary

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## 2.1 Overall Construction

### Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017	0.7165	6.4719	6.3000	0.0130	0.6763	0.3086	0.9849	0.2308	0.2873	0.5181	0.0000	1,096.1747	1,096.1747	0.1273	0.0000	1,098.8485
2018	1.2114	2.2069	2.6351	5.5500e-003	0.2396	0.1161	0.3557	0.0643	0.1087	0.1730	0.0000	448.2780	448.2780	0.0563	0.0000	449.4598
<b>Total</b>	<b>1.9280</b>	<b>8.6789</b>	<b>8.9351</b>	<b>0.0185</b>	<b>0.9159</b>	<b>0.4247</b>	<b>1.3405</b>	<b>0.2951</b>	<b>0.3960</b>	<b>0.6911</b>	<b>0.0000</b>	<b>1,544.4526</b>	<b>1,544.4526</b>	<b>0.1836</b>	<b>0.0000</b>	<b>1,548.3084</b>

### Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017	0.7165	6.4719	6.3000	0.0130	0.5581	0.3086	0.8666	0.1693	0.2873	0.4566	0.0000	1,096.174 2	1,096.174 2	0.1273	0.0000	1,098.848 0
2018	1.2114	2.2069	2.6351	5.5500e-003	0.2396	0.1161	0.3557	0.0643	0.1087	0.1730	0.0000	448.2777	448.2777	0.0563	0.0000	449.4596
<b>Total</b>	<b>1.9280</b>	<b>8.6789</b>	<b>8.9351</b>	<b>0.0185</b>	<b>0.7976</b>	<b>0.4247</b>	<b>1.2223</b>	<b>0.2336</b>	<b>0.3960</b>	<b>0.6296</b>	<b>0.0000</b>	<b>1,544.451 9</b>	<b>1,544.451 9</b>	<b>0.1836</b>	<b>0.0000</b>	<b>1,548.307 6</b>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	12.91	0.00	8.82	20.85	0.00	8.90	0.00	0.00	0.00	0.00	0.00	0.00



## 2.2 Overall Operational

### Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	2.8393	0.0137	1.1842	6.0000e-005		8.3900e-003	8.3900e-003		8.3700e-003	8.3700e-003	0.0000	29.3010	29.3010	2.4200e-003	5.0000e-004	29.5075
Energy	0.0859	0.7765	0.6262	4.6800e-003		0.0593	0.0593		0.0593	0.0593	0.0000	2,325.505 4	2,325.505 4	0.0841	0.0296	2,336.452 2
Mobile	2.2590	4.9676	19.1511	0.0426	2.9064	0.0700	2.9764	0.7767	0.0645	0.8412	0.0000	3,092.188 4	3,092.188 4	0.1007	0.0000	3,094.303 3
Waste						0.0000	0.0000		0.0000	0.0000	69.4290	0.0000	69.4290	4.1031	0.0000	155.5949
Water						0.0000	0.0000		0.0000	0.0000	5.0186	77.4323	82.4509	0.5190	0.0129	97.3517
<b>Total</b>	<b>5.1842</b>	<b>5.7578</b>	<b>20.9615</b>	<b>0.0473</b>	<b>2.9064</b>	<b>0.1377</b>	<b>3.0441</b>	<b>0.7767</b>	<b>0.1322</b>	<b>0.9089</b>	<b>74.4476</b>	<b>5,524.427 2</b>	<b>5,598.874 8</b>	<b>4.8094</b>	<b>0.0430</b>	<b>5,713.209 5</b>

## 2.2 Overall Operational

### Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	2.6609	0.0137	1.1842	6.0000e-005		8.3900e-003	8.3900e-003		8.3700e-003	8.3700e-003	0.0000	29.3010	29.3010	2.4200e-003	5.0000e-004	29.5075
Energy	0.0692	0.6258	0.5052	3.7700e-003		0.0478	0.0478		0.0478	0.0478	0.0000	2,038.3248	2,038.3248	0.0753	0.0254	2,047.7893
Mobile	2.2590	4.9676	19.1511	0.0426	2.9064	0.0700	2.9764	0.7767	0.0645	0.8412	0.0000	3,092.1884	3,092.1884	0.1007	0.0000	3,094.3033
Waste						0.0000	0.0000		0.0000	0.0000	69.4290	0.0000	69.4290	4.1031	0.0000	155.5949
Water						0.0000	0.0000		0.0000	0.0000	5.0186	77.4323	82.4509	0.5189	0.0129	97.3437
<b>Total</b>	<b>4.9891</b>	<b>5.6071</b>	<b>20.8405</b>	<b>0.0464</b>	<b>2.9064</b>	<b>0.1262</b>	<b>3.0326</b>	<b>0.7767</b>	<b>0.1207</b>	<b>0.8973</b>	<b>74.4476</b>	<b>5,237.2465</b>	<b>5,311.6942</b>	<b>4.8005</b>	<b>0.0388</b>	<b>5,424.5386</b>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
<b>Percent Reduction</b>	<b>3.76</b>	<b>2.62</b>	<b>0.58</b>	<b>1.92</b>	<b>0.00</b>	<b>8.37</b>	<b>0.38</b>	<b>0.00</b>	<b>8.72</b>	<b>1.27</b>	<b>0.00</b>	<b>5.20</b>	<b>5.13</b>	<b>0.18</b>	<b>9.76</b>	<b>5.05</b>

## 3.0 Construction Detail

### Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Grading	Grading	1/1/2017	3/24/2017	5	60	
2	Building Construction	Building Construction	3/25/2017	5/18/2018	5	300	
3	Paving	Paving	5/19/2018	8/10/2018	5	60	
4	Architectural Coating	Architectural Coating	8/11/2018	11/2/2018	5	60	

**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 19.4**

**Acres of Paving: 0**

**Residential Indoor: 230,850; Residential Outdoor: 76,950; Non-Residential Indoor: 365,676; Non-Residential Outdoor: 121,892 (Architectural Coating – sqft)**

**OffRoad Equipment**

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

### Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Grading	8	20.00	0.00	5,750.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	327.00	108.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	65.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

### 3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

**3.2 Grading - 2017****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1939	0.0000	0.1939	0.1009	0.0000	0.1009	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1830	2.0878	1.4042	1.8500e-003		0.0995	0.0995		0.0916	0.0916	0.0000	171.8218	171.8218	0.0527	0.0000	172.9273
<b>Total</b>	<b>0.1830</b>	<b>2.0878</b>	<b>1.4042</b>	<b>1.8500e-003</b>	<b>0.1939</b>	<b>0.0995</b>	<b>0.2934</b>	<b>0.1009</b>	<b>0.0916</b>	<b>0.1924</b>	<b>0.0000</b>	<b>171.8218</b>	<b>171.8218</b>	<b>0.0527</b>	<b>0.0000</b>	<b>172.9273</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0414	0.7350	0.5268	2.0400e-003	0.0494	0.0128	0.0623	0.0136	0.0118	0.0254	0.0000	183.9342	183.9342	1.1600e-003	0.0000	183.9586
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.8400e-003	2.7000e-003	0.0272	7.0000e-005	6.5900e-003	4.0000e-005	6.6400e-003	1.7500e-003	4.0000e-005	1.7900e-003	0.0000	5.3725	5.3725	2.4000e-004	0.0000	5.3775
<b>Total</b>	<b>0.0433</b>	<b>0.7377</b>	<b>0.5540</b>	<b>2.1100e-003</b>	<b>0.0560</b>	<b>0.0129</b>	<b>0.0689</b>	<b>0.0153</b>	<b>0.0119</b>	<b>0.0272</b>	<b>0.0000</b>	<b>189.3067</b>	<b>189.3067</b>	<b>1.4000e-003</b>	<b>0.0000</b>	<b>189.3361</b>

### 3.2 Grading - 2017

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0756	0.0000	0.0756	0.0393	0.0000	0.0393	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1830	2.0878	1.4042	1.8500e-003		0.0995	0.0995		0.0916	0.0916	0.0000	171.8216	171.8216	0.0527	0.0000	172.9271
<b>Total</b>	<b>0.1830</b>	<b>2.0878</b>	<b>1.4042</b>	<b>1.8500e-003</b>	<b>0.0756</b>	<b>0.0995</b>	<b>0.1751</b>	<b>0.0393</b>	<b>0.0916</b>	<b>0.1309</b>	<b>0.0000</b>	<b>171.8216</b>	<b>171.8216</b>	<b>0.0527</b>	<b>0.0000</b>	<b>172.9271</b>

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0414	0.7350	0.5268	2.0400e-003	0.0494	0.0128	0.0623	0.0136	0.0118	0.0254	0.0000	183.9342	183.9342	1.1600e-003	0.0000	183.9586
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.8400e-003	2.7000e-003	0.0272	7.0000e-005	6.5900e-003	4.0000e-005	6.6400e-003	1.7500e-003	4.0000e-005	1.7900e-003	0.0000	5.3725	5.3725	2.4000e-004	0.0000	5.3775
<b>Total</b>	<b>0.0433</b>	<b>0.7377</b>	<b>0.5540</b>	<b>2.1100e-003</b>	<b>0.0560</b>	<b>0.0129</b>	<b>0.0689</b>	<b>0.0153</b>	<b>0.0119</b>	<b>0.0272</b>	<b>0.0000</b>	<b>189.3067</b>	<b>189.3067</b>	<b>1.4000e-003</b>	<b>0.0000</b>	<b>189.3361</b>

