

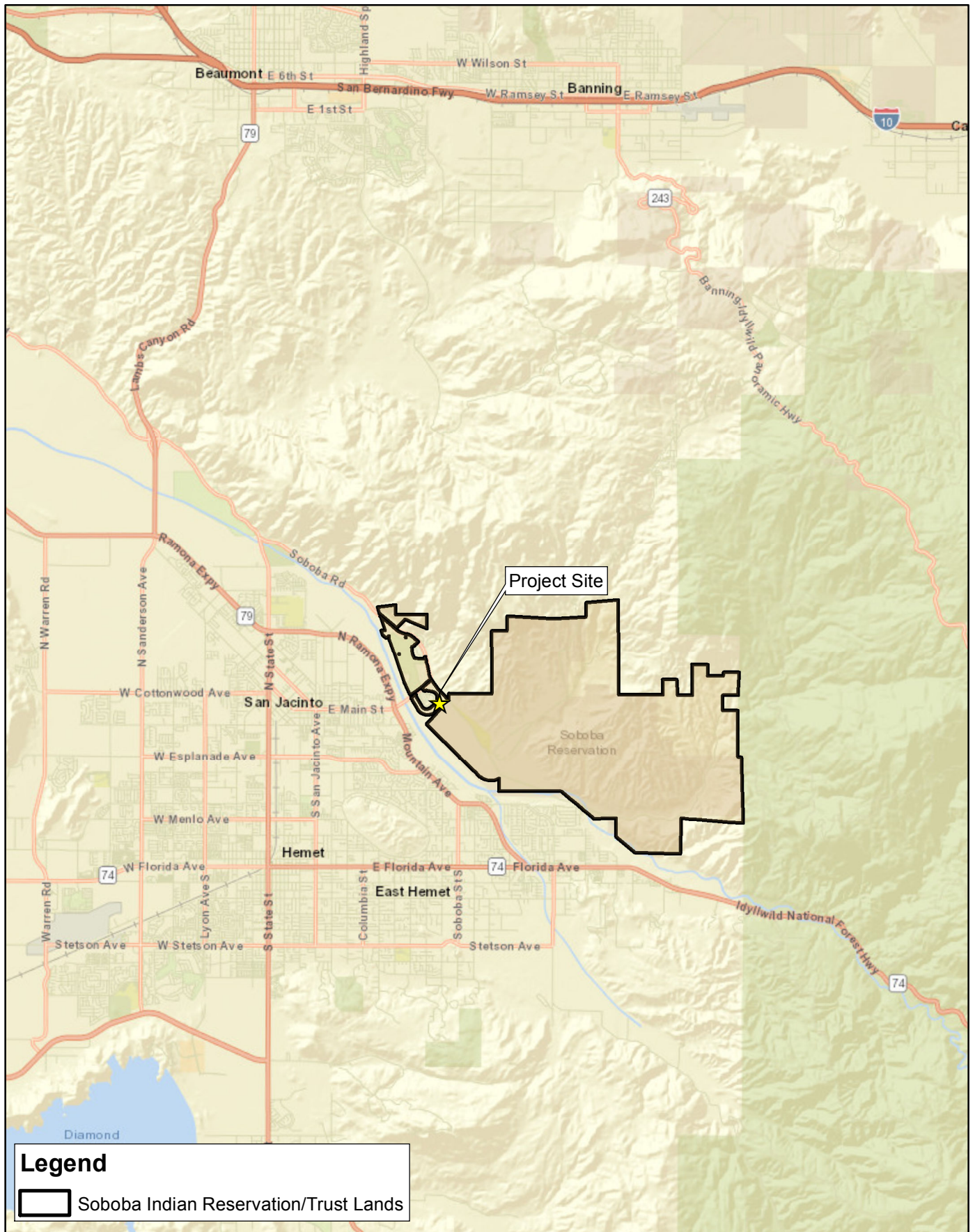
# Appendices

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**A**

**Figures**

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SOURCE: Basemap- Esri; County of Riverside GIS, 2018

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SOURCE: Basemap- Esri; County of Riverside GIS, 2018; FEMA National Flood Hazard, 2019

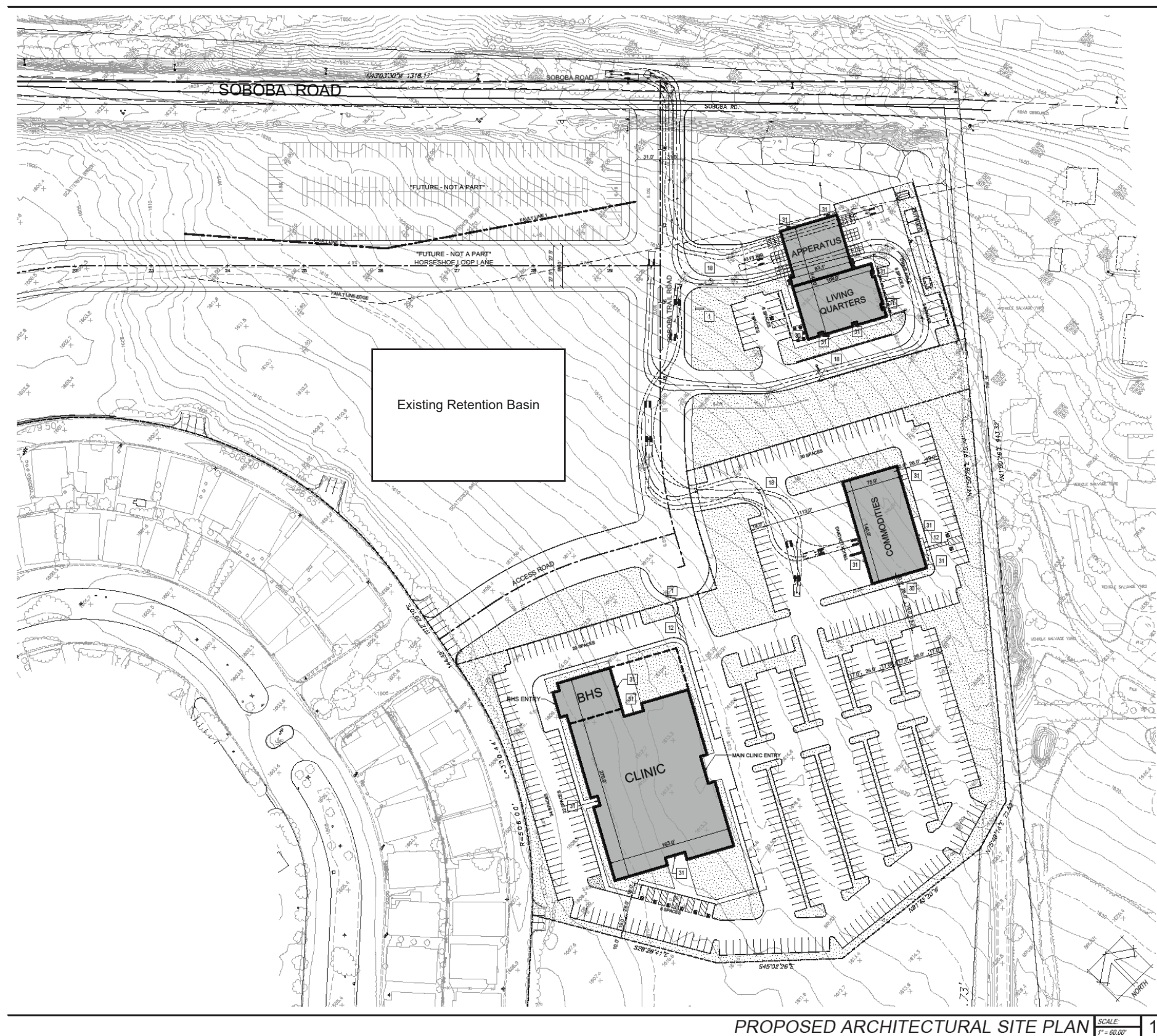


0 0.075 0.15  
Miles

Project Location  
Soboba Indian Health Clinic Replacement  
Figure 1-2

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## PROJECT DATA:

DEVELOPER:	SOBOBA BAND OF LUISENO INDIANS
APPLICANT:	-
PREPARATION DATE:	MARCH 14, 2017
PROJECT DESCRIPTION:	NEW MEDICAL CLINIC BUILDING, FIRE STATION, AND GOVERNMENT OFFICES BUILDING ALONG WITH SITE IMPROVEMENTS.
ASSESSOR'S PARCEL NO.:	-
LEGAL DESCRIPTION:	-
PROJECT ADDRESS:	SOBOBA ROAD
GENERAL PLAN:	-
SPECIFIC PLAN:	-
UTILITIES:	WATER - - TELEPHONE - - GAS - - ELECTRIC - - SEWER - - CABLE - -
DISTRICT:	-
SITE AREA:	MEDICAL CLINIC - ACRES FIRE STATION/OFFICE BLDG - ACRES