### 3.3 Building Construction - 2017

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.3102	2.6406	1.8129	2.6800e-003		0.1781	0.1781		0.1673	0.1673	0.0000	239.4791	239.4791	0.0589	0.0000	240.7169
<b>Total</b>	<b>0.3102</b>	<b>2.6406</b>	<b>1.8129</b>	<b>2.6800e-003</b>		<b>0.1781</b>	<b>0.1781</b>		<b>0.1673</b>	<b>0.1673</b>	<b>0.0000</b>	<b>239.4791</b>	<b>239.4791</b>	<b>0.0589</b>	<b>0.0000</b>	<b>240.7169</b>

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0798	0.8586	1.0465	2.2600e-003	0.0670	0.0158	0.0828	0.0192	0.0146	0.0337	0.0000	202.7664	202.7664	1.3200e-003	0.0000	202.7941
Worker	0.1002	0.1473	1.4824	4.0600e-003	0.3594	2.2200e-003	0.3616	0.0954	2.0500e-003	0.0975	0.0000	292.8007	292.8007	0.0130	0.0000	293.0742
<b>Total</b>	<b>0.1801</b>	<b>1.0059</b>	<b>2.5289</b>	<b>6.3200e-003</b>	<b>0.4264</b>	<b>0.0180</b>	<b>0.4445</b>	<b>0.1146</b>	<b>0.0166</b>	<b>0.1312</b>	<b>0.0000</b>	<b>495.5671</b>	<b>495.5671</b>	<b>0.0143</b>	<b>0.0000</b>	<b>495.8682</b>

### 3.3 Building Construction - 2017

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.3102	2.6406	1.8129	2.6800e-003		0.1781	0.1781		0.1673	0.1673	0.0000	239.4788	239.4788	0.0589	0.0000	240.7166
<b>Total</b>	<b>0.3102</b>	<b>2.6406</b>	<b>1.8129</b>	<b>2.6800e-003</b>		<b>0.1781</b>	<b>0.1781</b>		<b>0.1673</b>	<b>0.1673</b>	<b>0.0000</b>	<b>239.4788</b>	<b>239.4788</b>	<b>0.0589</b>	<b>0.0000</b>	<b>240.7166</b>

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0798	0.8586	1.0465	2.2600e-003	0.0670	0.0158	0.0828	0.0192	0.0146	0.0337	0.0000	202.7664	202.7664	1.3200e-003	0.0000	202.7941
Worker	0.1002	0.1473	1.4824	4.0600e-003	0.3594	2.2200e-003	0.3616	0.0954	2.0500e-003	0.0975	0.0000	292.8007	292.8007	0.0130	0.0000	293.0742
<b>Total</b>	<b>0.1801</b>	<b>1.0059</b>	<b>2.5289</b>	<b>6.3200e-003</b>	<b>0.4264</b>	<b>0.0180</b>	<b>0.4445</b>	<b>0.1146</b>	<b>0.0166</b>	<b>0.1312</b>	<b>0.0000</b>	<b>495.5671</b>	<b>495.5671</b>	<b>0.0143</b>	<b>0.0000</b>	<b>495.8682</b>



### 3.3 Building Construction - 2018

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1334	1.1630	0.8766	1.3400e-003		0.0747	0.0747		0.0702	0.0702	0.0000	118.3848	118.3848	0.0290	0.0000	118.9932
<b>Total</b>	<b>0.1334</b>	<b>1.1630</b>	<b>0.8766</b>	<b>1.3400e-003</b>		<b>0.0747</b>	<b>0.0747</b>		<b>0.0702</b>	<b>0.0702</b>	<b>0.0000</b>	<b>118.3848</b>	<b>118.3848</b>	<b>0.0290</b>	<b>0.0000</b>	<b>118.9932</b>

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0369	0.3925	0.5017	1.1300e-003	0.0335	7.4600e-003	0.0410	9.5900e-003	6.8600e-003	0.0165	0.0000	99.6181	99.6181	6.5000e-004	0.0000	99.6319
Worker	0.0450	0.0665	0.6682	2.0300e-003	0.1797	1.0900e-003	0.1808	0.0477	1.0100e-003	0.0487	0.0000	140.8358	140.8358	6.0200e-003	0.0000	140.9623
<b>Total</b>	<b>0.0819</b>	<b>0.4591</b>	<b>1.1699</b>	<b>3.1600e-003</b>	<b>0.2132</b>	<b>8.5500e-003</b>	<b>0.2218</b>	<b>0.0573</b>	<b>7.8700e-003</b>	<b>0.0652</b>	<b>0.0000</b>	<b>240.4540</b>	<b>240.4540</b>	<b>6.6700e-003</b>	<b>0.0000</b>	<b>240.5941</b>

### 3.3 Building Construction - 2018

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1334	1.1630	0.8766	1.3400e-003		0.0747	0.0747		0.0702	0.0702	0.0000	118.3847	118.3847	0.0290	0.0000	118.9931
<b>Total</b>	<b>0.1334</b>	<b>1.1630</b>	<b>0.8766</b>	<b>1.3400e-003</b>		<b>0.0747</b>	<b>0.0747</b>		<b>0.0702</b>	<b>0.0702</b>	<b>0.0000</b>	<b>118.3847</b>	<b>118.3847</b>	<b>0.0290</b>	<b>0.0000</b>	<b>118.9931</b>

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0369	0.3925	0.5017	1.1300e-003	0.0335	7.4600e-003	0.0410	9.5900e-003	6.8600e-003	0.0165	0.0000	99.6181	99.6181	6.5000e-004	0.0000	99.6319
Worker	0.0450	0.0665	0.6682	2.0300e-003	0.1797	1.0900e-003	0.1808	0.0477	1.0100e-003	0.0487	0.0000	140.8358	140.8358	6.0200e-003	0.0000	140.9623
<b>Total</b>	<b>0.0819</b>	<b>0.4591</b>	<b>1.1699</b>	<b>3.1600e-003</b>	<b>0.2132</b>	<b>8.5500e-003</b>	<b>0.2218</b>	<b>0.0573</b>	<b>7.8700e-003</b>	<b>0.0652</b>	<b>0.0000</b>	<b>240.4540</b>	<b>240.4540</b>	<b>6.6700e-003</b>	<b>0.0000</b>	<b>240.5941</b>

**3.4 Paving - 2018****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0483	0.5149	0.4348	6.7000e-004		0.0282	0.0282		0.0259	0.0259	0.0000	61.1062	61.1062	0.0190	0.0000	61.5057
Paving	0.0106					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0590</b>	<b>0.5149</b>	<b>0.4348</b>	<b>6.7000e-004</b>		<b>0.0282</b>	<b>0.0282</b>		<b>0.0259</b>	<b>0.0259</b>	<b>0.0000</b>	<b>61.1062</b>	<b>61.1062</b>	<b>0.0190</b>	<b>0.0000</b>	<b>61.5057</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2400e-003	1.8300e-003	0.0184	6.0000e-005	4.9500e-003	3.0000e-005	4.9800e-003	1.3100e-003	3.0000e-005	1.3400e-003	0.0000	3.8762	3.8762	1.7000e-004	0.0000	3.8797
<b>Total</b>	<b>1.2400e-003</b>	<b>1.8300e-003</b>	<b>0.0184</b>	<b>6.0000e-005</b>	<b>4.9500e-003</b>	<b>3.0000e-005</b>	<b>4.9800e-003</b>	<b>1.3100e-003</b>	<b>3.0000e-005</b>	<b>1.3400e-003</b>	<b>0.0000</b>	<b>3.8762</b>	<b>3.8762</b>	<b>1.7000e-004</b>	<b>0.0000</b>	<b>3.8797</b>

**3.4 Paving - 2018****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0483	0.5149	0.4348	6.7000e-004		0.0282	0.0282		0.0259	0.0259	0.0000	61.1062	61.1062	0.0190	0.0000	61.5056
Paving	0.0106					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0590</b>	<b>0.5149</b>	<b>0.4348</b>	<b>6.7000e-004</b>		<b>0.0282</b>	<b>0.0282</b>		<b>0.0259</b>	<b>0.0259</b>	<b>0.0000</b>	<b>61.1062</b>	<b>61.1062</b>	<b>0.0190</b>	<b>0.0000</b>	<b>61.5056</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2400e-003	1.8300e-003	0.0184	6.0000e-005	4.9500e-003	3.0000e-005	4.9800e-003	1.3100e-003	3.0000e-005	1.3400e-003	0.0000	3.8762	3.8762	1.7000e-004	0.0000	3.8797
<b>Total</b>	<b>1.2400e-003</b>	<b>1.8300e-003</b>	<b>0.0184</b>	<b>6.0000e-005</b>	<b>4.9500e-003</b>	<b>3.0000e-005</b>	<b>4.9800e-003</b>	<b>1.3100e-003</b>	<b>3.0000e-005</b>	<b>1.3400e-003</b>	<b>0.0000</b>	<b>3.8762</b>	<b>3.8762</b>	<b>1.7000e-004</b>	<b>0.0000</b>	<b>3.8797</b>

### 3.5 Architectural Coating - 2018

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.9216					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.9600e-003	0.0602	0.0556	9.0000e-005		4.5200e-003	4.5200e-003		4.5200e-003	4.5200e-003	0.0000	7.6598	7.6598	7.3000e-004	0.0000	7.6751
<b>Total</b>	<b>0.9306</b>	<b>0.0602</b>	<b>0.0556</b>	<b>9.0000e-005</b>		<b>4.5200e-003</b>	<b>4.5200e-003</b>		<b>4.5200e-003</b>	<b>4.5200e-003</b>	<b>0.0000</b>	<b>7.6598</b>	<b>7.6598</b>	<b>7.3000e-004</b>	<b>0.0000</b>	<b>7.6751</b>