## KEYNOTES

- 1 ACCESSIBLE PATH OF TRAVEL FROM PUBLIC WAY - 5% MAX. SLOPE
- 2 ACCESSIBLE PATH OF TRAVEL - 5% MAX. SLOPE
- 3 "UNAUTHORIZED PARKING IN ACCESSIBLE SPACES..." SIGNAGE
- 4 YELLOW TRUNCATED DOMES
- 5 ACCESSIBLE PARKING SIGNAGE WITH "VAN ACCESSIBLE" SIGNAGE AND MINIMUM FINE SIGNAGE
- 6 ACCESSIBLE PARKING SIGNAGE WITH MINIMUM FINE SIGNAGE
- 7 ACCESSIBLE VAN PARKING STALL
- 8 ACCESSIBLE PARKING STALL
- 9 ACCESSIBLE ACCESS AISLE
- 10 BUILDING ACCESSIBLE ENTRY SIGNAGE
- 11 NEW TRASH ENCLOSURE
- 12 STRIPED WALKWAY AT DRIVE AISLE
- 13 BICYCLE PARKING
- 14 PARALLEL PARKING - TEMPORARY
- 15 FUEL TANK LOCATION
- 16 ELECTRIC GENERATOR
- 17 DELIVERY TRUCK TURNING RADIUS
- 18 INDICATES DELIVERY TRUCK PATH
- 19 INDICATES VEHICLE LENGTH (20'-0")
- 20 MONUMENT SIGNAGE
- 21 -
- 22 CONCRETE WHEEL STOP, TYPICAL
- 23 -
- 24 -
- 25 ASPHALT PAVING TYPICAL
- 26 -
- 27 TREE PLANTER AREA - DRAINAGE
- 28 -
- 29 CUSTOMER PICK-UP
- 30 MAIN ENTRY
- 31 EXIT



FOR :

Soboba Horseshoe Master Plan

Soboba Band Of Luiseno Indians

Soboba Road  
San Jacinto, Ca

REVISIONS 2018-02-02

CONSTR.

BRD

PLAN CHECK

DRAWN VM

JOB NO. 17-029

SHEET NAME

SITE PLAN - CLINIC  
BUILDING / FIRE STATION &  
OFFICE BUILDING

SHEET NO.

A0.1

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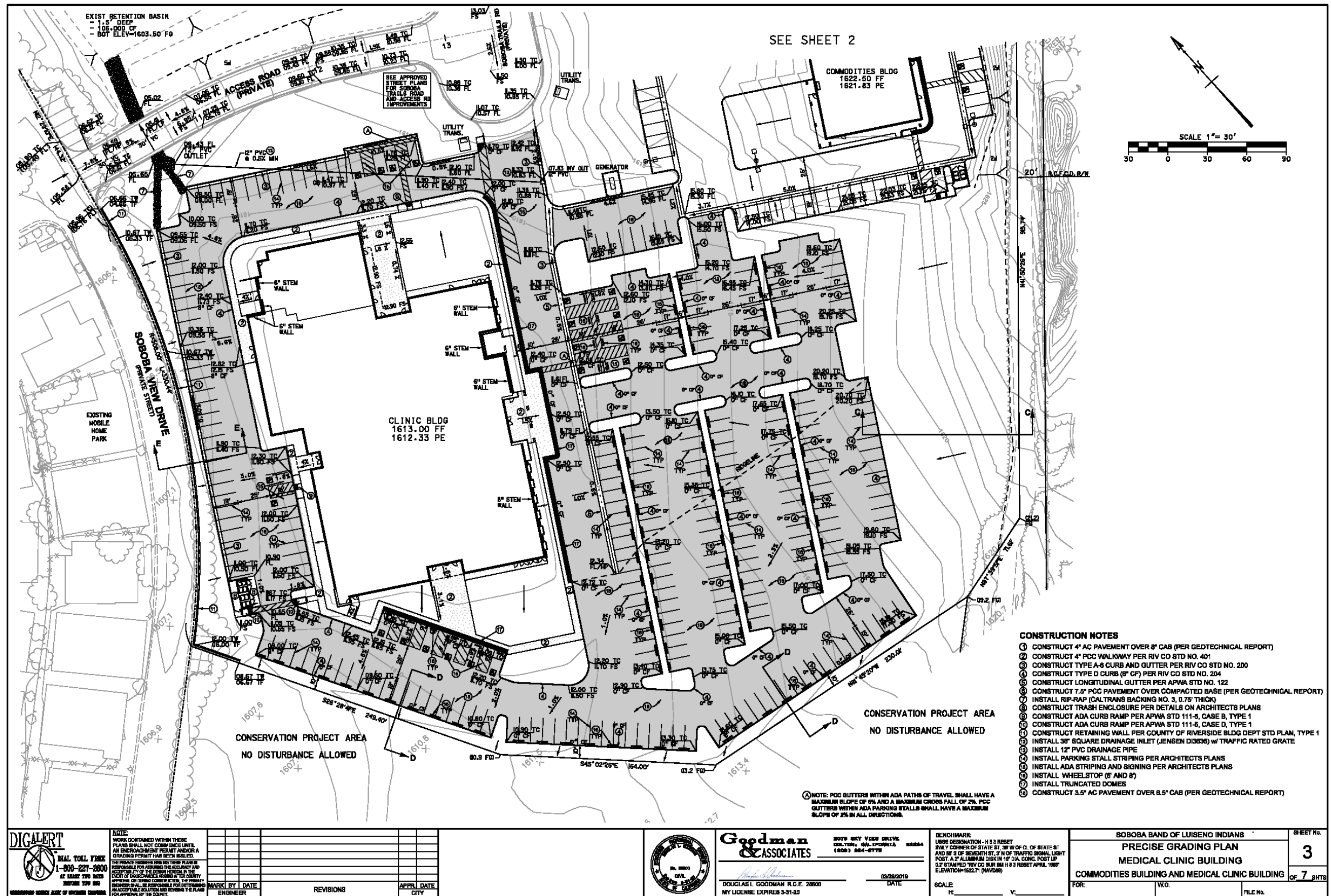
SOURCE: Archimetrics Design Build Studio, 2018



Proposed Site Plan  
Soboba Indian Health Clinic Replacement  
Figure 2-1

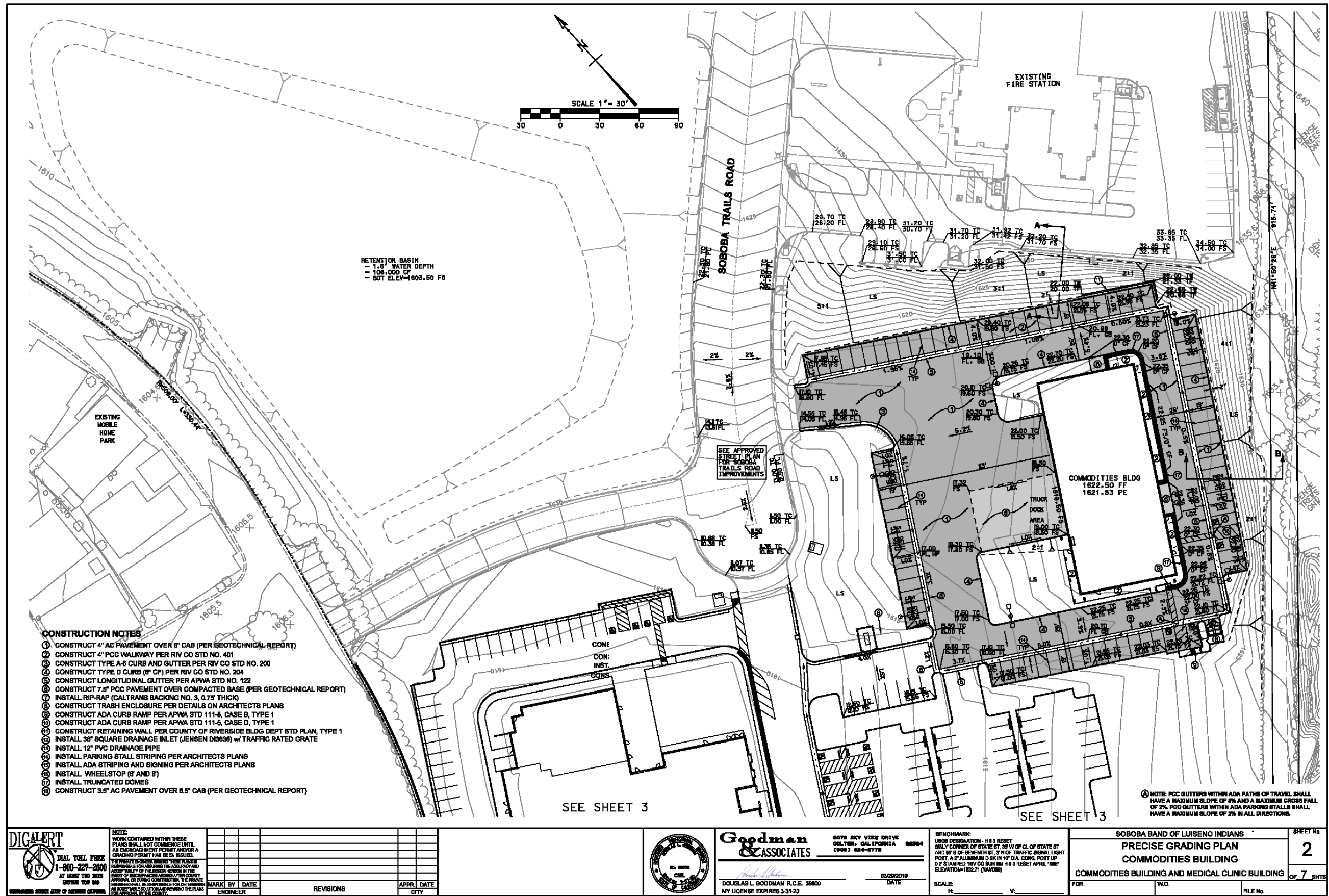
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SOURCE: Goodman & Associates, 2019