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.3600e-003	7.9400e-003	0.0797	2.4000e-004	0.0214	1.3000e-004	0.0216	5.6900e-003	1.2000e-004	5.8100e-003	0.0000	16.7969	16.7969	7.2000e-004	0.0000	16.8120
<b>Total</b>	<b>5.3600e-003</b>	<b>7.9400e-003</b>	<b>0.0797</b>	<b>2.4000e-004</b>	<b>0.0214</b>	<b>1.3000e-004</b>	<b>0.0216</b>	<b>5.6900e-003</b>	<b>1.2000e-004</b>	<b>5.8100e-003</b>	<b>0.0000</b>	<b>16.7969</b>	<b>16.7969</b>	<b>7.2000e-004</b>	<b>0.0000</b>	<b>16.8120</b>

### 3.5 Architectural Coating - 2018

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.9216					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.9600e-003	0.0602	0.0556	9.0000e-005		4.5200e-003	4.5200e-003		4.5200e-003	4.5200e-003	0.0000	7.6598	7.6598	7.3000e-004	0.0000	7.6751
<b>Total</b>	<b>0.9306</b>	<b>0.0602</b>	<b>0.0556</b>	<b>9.0000e-005</b>		<b>4.5200e-003</b>	<b>4.5200e-003</b>		<b>4.5200e-003</b>	<b>4.5200e-003</b>	<b>0.0000</b>	<b>7.6598</b>	<b>7.6598</b>	<b>7.3000e-004</b>	<b>0.0000</b>	<b>7.6751</b>

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.3600e-003	7.9400e-003	0.0797	2.4000e-004	0.0214	1.3000e-004	0.0216	5.6900e-003	1.2000e-004	5.8100e-003	0.0000	16.7969	16.7969	7.2000e-004	0.0000	16.8120
<b>Total</b>	<b>5.3600e-003</b>	<b>7.9400e-003</b>	<b>0.0797</b>	<b>2.4000e-004</b>	<b>0.0214</b>	<b>1.3000e-004</b>	<b>0.0216</b>	<b>5.6900e-003</b>	<b>1.2000e-004</b>	<b>5.8100e-003</b>	<b>0.0000</b>	<b>16.7969</b>	<b>16.7969</b>	<b>7.2000e-004</b>	<b>0.0000</b>	<b>16.8120</b>

### 4.0 Operational Detail - Mobile

#### 4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Unmitigated	2.2590	4.9676	19.1511	0.0426	2.9064	0.0700	2.9764	0.7767	0.0645	0.8412	0.0000	3,092.188 <sub>4</sub>	3,092.188 <sub>4</sub>	0.1007	0.0000	3,094.303 <sub>3</sub>
Mitigated	2.2590	4.9676	19.1511	0.0426	2.9064	0.0700	2.9764	0.7767	0.0645	0.8412	0.0000	3,092.188 <sub>4</sub>	3,092.188 <sub>4</sub>	0.1007	0.0000	3,094.303 <sub>3</sub>

#### 4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Congregate Care (Assisted Living)	371.64	371.64	371.64	1,269,950	1,269,950
Convenience Market With Gas Pumps	1,302.08	1,302.08	1302.08	777,179	777,179
Fast Food Restaurant with Drive Thru	1,837.99	1,837.99	1837.99	1,934,280	1,934,280
Hotel	930.00	930.00	930.00	2,219,139	2,219,139
Medical Office Building	282.94	59.14	10.23	549,926	549,926
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Quality Restaurant	384.00	384.00	384.00	546,674	546,674
Regional Shopping Center	168.84	168.84	168.84	365,175	365,175
Total	5,277.49	5,053.69	5,004.78	7,662,323	7,662,323

#### 4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Congregate Care (Assisted	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Convenience Market With Gas	16.60	8.40	6.90	0.80	80.20	19.00	14	21	65
Fast Food Restaurant with Drive	16.60	8.40	6.90	2.20	78.80	19.00	29	21	50
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Medical Office Building	16.60	8.40	6.90	29.60	51.40	19.00	60	30	10
Other Non-Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.458330	0.068958	0.178065	0.171517	0.046392	0.007430	0.012605	0.044129	0.000917	0.001055	0.006495	0.000847	0.003260

## 5.0 Energy Detail

### 4.4 Fleet Mix

Historical Energy Use: N

## 5.1 Mitigation Measures Energy

Exceed Title 24



	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
NaturalGas Mitigated	0.0692	0.6258	0.5052	3.7700e-003		0.0478	0.0478		0.0478	0.0478	0.0000	684.7541	684.7541	0.0131	0.0126	688.9214
NaturalGas Unmitigated	0.0859	0.7765	0.6262	4.6800e-003		0.0593	0.0593		0.0593	0.0593	0.0000	849.7150	849.7150	0.0163	0.0156	854.8862
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	1,353.5708	1,353.5708	0.0622	0.0129	1,358.8680
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	1,475.7904	1,475.7904	0.0678	0.0140	1,481.5660

## 5.2 Energy by Land Use - NaturalGas

### Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Congregate Care (Assisted Living)	1.36729e+006	7.3700e-003	0.0630	0.0268	4.0000e-004		5.0900e-003	5.0900e-003		5.0900e-003	5.0900e-003	0.0000	72.9637	72.9637	1.4000e-003	1.3400e-003	73.4077
Convenience Market With Gas Pumps	5240.42	3.0000e-005	2.6000e-004	2.2000e-004	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.2797	0.2797	1.0000e-005	1.0000e-005	0.2814
Fast Food Restaurant with Drive Thru	2.16458e+006	0.0117	0.1061	0.0891	6.4000e-004		8.0600e-003	8.0600e-003		8.0600e-003	8.0600e-003	0.0000	115.5101	115.5101	2.2100e-003	2.1200e-003	116.2131
Hotel	1.09597e+007	0.0591	0.5372	0.4513	3.2200e-003		0.0408	0.0408		0.0408	0.0408	0.0000	584.8511	584.8511	0.0112	0.0107	588.4104
Medical Office Building	24090	1.3000e-004	1.1800e-003	9.9000e-004	1.0000e-005		9.0000e-005	9.0000e-005		9.0000e-005	9.0000e-005	0.0000	1.2855	1.2855	2.0000e-005	2.0000e-005	1.2934
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Quality Restaurant	1.38755e+006	7.4800e-003	0.0680	0.0571	4.1000e-004		5.1700e-003	5.1700e-003		5.1700e-003	5.1700e-003	0.0000	74.0450	74.0450	1.4200e-003	1.3600e-003	74.4956
Regional Shopping Center	14616	8.0000e-005	7.2000e-004	6.0000e-004	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	0.7800	0.7800	1.0000e-005	1.0000e-005	0.7847
<b>Total</b>		<b>0.0859</b>	<b>0.7765</b>	<b>0.6262</b>	<b>4.6800e-003</b>		<b>0.0593</b>	<b>0.0593</b>		<b>0.0593</b>	<b>0.0593</b>	<b>0.0000</b>	<b>849.7150</b>	<b>849.7150</b>	<b>0.0163</b>	<b>0.0156</b>	<b>854.8862</b>

## 5.2 Energy by Land Use - NaturalGas

### Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Convenience Market With Gas Pumps	4099.72	2.0000e-005	2.0000e-004	1.7000e-004	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.2188	0.2188	0.0000	0.0000	0.2201
Fast Food Restaurant with Drive Thru	2.00519e+006	0.0108	0.0983	0.0826	5.9000e-004		7.4700e-003	7.4700e-003		7.4700e-003	7.4700e-003	0.0000	107.0043	107.0043	2.0500e-003	1.9600e-003	107.6555
Hotel	8.43147e+006	0.0455	0.4133	0.3472	2.4800e-003		0.0314	0.0314		0.0314	0.0314	0.0000	449.9355	449.9355	8.6200e-003	8.2500e-003	452.6738
Medical Office Building	18067.5	1.0000e-004	8.9000e-004	7.4000e-004	1.0000e-005		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005	0.0000	0.9642	0.9642	2.0000e-005	2.0000e-005	0.9700
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Quality Restaurant	1.28538e+006	6.9300e-003	0.0630	0.0529	3.8000e-004		4.7900e-003	4.7900e-003		4.7900e-003	4.7900e-003	0.0000	68.5925	68.5925	1.3100e-003	1.2600e-003	69.0100
Regional Shopping Center	11434.5	6.0000e-005	5.6000e-004	4.7000e-004	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.6102	0.6102	1.0000e-005	1.0000e-005	0.6139
Congregate Care (Assisted Living)	1.07617e+006	5.8000e-003	0.0496	0.0211	3.2000e-004		4.0100e-003	4.0100e-003		4.0100e-003	4.0100e-003	0.0000	57.4286	57.4286	1.1000e-003	1.0500e-003	57.7781
<b>Total</b>		<b>0.0692</b>	<b>0.6259</b>	<b>0.5052</b>	<b>3.7800e-003</b>		<b>0.0478</b>	<b>0.0478</b>		<b>0.0478</b>	<b>0.0478</b>	<b>0.0000</b>	<b>684.7541</b>	<b>684.7541</b>	<b>0.0131</b>	<b>0.0126</b>	<b>688.9214</b>