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SOURCE: Goodman & Associates, 2019

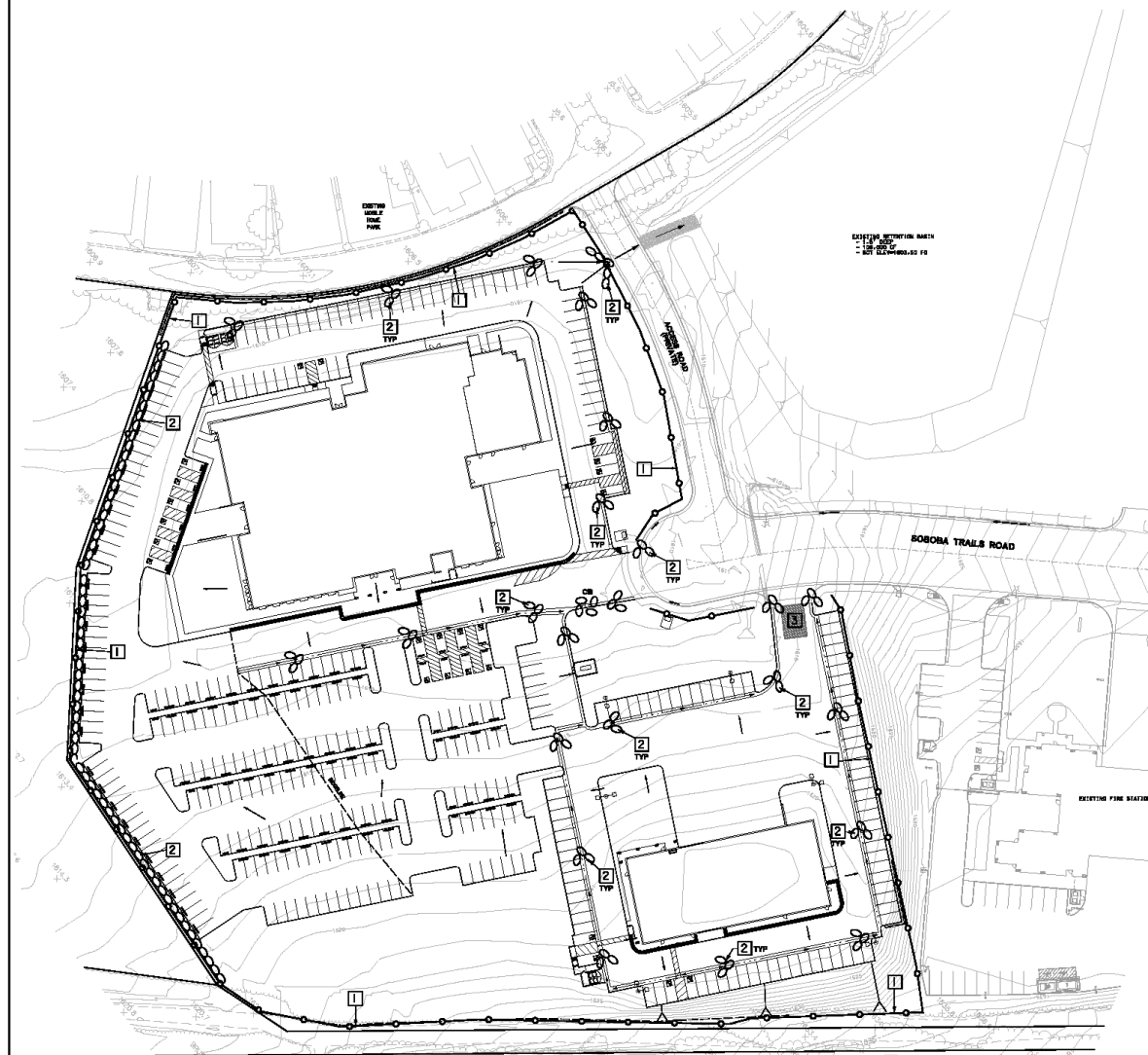


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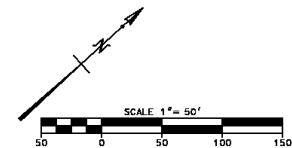
# EROSION CONTROL PLAN



**EROSION CONTROL LEGEND**

- 2' HIGH FILTER FABRIC FENCE
- GRAVELBAG SILT BARRIER
- ▨ GRAVEL CONSTRUCTION ENTRANCE

EROSION CONTROL ITEMS	QUANTITY
1 INSTALL 2' HIGH FILTER FABRIC FENCE ON WOOD POSTS	2500 LF
2 PLACE GRAVELBAG SILT BARRIER PER DETAIL	800 EA
3 CONSTRUCT GRAVEL CONSTRUCTION ENTRANCE PER DETAIL	1 EA



<b>DIGALERT</b> MAIL, TOLL FREE 1-800-227-2800 4000 100TH AVE BAYVIEW, MI 48064	NOTE: WORK CONTAINED WITHIN THESE PLANS SHALL NOT CONSTITUTE AN ENDORSEMENT OR GUARANTEE OF THE ACCURACY OR COMPLETENESS OF THE INFORMATION PROVIDED HEREON. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th>REVISIONS</th> <th>DATE</th> <th>BY</th> <th>CHKD</th> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </table>	REVISIONS	DATE	BY	CHKD									<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th>APPROVALS</th> <th>DATE</th> <th>BY</th> <th>CHKD</th> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </table>	APPROVALS	DATE	BY	CHKD									<div style="text-align: center;">   <b>Goodman &amp; Associates</b>          2075 RYAN DRIVE          OLYMPIA, WA 98512          (206) 804-8778       </div> <div style="text-align: center;">   <b>DOUGLAS L. GOODMAN P.E.</b>          MY LICENSE EXPIRES 3-31-20       </div>	BENCHMARK: USGS COORDINATES - NAD 83 POINT A: 48° 00' 00" N, 122° 00' 00" W POINT B: 48° 00' 00" N, 122° 00' 00" W POINT C: 48° 00' 00" N, 122° 00' 00" W POINT D: 48° 00' 00" N, 122° 00' 00" W POINT E: 48° 00' 00" N, 122° 00' 00" W POINT F: 48° 00' 00" N, 122° 00' 00" W POINT G: 48° 00' 00" N, 122° 00' 00" W POINT H: 48° 00' 00" N, 122° 00' 00" W POINT I: 48° 00' 00" N, 122° 00' 00" W POINT J: 48° 00' 00" N, 122° 00' 00" W POINT K: 48° 00' 00" N, 122° 00' 00" W POINT L: 48° 00' 00" N, 122° 00' 00" W POINT M: 48° 00' 00" N, 122° 00' 00" W POINT N: 48° 00' 00" N, 122° 00' 00" W POINT O: 48° 00' 00" N, 122° 00' 00" W POINT P: 48° 00' 00" N, 122° 00' 00" W POINT Q: 48° 00' 00" N, 122° 00' 00" W POINT R: 48° 00' 00" N, 122° 00' 00" W POINT S: 48° 00' 00" N, 122° 00' 00" W POINT T: 48° 00' 00" N, 122° 00' 00" W POINT U: 48° 00' 00" N, 122° 00' 00" W POINT V: 48° 00' 00" N, 122° 00' 00" W POINT W: 48° 00' 00" N, 122° 00' 00" W POINT X: 48° 00' 00" N, 122° 00' 00" W POINT Y: 48° 00' 00" N, 122° 00' 00" W POINT Z: 48° 00' 00" N, 122° 00' 00" W	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td colspan="2" style="text-align: center;">SOBOKA BAND OF LUISENO INDIANS</td> </tr> <tr> <td colspan="2" style="text-align: center;">PRECISE GRADING PLAN</td> </tr> <tr> <td colspan="2" style="text-align: center;">EROSION CONTROL PLAN</td> </tr> <tr> <td colspan="2" style="text-align: center;">COMMODITIES BUILDING AND MEDICAL CLINIC BUILDING</td> </tr> <tr> <td>FOR:</td> <td>W.O.</td> </tr> <tr> <td>FILE NO.</td> <td> </td> </tr> </table>	SOBOKA BAND OF LUISENO INDIANS		PRECISE GRADING PLAN		EROSION CONTROL PLAN		COMMODITIES BUILDING AND MEDICAL CLINIC BUILDING		FOR:	W.O.	FILE NO.	
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SOURCE: Goodman & Associates

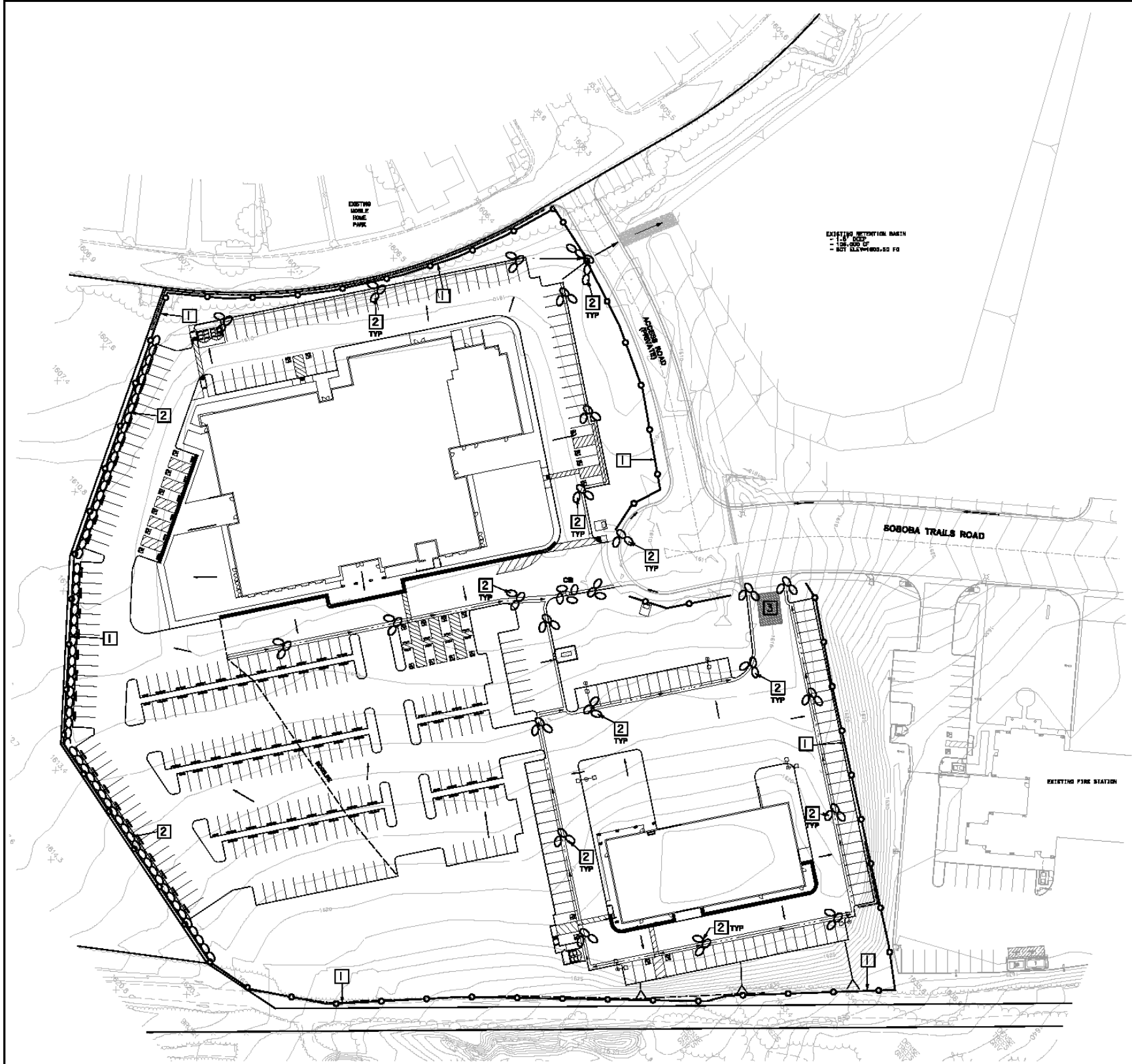


Erosion Control Plan  
Soboba Indian Health Clinic Replacement  
Figure 2-4

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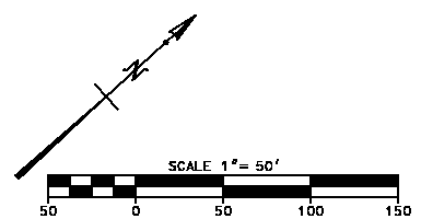


EROSION CONTROL PLAN



- EROSION CONTROL LEGEND
- 2' HIGH FILTER FABRIC FENCE
  - GRAVELBAG SILT BARRIER
  - GRAVEL CONSTRUCTION ENTRANCE

EROSION CONTROL ITEMS		QUANTITY	
1	INSTALL 2' HIGH FILTER FABRIC FENCE ON WOOD POSTS	A	2500 LF
2	PLACE GRAVELBAG SILT BARRIER PER DETAIL	B	800 EA
3	CONSTRUCT GRAVEL CONSTRUCTION ENTRANCE PER DETAIL	C	1 EA



DIAL TOLL FREE  
1-800-227-2600  
AT LEAST TWO DAYS  
BEFORE YOU DIG

NOTE:  
WORK CONTAINED WITHIN THESE  
PLANS SHALL NOT COMMENCE UNTIL  
AN EROSION CONTROL PERMIT AND/OR A  
GRADING PERMIT HAS BEEN ISSUED.  
THE TRINITY ENGINEERING FIRM, INC. IS  
RESPONSIBLE FOR ASSURING THE ACCURACY AND  
RELIABILITY OF THE DESIGN INFORMATION IN THE  
PLANS. THE CLIENT SHALL BE RESPONSIBLE FOR  
OBTAINING ALL NECESSARY PERMITS AND FOR  
AN ACCEPTABLE SOLUTION AND REMAINING THE PLANS  
FOR APPROVAL BY THE COUNTY.

MARK BY	DATE	REVISIONS	APPR. DATE	QTY
ENGINEER				

**Goodman & Associates**  
8079 BAY VIEW DRIVE  
COLTON, CALIFORNIA 95324  
(909) 864-5775

DOUGLAS L. GOODMAN R.G.E. 28500  
MY LICENSE EXPIRES 3-31-20

BENCHMARK:  
USGS DESIGNATION - H 8 3 RESET  
SHAW CORNER OF STATE ST. 30' W OF CL OF STATE ST  
AND 60' S OF S 1/4 CORNER OF 1/4 W OF TRAFFIC SIGNAL LIGHT  
POST. A 2" ALUMINUM DISK IN 12" DIA. CONC. POST UP.  
0.2" STAMPED "TRV CO SUR BM H 8 3 RESET APRIL 1986"  
ELEVATION - 1532.71 (MAY 2008)

SCALE:  
H: \_\_\_\_\_ V: \_\_\_\_\_

SOBOBA BAND OF LUISENO INDIANS  
PRECISE GRADING PLAN  
EROSION CONTROL PLAN  
COMMODITIES BUILDING AND MEDICAL CLINIC BUILDING