### 5.3 Energy by Land Use - Electricity

#### Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Congregate Care (Assisted Living)	439452	125.7565	5.7800e-003	1.2000e-003	126.2487
Convenience Market With Gas Pumps	35372.8	10.1225	4.7000e-004	1.0000e-004	10.1621
Fast Food Restaurant with Drive Thru	408720	116.9621	5.3800e-003	1.1100e-003	117.4199
Hotel	3.53184e+006	1,010.6970	0.0465	9.6100e-003	1,014.6524
Medical Office Building	70554	20.1902	9.3000e-004	1.9000e-004	20.2692
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	310496	88.8536	4.0800e-003	8.5000e-004	89.2013
Quality Restaurant	262000	74.9757	3.4500e-003	7.1000e-004	75.2691
Regional Shopping Center	98658	28.2327	1.3000e-003	2.7000e-004	28.3431
<b>Total</b>		<b>1,475.7904</b>	<b>0.0679</b>	<b>0.0140</b>	<b>1,481.5659</b>

### 5.3 Energy by Land Use - Electricity

#### Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Congregate Care (Assisted Living)	423505	121.1931	5.5700e-003	1.1500e-003	121.6674
Convenience Market With Gas Pumps	32210.5	9.2176	4.2000e-004	9.0000e-005	9.2537
Fast Food Restaurant with Drive Thru	379217	108.5192	4.9900e-003	1.0300e-003	108.9439
Hotel	3.18729e+006	912.0955	0.0419	8.6700e-003	915.6650
Medical Office Building	64366.5	18.4196	8.5000e-004	1.8000e-004	18.4917
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	310496	88.8536	4.0800e-003	8.5000e-004	89.2013
Quality Restaurant	243088	69.5636	3.2000e-003	6.6000e-004	69.8358
Regional Shopping Center	89838	25.7087	1.1800e-003	2.4000e-004	25.8093
<b>Total</b>		<b>1,353.5707</b>	<b>0.0622</b>	<b>0.0129</b>	<b>1,358.8680</b>

### 6.0 Area Detail

#### 6.1 Mitigation Measures Area

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Unmitigated	2.8393	0.0137	1.1842	6.0000e-005		8.3900e-003	8.3900e-003		8.3700e-003	8.3700e-003	0.0000	29.3010	29.3010	2.4200e-003	5.0000e-004	29.5075
Mitigated	2.6609	0.0137	1.1842	6.0000e-005		8.3900e-003	8.3900e-003		8.3700e-003	8.3700e-003	0.0000	29.3010	29.3010	2.4200e-003	5.0000e-004	29.5075

## 6.2 Area by SubCategory

### Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.2706					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.5296					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	2.7700e-003	0.0000	1.5000e-004	0.0000		1.9100e-003	1.9100e-003		1.8900e-003	1.8900e-003	0.0000	27.3756	27.3756	5.2000e-004	5.0000e-004	27.5422
Landscaping	0.0364	0.0137	1.1841	6.0000e-005		6.4800e-003	6.4800e-003		6.4800e-003	6.4800e-003	0.0000	1.9254	1.9254	1.9000e-003	0.0000	1.9652
<b>Total</b>	<b>2.8393</b>	<b>0.0137</b>	<b>1.1842</b>	<b>6.0000e-005</b>		<b>8.3900e-003</b>	<b>8.3900e-003</b>		<b>8.3700e-003</b>	<b>8.3700e-003</b>	<b>0.0000</b>	<b>29.3010</b>	<b>29.3010</b>	<b>2.4200e-003</b>	<b>5.0000e-004</b>	<b>29.5075</b>

## 6.2 Area by SubCategory

### Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0922					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.5296					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	2.7700e-003	0.0000	1.5000e-004	0.0000		1.9100e-003	1.9100e-003		1.8900e-003	1.8900e-003	0.0000	27.3756	27.3756	5.2000e-004	5.0000e-004	27.5422
Landscaping	0.0364	0.0137	1.1841	6.0000e-005		6.4800e-003	6.4800e-003		6.4800e-003	6.4800e-003	0.0000	1.9254	1.9254	1.9000e-003	0.0000	1.9652
<b>Total</b>	<b>2.6609</b>	<b>0.0137</b>	<b>1.1842</b>	<b>6.0000e-005</b>		<b>8.3900e-003</b>	<b>8.3900e-003</b>		<b>8.3700e-003</b>	<b>8.3700e-003</b>	<b>0.0000</b>	<b>29.3010</b>	<b>29.3010</b>	<b>2.4200e-003</b>	<b>5.0000e-004</b>	<b>29.5075</b>

## 7.0 Water Detail

### 7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Unmitigated	82.4509	0.5190	0.0129	97.3517
Mitigated	82.4509	0.5189	0.0129	97.3437

## 7.2 Water by Land Use

### Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Congregate Care (Assisted Living)	7.42756 / 4.68259	44.9203	0.2440	6.1200e-003	51.9410
Convenience Market With Gas Pumps	0.167315 / 0.102548	1.0026	5.5000e-003	1.4000e-004	1.1607
Fast Food Restaurant with Drive Thru	2.36756 / 0.151121	10.0535	0.0776	1.9100e-003	12.2747
Hotel	3.04401 / 0.338224	13.3836	0.0998	2.4600e-003	16.2412
Medical Office Building	0.828172 / 0.157747	3.8502	0.0272	6.7000e-004	4.6285
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Quality Restaurant	1.51767 / 0.0968725	6.4446	0.0497	1.2200e-003	7.8684
Regional Shopping Center	0.466657 / 0.286016	2.7962	0.0153	3.8000e-004	3.2372
<b>Total</b>		<b>82.4509</b>	<b>0.5190</b>	<b>0.0129</b>	<b>97.3517</b>



## 7.2 Water by Land Use

### Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Congregate Care (Assisted Living)	7.42756 / 4.68259	44.9203	0.2439	6.1100e-003	51.9372
Convenience Market With Gas Pumps	0.167315 / 0.102548	1.0026	5.4900e-003	1.4000e-004	1.1606
Fast Food Restaurant with Drive Thru	2.36756 / 0.151121	10.0535	0.0776	1.9100e-003	12.2735
Hotel	3.04401 / 0.338224	13.3836	0.0997	2.4600e-003	16.2397
Medical Office Building	0.828172 / 0.157747	3.8502	0.0272	6.7000e-004	4.6280
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Quality Restaurant	1.51767 / 0.0968725	6.4446	0.0497	1.2200e-003	7.8677
Regional Shopping Center	0.466657 / 0.286016	2.7962	0.0153	3.8000e-004	3.2370
<b>Total</b>		<b>82.4509</b>	<b>0.5189</b>	<b>0.0129</b>	<b>97.3437</b>

## 8.0 Waste Detail

### 8.1 Mitigation Measures Waste

**Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	69.4290	4.1031	0.0000	155.5949
Unmitigated	69.4290	4.1031	0.0000	155.5949

## 8.2 Waste by Land Use

### Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Congregate Care (Assisted Living)	104.02	21.1151	1.2479	0.0000	47.3203
Fast Food Restaurant with Drive Thru	89.85	18.2387	1.0779	0.0000	40.8742
Hotel	65.7	13.3365	0.7882	0.0000	29.8880
Medical Office Building	71.28	14.4692	0.8551	0.0000	32.4264
Other Non- Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Quality Restaurant	4.56	0.9256	0.0547	0.0000	2.0744
Regional Shopping Center	6.62	1.3438	0.0794	0.0000	3.0115
<b>Total</b>		<b>69.4290</b>	<b>4.1031</b>	<b>0.0000</b>	<b>155.5949</b>

## 8.2 Waste by Land Use

### Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Congregate Care (Assisted Living)	104.02	21.1151	1.2479	0.0000	47.3203
Fast Food Restaurant with Drive Thru	89.85	18.2387	1.0779	0.0000	40.8742
Hotel	65.7	13.3365	0.7882	0.0000	29.8880
Medical Office Building	71.28	14.4692	0.8551	0.0000	32.4264
Other Non- Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Quality Restaurant	4.56	0.9256	0.0547	0.0000	2.0744
Regional Shopping Center	6.62	1.3438	0.0794	0.0000	3.0115
<b>Total</b>		<b>69.4290</b>	<b>4.1031</b>	<b>0.0000</b>	<b>155.5949</b>

## 9.0 Operational Offroad

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

**KPC Promenade - 2010**  
**Riverside-South Coast County, Annual**

## 1.0 Project Characteristics

### 1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Medical Office Building	6.60	1000sqft	0.15	6,600.00	0
Other Non-Asphalt Surfaces	31.00	1000sqft	0.71	31,000.00	0
Parking Lot	8.10	Acre	8.10	352,836.00	0
Fast Food Restaurant with Drive Thru	7.80	1000sqft	0.18	7,800.00	0
Hotel	120.00	Room	4.00	174,240.00	0
Quality Restaurant	5.00	1000sqft	0.11	5,000.00	0
Congregate Care (Assisted Living)	114.00	Dwelling Unit	5.96	114,000.00	326
Convenience Market With Gas Pumps	16.00	Pump	0.05	2,258.80	0
Regional Shopping Center	6.30	1000sqft	0.14	6,300.00	0

### 1.2 Other Project Characteristics

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.4	<b>Precipitation Freq (Days)</b>	28
<b>Climate Zone</b>	10			<b>Operational Year</b>	2010
<b>Utility Company</b>	Southern California Edison				
<b>CO2 Intensity (lb/MW hr)</b>	630.89	<b>CH4 Intensity (lb/MW hr)</b>	0.029	<b>N2O Intensity (lb/MW hr)</b>	0.006

### 1.3 User Entered Comments & Non-Default Data

#### Project Characteristics -

Land Use - Project site is 19.4 acres and consists of 6,300 SF of retail, 16-pump gas station w/ convenience store, 120 room hotel, 6,600 SF medical office, 7,800 SF of restaurant w/ drive-thru, 5,000 SF of quality restaurant, 114 DU of senior housing, 31,000SF retention basin and approx 8.1 acres of parking lot.