FOR: \_\_\_\_\_ W.D. \_\_\_\_\_ FILE No. \_\_\_\_\_

SHEET No.  
**6**  
OF 7 SHEETS

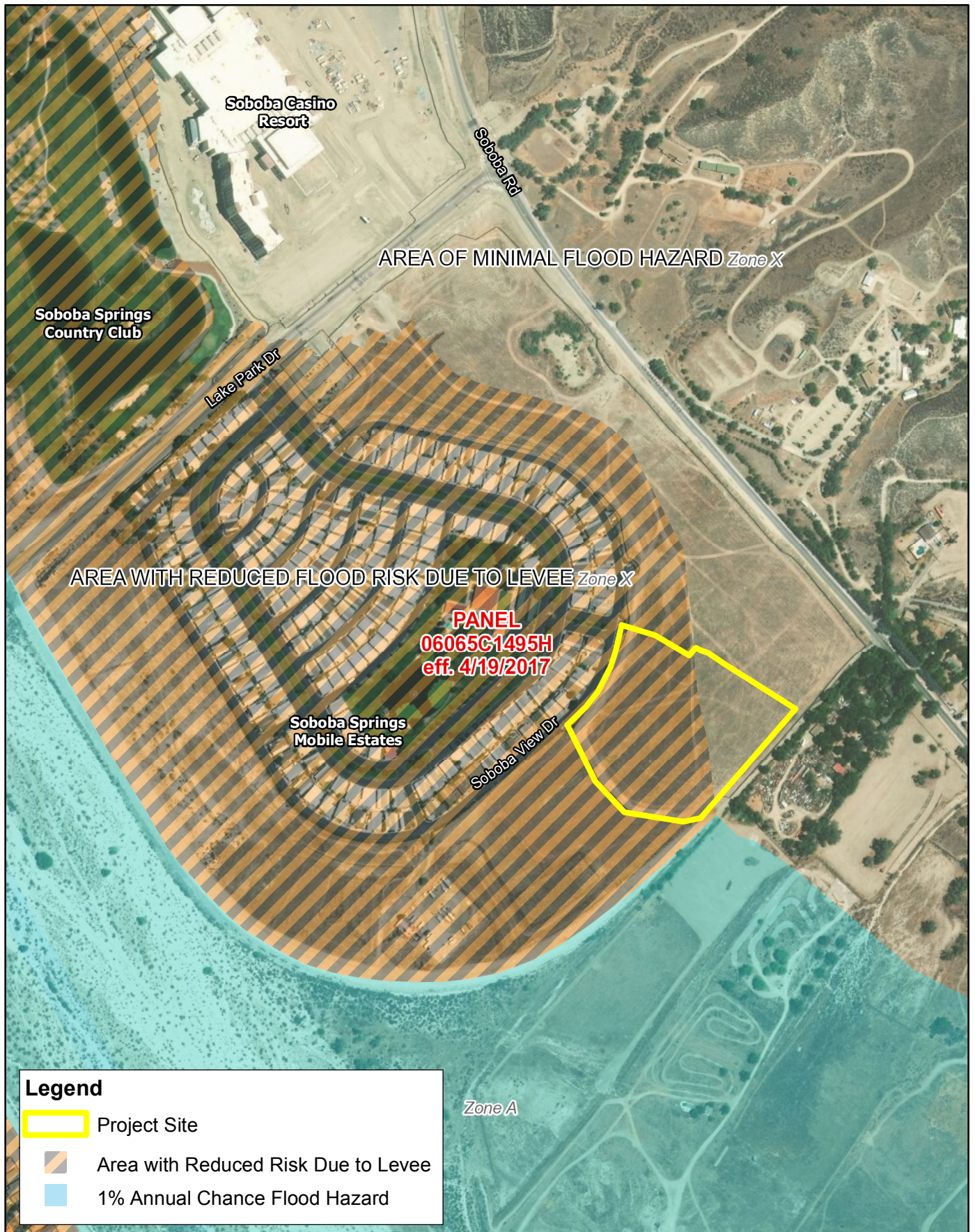
SOURCE: Goodman & Associates



Erosion Control Plan  
Soboba Indian Health Clinic Replacement  
Figure 2-4

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SOURCE: Basemap- Esri; County of Riverside GIS, 2018; FEMA National Flood Hazard, 2019

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**B**

**Air Quality  
Technical  
Report**



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# **Air Quality Technical Report**

for the

## **Soboba Indian Health Center and Commodities Distribution Building Project**

*Submitted To:*

**BRG Consulting, Inc.  
304 Ivy Street  
San Diego, CA 92101**

*and*

**Soboba Band of Luiseno Indians  
1425 Spruce St # A  
Riverside, CA 92507**

*Prepared By:*



**December 2019**

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## APPENDIX A - EMISSION CALCULATIONS

## **1 INTRODUCTION**

The Bureau of Indian Affairs (BIA) is considering approval of an application from the Riverside-San Bernardino Indian Health Clinics, Inc. (RSBIHCI) to lease approximately 8.3 acres of land held in trust held on behalf of the Soboba Tribe, immediately adjacent to the Soboba Indian Reservation. The BIA is the federal agency that is charged with reviewing and approving business leases. The RSBIHCI proposes to construct and operate a replacement Soboba Indian health clinic and commodity distribution center on a portion of Assessor Parcel Number 433-140-020, located within Section 34, Township 4 South, Range 1 East, within the Soboba Indian Reservation in Riverside County (Proposed Action).

Lease approval for the health care center is a BIA federal action requiring environmental compliance with the National Environmental Policy Act (NEPA).

## **2 PROPOSED ACTION**

The existing Soboba Indian Health Clinic provides health care services for American Indian/Alaska Natives (AI/AN) and is operated pursuant to a health care services contract or compact entered into under the Indian Self-Determination and Education Assistance Act, Public Law 93-638. The existing facility is located at 607 Donna Way in San Jacinto. The new Soboba Indian Health Clinic would provide space to support a modern and adequately staffed health care delivery program and ensure availability of the medical services needed to maintain and promote the health status and overall quality of life for the residents of the service area.

The proposed replacement clinic would consist of a 44,000 square foot single-story building on an approximately 8.3-acre portion of Assessor's Parcel Number (APN) 433-140-020, located immediately south of Soboba View Drive and approximately 400 feet southwest of Soboba Road in the San Jacinto community of Riverside County. The Project would also construct a 12,300 square foot commodity distribution building. A total of 373 surface parking spaces would be provided. Vehicle access to the site would be provided from Soboba Road, via an existing access road constructed as part of the Soboba Fire Station Project. Non-emergency medical and community services would continue to be provided from Monday, Tuesday and Thursday, from 8:00 AM to 5:00 PM, Wednesday from 8:00 AM to 7:00 PM and Fridays from 8:00 AM to 2:00 PM. Additionally, a food distribution program would be carried out in the commodities building.

Construction would include clearing of remnant vegetation, finish grading and paving, and installation of landscaping, lighting and utilities. Site preparation would involve minor cuts and fills in order to achieve the desired building pad elevation and provide adequate gradients for site drainage. Construction would comply with Executive Order 13717, Section 3(a), Establishing a Federal Earthquake Risk Management Standard.

The new facilities would be constructed in two phases and take approximately 24 months to construct. Approximately 100 construction jobs will be provided in the short term. Employment at the replacement health clinic would be offered first to California tribal members and then to local community residents.

The horizontal area of disturbance is 8.3-acres and was determined through reviews of project plans, estimations of maximum potential for ground disturbance, topographic and geographical constraints, etc. The vertical area of disturbance would range between six-inches and 5-feet for construction of the new utilities/utility connections.

The Air Quality Specialist Report will be prepared in accordance with methods dictated by the BIA and South Coast Air Quality Management District for projects proposed on federal lands. The material will support preparation of an amended Environmental Assessment and approval of a Finding of No Significant Impact (FONSI) for the proposed project.

A regional vicinity map is shown in Figure 1. The project site is shown in Figure 2.

### **3 EXISTING CONDITIONS**

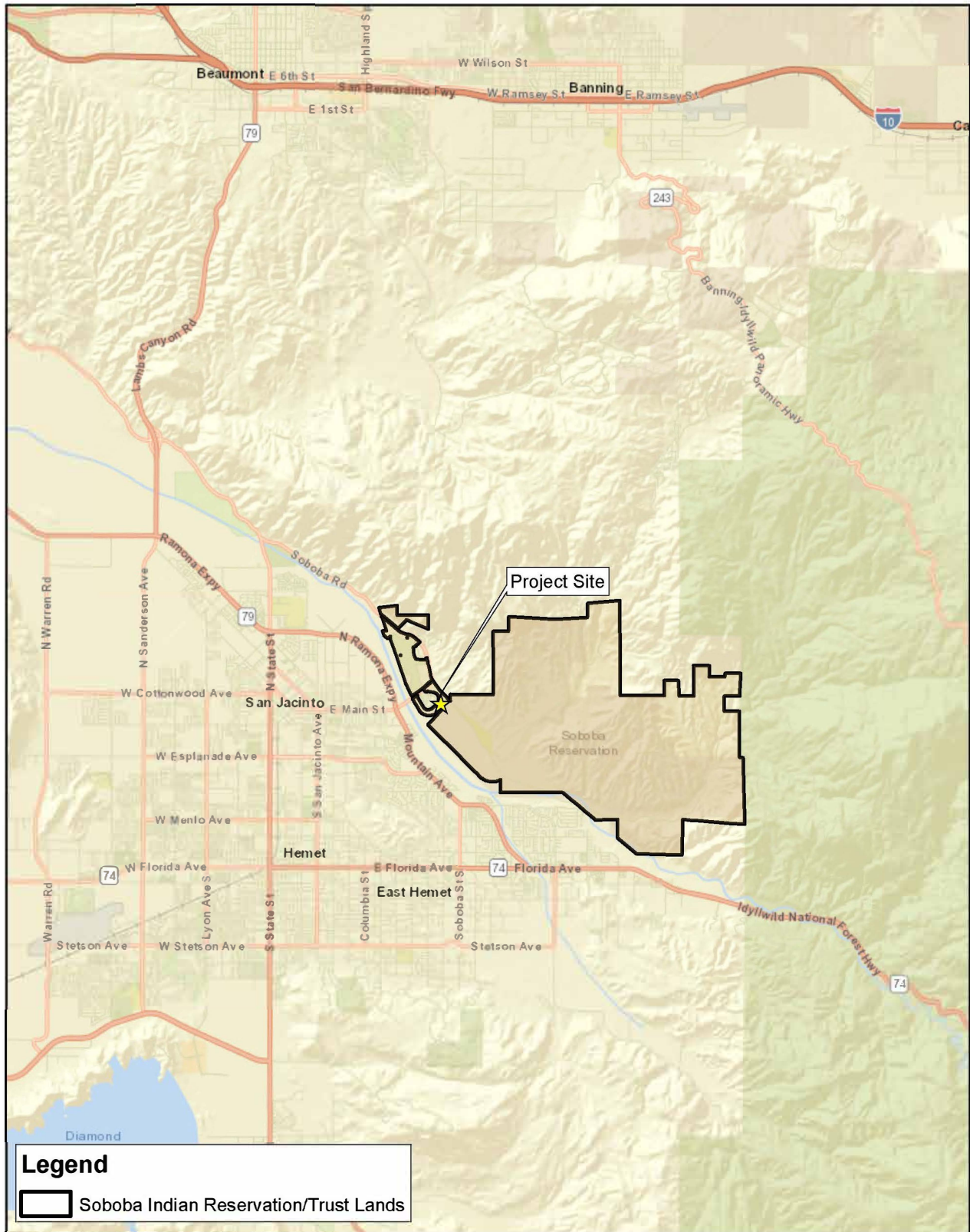
As stated in Section 1.0, the project is located within the community of San Jacinto in Riverside County. The project site is located within the South Coast Air Basin which is which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The United States Environmental Protection Agency (EPA) has primary responsibilities for air quality management under the Federal Clean Air Act. However, the EPA has transferred a number of responsibilities to the states and, in most cases, regional air quality management districts. Air quality conditions in the non-desert portion of Riverside County are under the jurisdiction of the SCAQMD. The SCAQMD is required to monitor air pollutant levels to ensure that air quality standards are met and, if they are not met, to develop strategies to meet the standards. Depending on whether the standards are met or exceeded, the local air basin is classified as being in “attainment” or “non-attainment.” The South Coast Air Basin (SCAB) is currently designated as a nonattainment area with respect to the State and Federal ozone and PM10 standards. The SCAB is designated attainment or unclassified for the remaining State and Federal standards.

The following discussion provides information on meteorological conditions, background air quality data, the regulatory framework, and locations of sensitive receptors in the vicinity of the project site.

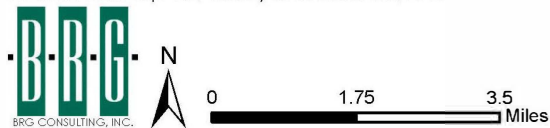
#### **3.1 Meteorological Conditions**

The climate of southern California is characterized by hot, dry summers and mild to cold winters with seasonally heavy precipitation that occurs primarily during the winter months. The meteorological conditions in the region are influenced by the Eastern Pacific High, a strong, persistent high-pressure system that blocks migrating storm systems over the eastern Pacific





SOURCE: Basemap- Esri; County of Riverside GIS, 2018







SOURCE: Basemap- Esri; County of Riverside GIS, 2018; FEMA National Flood Hazard, 2019



Project Location  
Soboba Indian Health Clinic Replacement  
Figure 2

Ocean. The area is also influenced by the moderating effects of the Pacific Ocean and mountain ranges that block air flow. Seasonal variations in the position and strength of the Eastern Pacific High are key factors in the weather changes in the area. The Eastern Pacific High attains its greatest strength and most northerly position during the summer, when it is centered west of northern California. In this location, this high effectively shelters southern California from the effects of polar storm systems. Large-scale atmospheric subsidence associated with the high produces an elevated temperature inversion along the West Coast. The base of this subsidence inversion is generally 1,000 to 2,500 feet above mean sea level during the summer. Vertical mixing is often limited to the base of the inversion, and air pollutants are trapped in the lower atmosphere. The mountain ranges that surround the greater SCAB constrain the horizontal movement of air and also inhibit the dispersion of air pollutants out of the region.

The community of San Jacinto is located in Riverside County and within the SCAB as referenced. The climate in the project area is similar to the southern California region and characterized by hot, dry summers and mild to cold winters with seasonally heavy precipitation that occurs principally during the winter months. Like the region, the climate of the SCAB is influenced by the moderating effects of the Pacific Ocean. The mountain ranges that surround the SCAB constrain the horizontal movement of air and also inhibit the dispersion of air pollutants out of the region. These two factors, combined with the air pollution sources from the Los Angeles metropolitan area, are responsible for the high pollutant concentrations that can occur in the SCAB. In addition, high solar radiation during the warmer months promotes the formation of ozone, which has its highest concentration levels during the summer season.

Meteorological data from the Hemet monitoring station (Western Regional Climatic Center 2018) is representative of the project area and the closest reliable temperature and precipitation data available to the site. Monthly average temperatures and precipitation for the Hemet meteorological station are summarized in Table 3-1.

**Table 3-1 Monthly Average Temperatures and Precipitation – Hemet Meteorological Station**

Month	Temperature, °F			Precipitation, Inches
	Maximum	Minimum	Mean	
January	69.1	38.3	53.7	2.31
February	67.7	39.3	53.5	2.20
March	72.8	41.9	57.3	1.78
April	76.3	45.0	60.7	0.90
May	84.6	50.5	67.6	0.31
June	91.8	54.4	73.1	0.05
July	98.4	60.9	79.7	0.16
August	98.9	61.2	80.5	0.24
September	94.6	58.1	76.4	0.40

October	84.3	50.2	67.3	0.50
November	74.1	42.2	58.2	1.02
December	67.7	37.3	52.5	1.45
Annual	81.7	48.4	65.1	11.32

Source: [www.wrcc.dri.edu](http://www.wrcc.dri.edu)

### 3.2 Background Ambient Air Quality

Air pollution generally refers to additional chemical compounds, gases and particulates that may have been added to the air. The source of these pollutants can be from vegetation sources (biogenic), geological (geogenic) sources, or sources generated from human activity (anthropogenic). Pollution can also be classified as to the category of the source of the emissions. The two major categories of emissions are mobile sources and stationary sources. Mobile sources include on-road automobiles and trucks, off-highway vehicles (OHV), aircraft, trains, construction equipment, and recreational vehicles. Stationary sources include point sources such as large stack emissions from industrial sources and power generation, and area sources which represent an accumulation of many small point sources spread over a larger area.

Air quality is defined by ambient air concentrations of specific pollutants identified by the EPA to be of concern with respect to health and welfare of the general public. The EPA is responsible for enforcing the Federal Clean Air Act (CAA) of 1970 and its 1977 and 1990 Amendments. The CAA required the EPA to establish National Ambient Air Quality Standards (NAAQS), which identify concentrations of pollutants in the ambient air below which no adverse effects on the public health and welfare are anticipated. In response, the EPA established both primary and secondary standards for several pollutants (called “criteria” pollutants). Primary standards are designed to protect human health with an adequate margin of safety. Secondary standards are designed to protect property and the public welfare from air pollutants in the atmosphere. The criteria pollutants that were originally identified in the CAA include ozone (O<sub>3</sub>), carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), sulfur dioxide (SO<sub>2</sub>), particulate matter with an aerodynamic diameter of 10 microns or less, which is considered to be respirable (PM<sub>10</sub>), and lead (Pb). In 1997, the EPA added particulate matter with an aerodynamic diameter of 2.5 microns or less (PM<sub>2.5</sub>) to its list of criteria pollutants for which it has established NAAQS.

The CAA allows states to adopt ambient air quality standards and other regulations provided they are at least as stringent as federal standards. The California Air Resources Board (CARB) has established the more stringent California Ambient Air Quality Standards (CAAQS) for the six original criteria pollutants through the California Clean Air Act of 1988, and also has established CAAQS for additional pollutants, including sulfates, hydrogen sulfide, vinyl chloride and visibility-reducing particles.

The following discussion provides information on each of the criteria pollutants and their potential health effects.

**Ozone.**  $O_3$  is considered a photochemical oxidant, which is a chemical that is formed when reactive organic gases (ROG) and oxides of nitrogen ( $NO_x$ ), both by-products of combustion, react in the presence of ultraviolet light.  $O_3$  is considered a respiratory irritant, and prolonged exposure can reduce lung function, aggravate asthma and increase susceptibility to respiratory infections. Children and those with existing respiratory diseases are at greatest risk from exposure to  $O_3$ .

**Carbon Monoxide.** CO is a product of combustion, and the main source of CO in the SCAB is from motor vehicle exhaust. CO is an odorless, colorless gas. CO affects red blood cells in the body by binding to hemoglobin and reducing the amount of oxygen that can be carried to the body's organs and tissues. CO can cause health effects to those with cardiovascular disease, and it can also affect mental alertness and vision. Elevated CO concentrations are generally found only near a significant source of emissions such as a freeway or busy intersection. The highest concentrations of CO occur when low wind speeds and a stable atmosphere trap the pollution emitted at or near ground level in what is known as a stable boundary layer. These conditions occur more frequently in wintertime than in summer. Since mobile sources (motor vehicles) are the main source of CO, ambient concentrations of CO are dependent on motor vehicle activity. CO concentrations in California have declined substantially due to the 1992 wintertime oxygenated gasoline program and Phases I and II of the reformulated fuel program. Increasingly stringent motor vehicle emission standards and phase-out of older vehicles has also reduced CO emissions statewide.

**Nitrogen Dioxide.**  $NO_2$  is also a by-product of fuel combustion, and it is formed both directly as a product of combustion and in the atmosphere through the reaction of nitrogen oxide (NO) with oxygen. Both  $NO_2$  and NO are oxides of nitrogen ( $NO_x$ ).  $NO_2$  is a respiratory irritant that may affect those with existing respiratory illness, including asthma.  $NO_2$  can also increase the risk of respiratory illness.

The majority of the  $NO_x$  that is emitted from combustion sources is emitted as NO, with the balance emitted as  $NO_2$ .  $NO_2$  is formed in the atmosphere by a reaction of NO with  $O_2$  and  $O_3$ . Some level of photochemical activity is required for the conversion of NO to  $NO_2$ . Highest concentrations of  $NO_2$  generally occur during the fall months when inversion can occur to trap pollutants near the ground but there is adequate ultraviolet radiation to oxidize NO to  $NO_2$ .