Construction Phase - Construction estimated to start in 2017 and last approximately 1.5 years. Buildout is 2019

Grading - Project has the potential to import up to 46,000 CY of material. Project site area is 19.4 Acres.

Architectural Coating - SCAQMD Rule 1113 limits VOC to 50g/L

Vehicle Trips - Trip gen from TIA. Weekday rates include: 5% intrl capt for senior adult housing (3.26/DU), 50% pass-by rdxn for gas station (81.375/pump), 52.5% pass-by rdxn including intrl capt for fast-food w/drive thru (235.64/TSF), 5% intrl capt for hotel (7.75/room), 4.9% intrl capt for medical office

Area Coating - SCAQMD Rule 1113 limits VOC to 50g/L

Woodstoves - Project will have no woodburning stoves or fireplaces

Construction Off-road Equipment Mitigation - Per SCAQMD Rule 403 - Fugitive Dust

Area Mitigation - SCAQMD Rule 1113 limits VOC to 50g/L

Energy Mitigation - 2013 Title 24 standards are at least 25% more efficient than 2008 Title 24 standards

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	50.00
tblArchitecturalCoating	EF_Residential_Exterior	100.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	250	50
tblAreaMitigation	UseLowVOCPaintNonresidentialInterior	250	50
tblAreaMitigation	UseLowVOCPaintResidentialExteriorValue	100	50
tblConstructionPhase	NumDays	20.00	60.00
tblConstructionPhase	NumDays	30.00	60.00
tblConstructionPhase	NumDays	20.00	60.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	96.90	114.00
tblFireplaces	NumberNoFireplace	11.40	0.00
tblFireplaces	NumberWood	5.70	0.00
tblGrading	AcresOfGrading	150.00	19.40

tblGrading	MaterialImported	0.00	46,000.00
tblLandUse	LotAcreage	7.13	5.96
tblProjectCharacteristics	OperationalYear	2014	2010
tblVehicleTrips	ST_TR	2.20	3.26
tblVehicleTrips	ST_TR	204.47	81.38
tblVehicleTrips	ST_TR	722.03	235.64
tblVehicleTrips	ST_TR	8.19	7.75
tblVehicleTrips	ST_TR	94.36	76.80
tblVehicleTrips	ST_TR	49.97	26.80
tblVehicleTrips	SU_TR	2.44	3.26
tblVehicleTrips	SU_TR	166.88	81.38
tblVehicleTrips	SU_TR	542.72	235.64
tblVehicleTrips	SU_TR	5.95	7.75
tblVehicleTrips	SU_TR	72.16	76.80
tblVehicleTrips	SU_TR	25.24	26.80
tblVehicleTrips	WD_TR	2.74	3.26
tblVehicleTrips	WD_TR	542.60	81.38
tblVehicleTrips	WD_TR	496.12	235.64
tblVehicleTrips	WD_TR	8.17	7.75
tblVehicleTrips	WD_TR	36.13	42.87
tblVehicleTrips	WD_TR	89.95	76.80
tblVehicleTrips	WD_TR	42.94	26.80
tblWoodstoves	NumberCatalytic	5.70	0.00
tblWoodstoves	NumberNoncatalytic	5.70	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

## 2.0 Emissions Summary

### 2.2 Overall Operational

#### Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	2.8481	0.0150	1.2541	6.0000e-005		8.1100e-003	8.1100e-003		8.0900e-003	8.0900e-003	0.0000	29.3010	29.3010	2.8800e-003	5.0000e-004	29.5171
Energy	0.0859	0.7765	0.6262	4.6800e-003		0.0593	0.0593		0.0593	0.0593	0.0000	2,325.5054	2,325.5054	0.0841	0.0296	2,336.4522
Mobile	4.8124	9.9720	40.0468	0.0418	2.9028	0.2249	3.1277	0.7755	0.2063	0.9818	0.0000	3,754.2262	3,754.2262	0.2252	0.0000	3,758.9556
Waste						0.0000	0.0000		0.0000	0.0000	69.4290	0.0000	69.4290	4.1031	0.0000	155.5949
Water						0.0000	0.0000		0.0000	0.0000	5.0186	77.4323	82.4509	0.5190	0.0129	97.3517
Total	7.7464	10.7635	41.9271	0.0465	2.9028	0.2923	3.1951	0.7755	0.2737	1.0492	74.4476	6,186.4650	6,260.9126	4.9344	0.0430	6,377.8715

#### Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	2.6697	0.0150	1.2541	6.0000e-005		8.1100e-003	8.1100e-003		8.0900e-003	8.0900e-003	0.0000	29.3010	29.3010	2.8800e-003	5.0000e-004	29.5171
Energy	0.0692	0.6258	0.5052	3.7700e-003		0.0478	0.0478		0.0478	0.0478	0.0000	2,038.3248	2,038.3248	0.0753	0.0254	2,047.7893
Mobile	4.8124	9.9720	40.0468	0.0418	2.9028	0.2249	3.1277	0.7755	0.2063	0.9818	0.0000	3,754.2262	3,754.2262	0.2252	0.0000	3,758.9556
Waste						0.0000	0.0000		0.0000	0.0000	69.4290	0.0000	69.4290	4.1031	0.0000	155.5949
Water						0.0000	0.0000		0.0000	0.0000	5.0186	77.4323	82.4509	0.5189	0.0129	97.3437
Total	7.5513	10.6128	41.8061	0.0456	2.9028	0.2808	3.1836	0.7755	0.2622	1.0377	74.4476	5,899.2844	5,973.7320	4.9255	0.0388	6,089.2006



	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	2.52	1.40	0.29	1.96	0.00	3.94	0.36	0.00	4.21	1.10	0.00	4.64	4.59	0.18	9.76	4.53

## 4.0 Operational Detail - Mobile

### 4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Unmitigated	4.8124	9.9720	40.0468	0.0418	2.9028	0.2249	3.1277	0.7755	0.2063	0.9818	0.0000	3,754.2262	3,754.2262	0.2252	0.0000	3,758.9556
Mitigated	4.8124	9.9720	40.0468	0.0418	2.9028	0.2249	3.1277	0.7755	0.2063	0.9818	0.0000	3,754.2262	3,754.2262	0.2252	0.0000	3,758.9556

### 4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Congregate Care (Assisted Living)	371.64	371.64	371.64	1,269,950	1,269,950
Convenience Market With Gas Pumps	1,302.08	1,302.08	1302.08	777,179	777,179
Fast Food Restaurant with Drive Thru	1,837.99	1,837.99	1837.99	1,934,280	1,934,280
Hotel	930.00	930.00	930.00	2,219,139	2,219,139
Medical Office Building	282.94	59.14	10.23	549,926	549,926
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Quality Restaurant	384.00	384.00	384.00	546,674	546,674
Regional Shopping Center	168.84	168.84	168.84	365,175	365,175
Total	5,277.49	5,053.69	5,004.78	7,662,323	7,662,323

### 4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Congregate Care (Assisted	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Convenience Market With Gas	16.60	8.40	6.90	0.80	80.20	19.00	14	21	65

Fast Food Restaurant with Drive Thru	16.60	8.40	6.90	2.20	78.80	19.00	29	21	50
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Medical Office Building	16.60	8.40	6.90	29.60	51.40	19.00	60	30	10
Other Non-Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.474432	0.069206	0.171278	0.172385	0.046184	0.007940	0.011579	0.034388	0.001128	0.001133	0.006100	0.000973	0.003274

## 5.0 Energy Detail

### 4.4 Fleet Mix

Historical Energy Use: N

### 5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
NaturalGas Mitigated	0.0692	0.6258	0.5052	3.7700e-003		0.0478	0.0478		0.0478	0.0478	0.0000	684.7541	684.7541	0.0131	0.0126	688.9214
NaturalGas Unmitigated	0.0859	0.7765	0.6262	4.6800e-003		0.0593	0.0593		0.0593	0.0593	0.0000	849.7150	849.7150	0.0163	0.0156	854.8862
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	1,353.5708	1,353.5708	0.0622	0.0129	1,358.8680
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	1,475.7904	1,475.7904	0.0678	0.0140	1,481.5660

### 5.2 Energy by Land Use - NaturalGas

#### Unmitigated



Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Quality Restaurant	1.28538e+006	6.9300e-003	0.0630	0.0529	3.8000e-004		4.7900e-003	4.7900e-003		4.7900e-003	4.7900e-003	0.0000	68.5925	68.5925	1.3100e-003	1.2600e-003	69.0100
Regional Shopping Center	11434.5	6.0000e-005	5.6000e-004	4.7000e-004	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.6102	0.6102	1.0000e-005	1.0000e-005	0.6139
Congregate Care (Assisted Living)	1.07617e+006	5.8000e-003	0.0496	0.0211	3.2000e-004		4.0100e-003	4.0100e-003		4.0100e-003	4.0100e-003	0.0000	57.4286	57.4286	1.1000e-003	1.0500e-003	57.7781
<b>Total</b>		<b>0.0692</b>	<b>0.6259</b>	<b>0.5052</b>	<b>3.7800e-003</b>		<b>0.0478</b>	<b>0.0478</b>		<b>0.0478</b>	<b>0.0478</b>	<b>0.0000</b>	<b>684.7541</b>	<b>684.7541</b>	<b>0.0131</b>	<b>0.0126</b>	<b>688.9214</b>