**Respirable Particulate Matter and Fine Particulate Matter.** Respirable particulate matter, or  $PM_{10}$ , refers to particulate matter with an aerodynamic diameter of ten microns or less. Fine particulate matter, or  $PM_{2.5}$ , refers to particulate matter with an aerodynamic diameter of 2.5 microns or less. Particulate matter in this size range has been determined to have the potential to lodge in the lungs and contribute to respiratory problems.  $PM_{10}$  and  $PM_{2.5}$  arise from a variety of sources, including road dust, diesel exhaust, combustion, tire and brake wear, construction operations, and windblown dust. Human activities that contribute to  $PM_{10}$  emissions include combustion sources such as stack emissions, diesel exhaust, and smoke from prescribed fire and wildfire, fugitive dust sources such as construction and demolition activities, OHV travel, unpaved

public roads and parking lots, industrial activities, OHV open areas, and military activities. Both PM<sub>10</sub> and PM<sub>2.5</sub> can either be emitted directly or formed from the interaction of precursor pollutants such as NO<sub>x</sub>, oxides of sulfur (SO<sub>x</sub>), ROG, and ammonia in the atmosphere.

One of the reasons for concern with PM<sub>10</sub> and PM<sub>2.5</sub> emissions is their adverse effect on human health. PM<sub>10</sub> and PM<sub>2.5</sub> can increase susceptibility to respiratory infections and can aggravate existing respiratory diseases such as asthma and chronic bronchitis. PM<sub>2.5</sub> is considered to have the potential to lodge deeper in the lungs. All of the PM<sub>10</sub> particles are considered respirable particulates because they can be inhaled into the nose, throat and/or lungs. The fine PM<sub>10</sub> particles are the largest threat to health because they tend to deposit in air sacs located in the lungs. In addition, many of the fine particles are from precursor emissions, many of which are toxic or carcinogenic. Fugitive dust is primarily coarse particulate matter that is not as likely to contain toxic materials. The most recent study reported that a 100 µg/m<sup>3</sup> increase in daily PM<sub>10</sub> concentrations would increase mortality by 10 percent (CARB 2009).

The remaining pollutants for which EPA and/or CARB have established ambient air quality standards are not measured in the Project Area and are not considered to be pollutants of concern for the Project. A summary of pollutant sources and effects is provided below.

**Sulfur dioxide.** SO<sub>2</sub> is a colorless, reactive gas that is produced from the burning of sulfur-containing fuels such as coal and oil, and by other industrial processes. Generally, the highest concentrations of SO<sub>2</sub> are found near large industrial sources. SO<sub>2</sub> is a respiratory irritant that can cause narrowing of the airways leading to wheezing and shortness of breath. Long-term exposure to SO<sub>2</sub> can cause respiratory illness and aggravate existing cardiovascular disease.

**Lead.** Pb in the atmosphere occurs as particulate matter. Pb has historically been emitted from vehicles combusting leaded gasoline as well as from industrial sources. With the phase-out of leaded gasoline, large manufacturing facilities are the sources of the largest amounts of lead emissions. Pb has the potential to cause gastrointestinal, central nervous system, kidney, and blood diseases upon prolonged exposure. Pb is also classified as a probable human carcinogen.

**Sulfates.** Sulfates are the fully oxidized ionic form of sulfur. In California, emissions of sulfur compounds occur primarily from the combustion of petroleum-derived fuels (e.g., gasoline and diesel fuel) that contain sulfur. This sulfur is oxidized to sulfur dioxide (SO<sub>2</sub>) during the combustion process and subsequently converted to sulfate compounds in the atmosphere. The conversion of SO<sub>2</sub> to sulfates takes place comparatively rapidly and completely in urban areas of California due to regional meteorological features. The CARB's sulfates standard is designed to prevent aggravation of respiratory symptoms. Effects of sulfate exposure at levels above the standard include a decrease in ventilatory function, aggravation of asthmatic symptoms, and an increased risk of cardiopulmonary disease. Sulfates are particularly effective in degrading visibility, and due to the fact that they are usually acidic they can harm ecosystems and damage materials and property.



**Hydrogen Sulfide.** H<sub>2</sub>S is a colorless gas with the odor of rotten eggs. It is formed during bacterial decomposition of sulfur-containing organic substances. It can also be present in sewer gas and some natural gas, and it can be emitted as the result of geothermal energy exploitation. Breathing H<sub>2</sub>S at levels above the standard would result in exposure to a very disagreeable odor. In 1984, an CARB committee concluded that the ambient standard for H<sub>2</sub>S is adequate to protect public health and significantly reduce odor annoyance.

**Vinyl Chloride.** Vinyl chloride, a chlorinated hydrocarbon, is a colorless gas with a mild, sweet odor. Most vinyl chloride is used to make polyvinyl chloride (PVC) plastic and vinyl products. Vinyl chloride has been detected near landfills, sewage plants, and hazardous waste sites due to microbial breakdown of chlorinated solvents. Short-term exposure to high levels of vinyl chloride in air causes central nervous system effects such as dizziness, drowsiness, and headaches. Long-term exposure to vinyl chloride through inhalation and oral exposure causes liver damage. Cancer is a major concern from exposure to vinyl chloride via inhalation. Vinyl chloride exposure has been shown to increase the risk of angiosarcoma, a rare form of liver cancer, in humans.

The EPA and CARB classify areas as “attainment,” “nonattainment,” or “unclassified” depending on whether ambient air quality data collected in the area indicate that the area shows compliance with the NAAQS and CAAQS, shows noncompliance with the NAAQS and CAAQS, or whether there are insufficient data to make a determination of the area’s classification relative to the NAAQS and CAAQS. The NAAQS and CAAQS are presented in Table 3-2.

**Table 3-2 Ambient Air Quality Standards**

POLLUTANT	AVERAGE TIME	CALIFORNIA STANDARDS <sup>1</sup>		NATIONAL STANDARDS <sup>2</sup>		
		Concentration <sup>3</sup>	Method <sup>4</sup>	Primary <sup>3, 5</sup>	Secondary <sup>3, 6</sup>	Method <sup>7</sup>
Ozone <sup>8</sup> (O <sub>3</sub> )	1 hour	0.09 ppm (180 µg/m <sup>3</sup> )	Ultraviolet Photometry	—	Same as Primary Standard	Ultraviolet Photometry
	8 hours	0.070 ppm (137 µg/m <sup>3</sup> )		0.070 ppm (137 µg/m <sup>3</sup> )		
Carbon Monoxide (CO)	8 hours	9.0 ppm (10 mg/m <sup>3</sup> )	Non-Dispersive Infrared Spectroscopy (NDIR)	9 ppm (10 mg/m <sup>3</sup> )	--	Non-Dispersive Infrared Spectroscopy (NDIR)
	1 hour	20 ppm (23 mg/m <sup>3</sup> )		35 ppm (40 mg/m <sup>3</sup> )		
Nitrogen Dioxide (NO <sub>2</sub> ) <sup>10</sup>	Annual Average	0.030 ppm (57 µg/m <sup>3</sup> )	Gas Phase Chemiluminescence	0.053 ppm (100 µg/m <sup>3</sup> )	Same as Primary Standard	Gas Phase Chemiluminescence
	1 hour	0.18 ppm (339 µg/m <sup>3</sup> )		100 ppb (188 µg/m <sup>3</sup> )	--	
Sulfur Dioxide (SO <sub>2</sub> ) <sup>11</sup>	Annual Average	--	Ultraviolet Fluorescence	0.03 ppm (80 µg/m <sup>3</sup> )	--	Pararosaniline
	24 hours	0.04 ppm (105 µg/m <sup>3</sup> )		0.14 ppm (365 µg/m <sup>3</sup> )	--	
	3 hours	--		--	0.5 ppm (1300 µg/m <sup>3</sup> )	

POLLUTANT	AVERAGE TIME	CALIFORNIA STANDARDS <sup>1</sup>		NATIONAL STANDARDS <sup>2</sup>		
		Concentration <sup>3</sup>	Method <sup>4</sup>	Primary <sup>3, 5</sup>	Secondary <sup>3, 6</sup>	Method <sup>7</sup>
	1 hour	0.25 ppm (655 µg/m <sup>3</sup> )		75 ppb (196 µg/m <sup>3</sup> )	--	
Respirable Particulate Matter (PM <sub>10</sub> ) <sup>9</sup>	24 hours	50 µg/m <sup>3</sup>	Gravimetric or Beta Attenuation	150 µg/m <sup>3</sup>	150 µg/m <sup>3</sup>	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m <sup>3</sup>		--	--	
Fine Particulate Matter (PM <sub>2.5</sub> ) <sup>9</sup>	Annual Arithmetic Mean	12 µg/m <sup>3</sup>	Gravimetric or Beta Attenuation	12 µg/m <sup>3</sup>	15 µg/m <sup>3</sup>	Inertial Separation and Gravimetric Analysis
	24 hours	--		35 µg/m <sup>3</sup>	Same as Primary Standard	
Sulfates	24 hours	25 µg/m <sup>3</sup>	Ion Chromatography	--	--	--
Lead <sup>12, 13</sup> (Pb)	30-day Average	1.5 µg/m <sup>3</sup>	Atomic Absorption	--	--	High Volume Sampler and Atomic Absorption
	Calendar Quarter	--		1.5 µg/m <sup>3</sup>	Same as Primary Standard	
	3-month Rolling Average	--		0.15 µg/m <sup>3</sup>		
Hydrogen Sulfide (H <sub>2</sub> S)	1 hour	0.03 ppm (42 µg/m <sup>3</sup> )	Ultraviolet Fluorescence	--	--	--
Vinyl Chloride <sup>12</sup>	24 hours	0.010 ppm (26 µg/m <sup>3</sup> )	Gas Chromatography	--	--	--

Notes:

ppm = parts per million

µg/m<sup>3</sup> = micrograms per cubic meter

mg/m<sup>3</sup> = milligrams per cubic meter

Source: California Air Resources Board 2017

1. 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 equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
2. National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For 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.
3. Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.