### 5.3 Energy by Land Use - Electricity

#### Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Congregate Care (Assisted Living)	439452	125.7565	5.7800e-003	1.2000e-003	126.2487
Convenience Market With Gas Pump	35372.8	10.1225	4.7000e-004	1.0000e-004	10.1621
Fast Food Restaurant with Drive Thru	408720	116.9621	5.3800e-003	1.1100e-003	117.4199
Hotel	3.53184e+006	1,010.6970	0.0465	9.6100e-003	1,014.6524
Medical Office Building	70554	20.1902	9.3000e-004	1.9000e-004	20.2692
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	310496	88.8536	4.0800e-003	8.5000e-004	89.2013
Quality Restaurant	262000	74.9757	3.4500e-003	7.1000e-004	75.2691
Regional Shopping Center	98658	28.2327	1.3000e-003	2.7000e-004	28.3431
<b>Total</b>		<b>1,475.7904</b>	<b>0.0679</b>	<b>0.0140</b>	<b>1,481.5659</b>

#### Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Congregate Care (Assisted Living)	423505	121.1931	5.5700e-003	1.1500e-003	121.6674
Convenience Market With Gas	32210.5	9.2176	4.2000e-004	9.0000e-005	9.2537
Fast Food Restaurant with Drive Thru	379217	108.5192	4.9900e-003	1.0300e-003	108.9439
Hotel	3.18729e+006	912.0955	0.0419	8.6700e-003	915.6650
Medical Office Building	64366.5	18.4196	8.5000e-004	1.8000e-004	18.4917
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	310496	88.8536	4.0800e-003	8.5000e-004	89.2013
Quality Restaurant	243088	69.5636	3.2000e-003	6.6000e-004	69.8358
Regional Shopping Center	89838	25.7087	1.1800e-003	2.4000e-004	25.8093
<b>Total</b>		<b>1,353.5707</b>	<b>0.0622</b>	<b>0.0129</b>	<b>1,358.8680</b>

6.0 Area Detail

6.1 Mitigation Measures Area

- Use Low VOC Paint - Residential Exterior
- Use Low VOC Paint - Non-Residential Interior
- Use Low VOC Paint - Non-Residential Exterior

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Unmitigated	2.8481	0.0150	1.2541	6.0000e-005		8.1100e-003	8.1100e-003		8.0900e-003	8.0900e-003	0.0000	29.3010	29.3010	2.8800e-003	5.0000e-004	29.5171
Mitigated	2.6697	0.0150	1.2541	6.0000e-005		8.1100e-003	8.1100e-003		8.0900e-003	8.0900e-003	0.0000	29.3010	29.3010	2.8800e-003	5.0000e-004	29.5171

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.2706					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.5296					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	2.7700e-003	0.0000	1.5000e-004	0.0000		1.9100e-003	1.9100e-003		1.8900e-003	1.8900e-003	0.0000	27.3756	27.3756	5.2000e-004	5.0000e-004	27.5422
Landscaping	0.0452	0.0150	1.2540	6.0000e-005		6.2000e-003	6.2000e-003		6.2000e-003	6.2000e-003	0.0000	1.9254	1.9254	2.3600e-003	0.0000	1.9749
Total	2.8481	0.0150	1.2541	6.0000e-005		8.1100e-003	8.1100e-003		8.0900e-003	8.0900e-003	0.0000	29.3010	29.3010	2.8800e-003	5.0000e-004	29.5171

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0922					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.5296					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	2.7700e-003	0.0000	1.5000e-004	0.0000		1.9100e-003	1.9100e-003		1.8900e-003	1.8900e-003	0.0000	27.3756	27.3756	5.2000e-004	5.0000e-004	27.5422
Landscaping	0.0452	0.0150	1.2540	6.0000e-005		6.2000e-003	6.2000e-003		6.2000e-003	6.2000e-003	0.0000	1.9254	1.9254	2.3600e-003	0.0000	1.9749
Total	2.6697	0.0150	1.2541	6.0000e-005		8.1100e-003	8.1100e-003		8.0900e-003	8.0900e-003	0.0000	29.3010	29.3010	2.8800e-003	5.0000e-004	29.5171

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Unmitigated	82.4509	0.5190	0.0129	97.3517
Mitigated	82.4509	0.5189	0.0129	97.3437

### 7.2 Water by Land Use

#### Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Congregate Care (Assisted Living)	7.42756 / 4.68259	44.9203	0.2440	6.1200e-003	51.9410
Convenience Market With Gas Burns	0.167315 / 0.102548	1.0026	5.5000e-003	1.4000e-004	1.1607
Fast Food Restaurant with Drive Thru	2.36756 / 0.151121	10.0535	0.0776	1.9100e-003	12.2747
Hotel	3.04401 / 0.338224	13.3836	0.0998	2.4600e-003	16.2412
Medical Office Building	0.828172 / 0.157747	3.8502	0.0272	6.7000e-004	4.6285
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Quality Restaurant	1.51767 / 0.0968725	6.4446	0.0497	1.2200e-003	7.8684
Regional Shopping Center	0.466657 / 0.286016	2.7962	0.0153	3.8000e-004	3.2372
Total		82.4509	0.5190	0.0129	97.3517

Mitigated

	Indoor/Out door Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Congregate Care (Assisted Living)	7.42756 / 4.68259	44.9203	0.2439	6.1100e- 003	51.9372
Convenience Market With Gas	0.167315 / 0.102548	1.0026	5.4900e- 003	1.4000e- 004	1.1606
Fast Food Restaurant with Drive Thru	2.36756 / 0.151121	10.0535	0.0776	1.9100e- 003	12.2735
Hotel	3.04401 / 0.338224	13.3836	0.0997	2.4600e- 003	16.2397
Medical Office Building	0.828172 / 0.157747	3.8502	0.0272	6.7000e- 004	4.6280
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Quality Restaurant	1.51767 / 0.0968725	6.4446	0.0497	1.2200e- 003	7.8677
Regional Shopping Center	0.466657 / 0.286016	2.7962	0.0153	3.8000e- 004	3.2370
Total		82.4509	0.5189	0.0129	97.3437

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	69.4290	4.1031	0.0000	155.5949
Unmitigated	69.4290	4.1031	0.0000	155.5949



8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Congregate Care (Assisted Living)	104.02	21.1151	1.2479	0.0000	47.3203
Fast Food Restaurant with Drive Thru	89.85	18.2387	1.0779	0.0000	40.8742
Hotel	65.7	13.3365	0.7882	0.0000	29.8880
Medical Office Building	71.28	14.4692	0.8551	0.0000	32.4264
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Quality Restaurant	4.56	0.9256	0.0547	0.0000	2.0744
Regional Shopping Center	6.62	1.3438	0.0794	0.0000	3.0115
Total		69.4290	4.1031	0.0000	155.5949

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Congregate Care (Assisted Living)	104.02	21.1151	1.2479	0.0000	47.3203

Fast Food Restaurant with Drive Thru	89.85	18.2387	1.0779	0.0000	40.8742
Hotel	65.7	13.3365	0.7882	0.0000	29.8880
Medical Office Building	71.28	14.4692	0.8551	0.0000	32.4264
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Quality Restaurant	4.56	0.9256	0.0547	0.0000	2.0744
Regional Shopping Center	6.62	1.3438	0.0794	0.0000	3.0115
Total		69.4290	4.1031	0.0000	155.5949

9.0 Operational Offroad

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

**KPC Promenade - 2020**  
**Riverside-South Coast County, Annual**

## 1.0 Project Characteristics

### 1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Medical Office Building	6.60	1000sqft	0.15	6,600.00	0
Other Non-Asphalt Surfaces	31.00	1000sqft	0.71	31,000.00	0
Parking Lot	8.10	Acre	8.10	352,836.00	0
Fast Food Restaurant with Drive Thru	7.80	1000sqft	0.18	7,800.00	0
Hotel	120.00	Room	4.00	174,240.00	0
Quality Restaurant	5.00	1000sqft	0.11	5,000.00	0
Congregate Care (Assisted Living)	114.00	Dwelling Unit	5.96	114,000.00	326
Convenience Market With Gas Pumps	16.00	Pump	0.05	2,258.80	0
Regional Shopping Center	6.30	1000sqft	0.14	6,300.00	0

### 1.2 Other Project Characteristics

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.4	<b>Precipitation Freq (Days)</b>	28
<b>Climate Zone</b>	10			<b>Operational Year</b>	2020
<b>Utility Company</b>	Southern California Edison				
<b>CO2 Intensity (lb/MW hr)</b>	630.89	<b>CH4 Intensity (lb/MW hr)</b>	0.029	<b>N2O Intensity (lb/MW hr)</b>	0.006

### 1.3 User Entered Comments & Non-Default Data

#### Project Characteristics -

Land Use - Project site is 19.4 acres and consists of 6,300 SF of retail, 16-pump gas station w/ convenience store, 120 room hotel, 6,600 SF medical office, 7,800 SF of restaurant w/ drive-thru, 5,000 SF of quality restaurant, 114 DU of senior housing, 31,000SF retention basin and approx 8.1 acres of parking lot.

Construction Phase - Construction estimated to start in 2017 and last approximately 1.5 years. Buildout is 2019

Grading - Project has the potential to import up to 46,000 CY of material. Project site area is 19.4 Acres.

Architectural Coating - SCAQMD Rule 1113 limits VOC to 50g/L

Vehicle Trips - Trip gen from TIA. Weekday rates include: 5% intrl capt for senior adult housing (3.26/DU), 50% pass-by rdxn for gas station (81.375/pump), 52.5% pass-by rdxn including intrl capt for fast-food w/drive thru (235.64/TSF), 5% intrl capt for hotel (7.75/room), 4.9% intrl capt for medical office (42.87/TSF), 14.6% intrl capt for quality restaurant (76.8/TSF), 34% pass-by rdxn for shopping center (26.8/TSF)

Area Coating - SCAQMD Rule 1113 limits VOC to 50g/L

Woodstoves - Project will have no woodburning stoves or fireplaces

Construction Off-road Equipment Mitigation - Per SCAQMD Rule 403 - Fugitive Dust

Area Mitigation - SCAQMD Rule 1113 limits VOC to 50g/L

Energy Mitigation - 2013 Title 24 standards are at least 25% more efficient than 2008 Title 24 standards

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	50.00
tblArchitecturalCoating	EF_Residential_Exterior	100.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	250	50
tblAreaMitigation	UseLowVOCPaintNonresidentialInterior	250	50
tblAreaMitigation	UseLowVOCPaintResidentialExteriorValue	100	50
tblConstructionPhase	NumDays	20.00	60.00
tblConstructionPhase	NumDays	30.00	60.00
tblConstructionPhase	NumDays	20.00	60.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	96.90	114.00
tblFireplaces	NumberNoFireplace	11.40	0.00
tblFireplaces	NumberWood	5.70	0.00

tblGrading	AcresOfGrading	150.00	19.40
tblGrading	MaterialImported	0.00	46,000.00
tblLandUse	LotAcreage	7.13	5.96
tblProjectCharacteristics	OperationalYear	2014	2020
tblVehicleTrips	ST_TR	2.20	3.26
tblVehicleTrips	ST_TR	204.47	81.38
tblVehicleTrips	ST_TR	722.03	235.64
tblVehicleTrips	ST_TR	8.19	7.75
tblVehicleTrips	ST_TR	94.36	76.80
tblVehicleTrips	ST_TR	49.97	26.80
tblVehicleTrips	SU_TR	2.44	3.26
tblVehicleTrips	SU_TR	166.88	81.38
tblVehicleTrips	SU_TR	542.72	235.64
tblVehicleTrips	SU_TR	5.95	7.75
tblVehicleTrips	SU_TR	72.16	76.80
tblVehicleTrips	SU_TR	25.24	26.80
tblVehicleTrips	WD_TR	2.74	3.26
tblVehicleTrips	WD_TR	542.60	81.38
tblVehicleTrips	WD_TR	496.12	235.64
tblVehicleTrips	WD_TR	8.17	7.75
tblVehicleTrips	WD_TR	36.13	42.87
tblVehicleTrips	WD_TR	89.95	76.80
tblVehicleTrips	WD_TR	42.94	26.80
tblWoodstoves	NumberCatalytic	5.70	0.00
tblWoodstoves	NumberNoncatalytic	5.70	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

## 2.0 Emissions Summary

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### 2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	2.8391	0.0137	1.1823	6.0000e-005		8.4100e-003	8.4100e-003		8.3900e-003	8.3900e-003	0.0000	29.3010	29.3010	2.4100e-003	5.0000e-004	29.5072
Energy	0.0859	0.7765	0.6262	4.6800e-003		0.0593	0.0593		0.0593	0.0593	0.0000	2,325.5054	2,325.5054	0.0841	0.0296	2,336.4522
Mobile	2.1440	4.4964	18.1357	0.0426	2.9062	0.0682	2.9744	0.7766	0.0629	0.8395	0.0000	2,984.8990	2,984.8990	0.0949	0.0000	2,986.8923
Waste						0.0000	0.0000		0.0000	0.0000	69.4290	0.0000	69.4290	4.1031	0.0000	155.5949
Water						0.0000	0.0000		0.0000	0.0000	5.0186	77.4323	82.4509	0.5190	0.0129	97.3517
Total	5.0689	5.2866	19.9441	0.0473	2.9062	0.1359	3.0422	0.7766	0.1306	0.9072	74.4476	5,417.1378	5,491.5854	4.8036	0.0430	5,605.7983

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	2.6607	0.0137	1.1823	6.0000e-005		8.4100e-003	8.4100e-003		8.3900e-003	8.3900e-003	0.0000	29.3010	29.3010	2.4100e-003	5.0000e-004	29.5072
Energy	0.0692	0.6258	0.5052	3.7700e-003		0.0478	0.0478		0.0478	0.0478	0.0000	2,038.3248	2,038.3248	0.0753	0.0254	2,047.7893
Mobile	2.1440	4.4964	18.1357	0.0426	2.9062	0.0682	2.9744	0.7766	0.0629	0.8395	0.0000	2,984.8990	2,984.8990	0.0949	0.0000	2,986.8923
Waste						0.0000	0.0000		0.0000	0.0000	69.4290	0.0000	69.4290	4.1031	0.0000	155.5949
Water						0.0000	0.0000		0.0000	0.0000	5.0186	77.4323	82.4509	0.5189	0.0129	97.3437
Total	4.8738	5.1359	19.8231	0.0464	2.9062	0.1244	3.0306	0.7766	0.1191	0.8957	74.4476	5,129.9572	5,204.4048	4.7947	0.0388	5,317.1274

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	3.85	2.85	0.61	1.92	0.00	8.48	0.38	0.00	8.82	1.27	0.00	5.30	5.23	0.18	9.76	5.15

## 4.0 Operational Detail - Mobile

### 4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Unmitigated	2.1440	4.4964	18.1357	0.0426	2.9062	0.0682	2.9744	0.7766	0.0629	0.8395	0.0000	2,984.8990	2,984.8990	0.0949	0.0000	2,986.8923
Mitigated	2.1440	4.4964	18.1357	0.0426	2.9062	0.0682	2.9744	0.7766	0.0629	0.8395	0.0000	2,984.8990	2,984.8990	0.0949	0.0000	2,986.8923

### 4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Congregate Care (Assisted Living)	371.64	371.64	371.64	1,269,950	1,269,950
Convenience Market With Gas Pumps	1,302.08	1,302.08	1302.08	777,179	777,179
Fast Food Restaurant with Drive Thru	1,837.99	1,837.99	1837.99	1,934,280	1,934,280
Hotel	930.00	930.00	930.00	2,219,139	2,219,139
Medical Office Building	282.94	59.14	10.23	549,926	549,926
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Quality Restaurant	384.00	384.00	384.00	546,674	546,674
Regional Shopping Center	168.84	168.84	168.84	365,175	365,175
Total	5,277.49	5,053.69	5,004.78	7,662,323	7,662,323

### 4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Congregate Care (Assisted Living)	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Convenience Market With Gas Pumps	16.60	8.40	6.90	0.80	80.20	19.00	14	21	65
Fast Food Restaurant with Drive Thru	16.60	8.40	6.90	2.20	78.80	19.00	29	21	50
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Medical Office Building	16.60	8.40	6.90	29.60	51.40	19.00	60	30	10
Other Non-Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.457065	0.068684	0.178597	0.172280	0.046891	0.007460	0.012475	0.043976	0.000902	0.001056	0.006515	0.000828	0.003272

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
NaturalGas Mitigated	0.0692	0.6258	0.5052	3.7700e-003		0.0478	0.0478		0.0478	0.0478	0.0000	684.7541	684.7541	0.0131	0.0126	688.9214
NaturalGas Unmitigated	0.0859	0.7765	0.6262	4.6800e-003		0.0593	0.0593		0.0593	0.0593	0.0000	849.7150	849.7150	0.0163	0.0156	854.8862
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	1,353.5708	1,353.5708	0.0622	0.0129	1,358.8680
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	1,475.7904	1,475.7904	0.0678	0.0140	1,481.5660

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					



Congregate Care (Assisted Living)	1.36729e+006	7.3700e-003	0.0630	0.0268	4.0000e-004		5.0900e-003	5.0900e-003		5.0900e-003	5.0900e-003	0.0000	72.9637	72.9637	1.4000e-003	1.3400e-003	73.4077
Convenience Market With Gas Pumps	5240.42	3.0000e-005	2.6000e-004	2.2000e-004	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.2797	0.2797	1.0000e-005	1.0000e-005	0.2814
Fast Food Restaurant with Drive Thru	2.16458e+006	0.0117	0.1061	0.0891	6.4000e-004		8.0600e-003	8.0600e-003		8.0600e-003	8.0600e-003	0.0000	115.5101	115.5101	2.2100e-003	2.1200e-003	116.2131
Hotel	1.09597e+007	0.0591	0.5372	0.4513	3.2200e-003		0.0408	0.0408		0.0408	0.0408	0.0000	584.8511	584.8511	0.0112	0.0107	588.4104
Medical Office Building	24090	1.3000e-004	1.1800e-003	9.9000e-004	1.0000e-005		9.0000e-005	9.0000e-005		9.0000e-005	9.0000e-005	0.0000	1.2855	1.2855	2.0000e-005	2.0000e-005	1.2934
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Quality Restaurant	1.38755e+006	7.4800e-003	0.0680	0.0571	4.1000e-004		5.1700e-003	5.1700e-003		5.1700e-003	5.1700e-003	0.0000	74.0450	74.0450	1.4200e-003	1.3600e-003	74.4956
Regional Shopping Center	14616	8.0000e-005	7.2000e-004	6.0000e-004	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	0.7800	0.7800	1.0000e-005	1.0000e-005	0.7847
Total		0.0859	0.7765	0.6262	4.6800e-003		0.0593	0.0593		0.0593	0.0593	0.0000	849.7150	849.7150	0.0163	0.0156	854.8862

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Convenience Market With Gas Pumps	4099.72	2.0000e-005	2.0000e-004	1.7000e-004	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.2188	0.2188	0.0000	0.0000	0.2201
Fast Food Restaurant with Drive Thru	2.00519e+006	0.0108	0.0983	0.0826	5.9000e-004		7.4700e-003	7.4700e-003		7.4700e-003	7.4700e-003	0.0000	107.0043	107.0043	2.0500e-003	1.9600e-003	107.6555
Hotel	8.43147e+006	0.0455	0.4133	0.3472	2.4800e-003		0.0314	0.0314		0.0314	0.0314	0.0000	449.9355	449.9355	8.6200e-003	8.2500e-003	452.6738
Medical Office Building	18067.5	1.0000e-004	8.9000e-004	7.4000e-004	1.0000e-005		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005	0.0000	0.9642	0.9642	2.0000e-005	2.0000e-005	0.9700
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Quality Restaurant	1.28538e+006	6.9300e-003	0.0630	0.0529	3.8000e-004		4.7900e-003	4.7900e-003		4.7900e-003	4.7900e-003	0.0000	68.5925	68.5925	1.3100e-003	1.2600e-003	69.0100

Regional Shopping Center	11434.5	6.0000e-005	5.6000e-004	4.7000e-004	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.6102	0.6102	1.0000e-005	1.0000e-005	0.6139
Congregate Care (Assisted Living)	1.07617e+006	5.8000e-003	0.0496	0.0211	3.2000e-004		4.0100e-003	4.0100e-003		4.0100e-003	4.0100e-003	0.0000	57.4286	57.4286	1.1000e-003	1.0500e-003	57.7781
<b>Total</b>		<b>0.0692</b>	<b>0.6259</b>	<b>0.5052</b>	<b>3.7800e-003</b>		<b>0.0478</b>	<b>0.0478</b>		<b>0.0478</b>	<b>0.0478</b>	<b>0.0000</b>	<b>684.7541</b>	<b>684.7541</b>	<b>0.0131</b>	<b>0.0126</b>	<b>688.9214</b>

### 5.3 Energy by Land Use - Electricity

#### Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Congregate Care (Assisted Living)	439452	125.7565	5.7800e-003	1.2000e-003	126.2487
Convenience Market With Gas	35372.8	10.1225	4.7000e-004	1.0000e-004	10.1621
Fast Food Restaurant with Drive Thru	408720	116.9621	5.3800e-003	1.1100e-003	117.4199
Hotel	3.53184e+006	1,010.6970	0.0465	9.6100e-003	1,014.6524
Medical Office Building	70554	20.1902	9.3000e-004	1.9000e-004	20.2692
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	310496	88.8536	4.0800e-003	8.5000e-004	89.2013
Quality Restaurant	262000	74.9757	3.4500e-003	7.1000e-004	75.2691
Regional Shopping Center	98658	28.2327	1.3000e-003	2.7000e-004	28.3431
<b>Total</b>		<b>1,475.7904</b>	<b>0.0679</b>	<b>0.0140</b>	<b>1,481.5659</b>

#### Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
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Land Use	kWh/yr	MT/yr			
Congregate Care (Assisted Living)	423505	121.1931	5.5700e-003	1.1500e-003	121.6674
Convenience Market With Gas	32210.5	9.2176	4.2000e-004	9.0000e-005	9.2537
Fast Food Restaurant with Drive Thru	379217	108.5192	4.9900e-003	1.0300e-003	108.9439
Hotel	3.18729e+006	912.0955	0.0419	8.6700e-003	915.6650
Medical Office Building	64366.5	18.4196	8.5000e-004	1.8000e-004	18.4917
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	310496	88.8536	4.0800e-003	8.5000e-004	89.2013
Quality Restaurant	243088	69.5636	3.2000e-003	6.6000e-004	69.8358
Regional Shopping Center	89838	25.7087	1.1800e-003	2.4000e-004	25.8093
Total		1,353.5707	0.0622	0.0129	1,358.8680

6.0 Area Detail

6.1 Mitigation Measures Area

- Use Low VOC Paint - Residential Exterior
- Use Low VOC Paint - Non-Residential Interior
- Use Low VOC Paint - Non-Residential Exterior

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Unmitigated	2.8391	0.0137	1.1823	6.0000e-005		8.4100e-003	8.4100e-003		8.3900e-003	8.3900e-003	0.0000	29.3010	29.3010	2.4100e-003	5.0000e-004	29.5072
Mitigated	2.6607	0.0137	1.1823	6.0000e-005		8.4100e-003	8.4100e-003		8.3900e-003	8.3900e-003	0.0000	29.3010	29.3010	2.4100e-003	5.0000e-004	29.5072

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.2706					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.5296					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	2.7700e-003	0.0000	1.5000e-004	0.0000		1.9100e-003	1.9100e-003		1.8900e-003	1.8900e-003	0.0000	27.3756	27.3756	5.2000e-004	5.0000e-004	27.5422
Landscaping	0.0362	0.0137	1.1821	6.0000e-005		6.5000e-003	6.5000e-003		6.5000e-003	6.5000e-003	0.0000	1.9254	1.9254	1.8900e-003	0.0000	1.9650
Total	2.8391	0.0137	1.1823	6.0000e-005		8.4100e-003	8.4100e-003		8.3900e-003	8.3900e-003	0.0000	29.3010	29.3010	2.4100e-003	5.0000e-004	29.5072

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0922					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.5296					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	2.7700e-003	0.0000	1.5000e-004	0.0000		1.9100e-003	1.9100e-003		1.8900e-003	1.8900e-003	0.0000	27.3756	27.3756	5.2000e-004	5.0000e-004	27.5422
Landscaping	0.0362	0.0137	1.1821	6.0000e-005		6.5000e-003	6.5000e-003		6.5000e-003	6.5000e-003	0.0000	1.9254	1.9254	1.8900e-003	0.0000	1.9650
Total	2.6607	0.0137	1.1823	6.0000e-005		8.4100e-003	8.4100e-003		8.3900e-003	8.3900e-003	0.0000	29.3010	29.3010	2.4100e-003	5.0000e-004	29.5072

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Unmitigated	82.4509	0.5190	0.0129	97.3517
Mitigated	82.4509	0.5189	0.0129	97.3437

7.2 Water by Land Use

Unmitigated

	Indoor/Out door Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Congregate Care (Assisted Living)	7.42756 / 4.68259	44.9203	0.2440	6.1200e- 003	51.9410
Convenience Market With Gas	0.167315 / 0.102548	1.0026	5.5000e- 003	1.4000e- 004	1.1607
Drive Thru Fast Food Restaurant with	2.36756 / 0.151121	10.0535	0.0776	1.9100e- 003	12.2747
Hotel	3.04401 / 0.338224	13.3836	0.0998	2.4600e- 003	16.2412
Medical Office Building	0.828172 / 0.157747	3.8502	0.0272	6.7000e- 004	4.6285
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Quality Restaurant	1.51767 / 0.0968725	6.4446	0.0497	1.2200e- 003	7.8684
Regional Shopping Center	0.466657 / 0.286016	2.7962	0.0153	3.8000e- 004	3.2372
Total		82.4509	0.5190	0.0129	97.3517

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Congregate Care (Assisted Living)	7.42756 / 4.68259	44.9203	0.2439	6.1100e-003	51.9372
Convenience Market With Gas	0.167315 / 0.102548	1.0026	5.4900e-003	1.4000e-004	1.1606
Fast Food Restaurant with Drive Thru	2.36756 / 0.151121	10.0535	0.0776	1.9100e-003	12.2735
Hotel	3.04401 / 0.338224	13.3836	0.0997	2.4600e-003	16.2397
Medical Office Building	0.828172 / 0.157747	3.8502	0.0272	6.7000e-004	4.6280
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Quality Restaurant	1.51767 / 0.0968725	6.4446	0.0497	1.2200e-003	7.8677
Regional Shopping Center	0.466657 / 0.286016	2.7962	0.0153	3.8000e-004	3.2370
Total		82.4509	0.5189	0.0129	97.3437

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			

Mitigated	69.4290	4.1031	0.0000	155.5949
Unmitigated	69.4290	4.1031	0.0000	155.5949

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Congregate Care (Assisted Living)	104.02	21.1151	1.2479	0.0000	47.3203
Fast Food Restaurant with Drive Thru	89.85	18.2387	1.0779	0.0000	40.8742
Hotel	65.7	13.3365	0.7882	0.0000	29.8880
Medical Office Building	71.28	14.4692	0.8551	0.0000	32.4264
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Quality Restaurant	4.56	0.9256	0.0547	0.0000	2.0744
Regional Shopping Center	6.62	1.3438	0.0794	0.0000	3.0115
Total		69.4290	4.1031	0.0000	155.5949

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			

Congregate Care (Assisted Living)	104.02	21.1151	1.2479	0.0000	47.3203
Fast Food Restaurant with Drive Thru	89.85	18.2387	1.0779	0.0000	40.8742
Hotel	65.7	13.3365	0.7882	0.0000	29.8880
Medical Office Building	71.28	14.4692	0.8551	0.0000	32.4264
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Quality Restaurant	4.56	0.9256	0.0547	0.0000	2.0744
Regional Shopping Center	6.62	1.3438	0.0794	0.0000	3.0115
Total		69.4290	4.1031	0.0000	155.5949

## 9.0 Operational Offroad

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

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