4. Any equivalent measurement method which can be shown to the satisfaction of the CARB to give equivalent results at or near the level of the air quality standard may be used.
5. National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.
6. National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.
7. Reference method as described by the U.S. EPA. An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the U.S. EPA.
8. On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.
9. On December 14, 2012, the national annual PM<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 µg/ m<sup>3</sup> also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.
10. To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national 1-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national 1-hour standard to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.
11. On June 2, 2010, a new 1-hour 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.
12. The CARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.
13. The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard (1.5 µg/ m<sup>3</sup> as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.
14. In 1989, the CARB 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.

Table 3-3 presents a summary of the federal and State attainment classification for the Project Area.

**Table 3-3 Attainment Status – South Coast Air Basin**

Pollutant	Attainment Status South Coast Air Basin	
	Federal	State
Ozone – 1 hour	N/A	Extreme Nonattainment

Ozone – 8 hour (2015 Standard)	Designation Pending	Nonattainment
CO	Attainment (Maintenance)	Attainment
NO <sub>2</sub>	Attainment	Attainment
SO <sub>2</sub>	Attainment	Attainment
PM <sub>10</sub>	Attainment (Maintenance)	Nonattainment
PM <sub>2.5</sub>	Nonattainment	Nonattainment

Source: South Coast Air Quality Management District (2017)

The nearest ambient air monitoring station to the proposed Project site is the Winchester monitoring station located at 33700 Borel Road. The station measures O<sub>3</sub> and PM<sub>2.5</sub>. PM<sub>10</sub> data were obtained from the Perris Monitoring Station (237 ½ North D Street) and NO<sub>2</sub> data were obtained from the Lake Elsinore Monitoring Station (506 West Flint Street). SO<sub>2</sub> and CO have not been monitored in the immediate area and are not considered to be an air quality issue in the Project Area. Table 3-4 provides a summary of background air quality representative of the area.

**Table 3-4 Representative Air Quality Data for the Soboba Band of Luiseno Indians Project**

Air Quality Indicator	2016	2017	2018
Ozone (O <sub>3</sub> )			
Peak 8-hour value (ppm)	0.081	0.088	0.085
Days above state standard (0.070 ppm)	20	49	18
Days above federal standard (0.070 ppm) <sup>(3)</sup>	19	47	15
Particulate matter less than or equal to 10 microns in diameter (PM <sub>10</sub> ) <sup>(1)</sup>			
Peak 24-hour value (µg/m <sup>3</sup> )	76	75.4	64.4
Days above state standard (50 µg/m <sup>3</sup> )	*	68.7	12.1
Days above federal standard (150 µg/m <sup>3</sup> )	0	0	0
Annual Average value (µg/m <sup>3</sup> ) (federal)	32.2	32.6	30.2
Particulate matter less than or equal to 2.5 microns in diameter (PM <sub>2.5</sub> )			
Peak 24-hour value (µg/m <sup>3</sup> )	26.9	21.6	26.6
Days above federal standard (35 µg/m <sup>3</sup> )	*	*	*
Annual Average value (µg/m <sup>3</sup> )	*	*	*
Carbon Monoxide (CO)			
Peak 8-hour value (ppm)	ND	ND	ND
Days above state/federal standard (9.0 ppm)	ND	ND	ND
Nitrogen Dioxide (NO <sub>2</sub> ) <sup>(2)</sup>			
Peak 1-hour value (µg/m <sup>3</sup> )	51.3	49.0	41.3

Days above state standard (0.18 ppm)	0	0	0
Annual Average ( $\mu\text{g}/\text{m}^3$ )	8	8	8

<sup>1</sup>-Data obtained from the Perris Monitoring Station

<sup>2</sup> – Data obtained from the Lake Elsinore Monitoring Station

In addition to criteria pollutants, the EPA and CARB regulate both toxic air contaminants and greenhouse gases.

**Toxic Air Contaminants.** Toxic air contaminants (TACs) are air pollutants that have been determined to present some level of acute or chronic health risk (cancer or non-cancer) to the general public. These pollutants may be emitted in trace amounts from various types of sources, including combustion sources.

**Greenhouse Gas Emissions.** Greenhouse gases (GHGs) are gases that trap heat in the atmosphere. These emissions occur from natural processes as well as human activities. The accumulation of GHGs in the atmosphere regulates the earth's temperature. Scientific evidence indicates a trend of increasing global temperature over the past century due to an increase in GHG emissions from human activities. The climate change associated with this global warming is predicted to produce negative economic and social consequences worldwide.

Recent observed changes resulting from global warming include shrinking glaciers, thawing permafrost, a lengthened growing season, and shifts in plant and animal ranges (Intergovernmental Panel on Climate Change 2007). Predictions of long-term environmental impacts due to global warming include sea level rise, changing weather patterns with increases in the severity of storms and droughts, changes to local and regional ecosystems including the potential loss of species, and a significant reduction in winter snow pack.

The most common GHGs emitted from natural processes and human activities include carbon dioxide ( $\text{CO}_2$ ), methane ( $\text{CH}_4$ ), and nitrous oxide ( $\text{N}_2\text{O}$ ). Examples of GHGs created and emitted primarily through human activities include fluorinated gases (hydrofluorocarbons and perfluorocarbons) and sulfur hexafluoride. Each GHG is assigned a global warming potential (GWP). The GWP is the ability of a gas or aerosol to trap heat in the atmosphere. The GWP rating system is standardized to  $\text{CO}_2$ , which has a value of one. For example,  $\text{CH}_4$  has a GWP of 21, which means that it has a global warming effect 21 times greater than  $\text{CO}_2$  on an equal-mass basis. Total GHG emissions from a source are often reported as a  $\text{CO}_2$  equivalent ( $\text{CO}_2\text{e}$ ). The  $\text{CO}_2\text{e}$  is calculated by multiplying the emission of each GHG by its GWP and adding the results together to produce a single, combined emission rate representing all GHGs. On a national scale, federal agencies are addressing emissions of GHGs by reductions mandated in federal laws and Executive Orders. Most recently, Executive Order 13423, *Strengthening Federal Environmental, Energy, and Transportation Management*, was enacted. Several states have promulgated laws as a method to reduce GHG emissions statewide. In particular, the California Global Warming Solutions Act

of 2006 directs the State of California to reduce statewide GHG emissions to 1990 levels by the year 2020.

The potential effects of proposed GHG emissions are by nature global and cumulative impacts, as individual sources of GHG emissions are not large enough to have an appreciable effect on climate change. Therefore, the impact of proposed GHG emissions to climate change is discussed in the context of cumulative impacts.

### **3.3 Applicable Regulations and Standards**

The following summarizes the air quality rules and regulations that apply to the Proposed Action.

#### **3.3.1 Federal Requirements**

**Federal Clean Air Act.** The EPA is responsible for enforcing the CAA of 1970 and its 1977 and 1990 Amendments. As discussed above in Section 3.2, the EPA established the NAAQS to protect human health and welfare. The EPA classifies areas as “attainment,” “nonattainment,” or “unclassified” depending on whether ambient air quality data collected in the area indicate that the area shows compliance with the NAAQS (attainment), shows noncompliance with the NAAQS (nonattainment), or whether there are insufficient data to make a determination of the area’s classification relative to the NAAQS (unclassified). Areas which the EPA has classified as nonattainment areas for criteria pollutants, which include O<sub>3</sub>, NO<sub>2</sub>, CO, PM<sub>10</sub>, PM<sub>2.5</sub>, and SO<sub>2</sub>, are required to prepare and implement a State Implementation Plan (SIP).

The CARB is the agency responsible for compiling and adopting the California SIPs. SIPs are not single documents. They are a compilation of new and previously submitted plans, programs (such as monitoring, modeling, permitting, etc.), district rules, state regulations, and federal controls. Many of California's SIPs rely on the same core set of control strategies, including emission standards for cars and heavy trucks, fuel regulations, and limits on emissions from consumer products. The individual SIP sections are prepared by local air districts. State law designates CARB the lead agency for all purposes related to the SIP. Local air districts and other agencies, such as the Bureau of Automotive Repair and the Department of Pesticide Regulation, prepare SIP elements and submit them to CARB for review and approval. CARB forwards SIP revisions to the EPA for approval and publication in the Federal Register. The Code of Federal Regulations Title 40, Chapter I, Part 52, Subpart F, Section 52.220 lists all of the items which are included in the California SIP. At any one time, multiple California submittals are pending EPA approval.

The SIP identifies and quantifies sources of emissions and presents a comprehensive strategy to control and reduce locally generated emissions. The SIP also includes an attainment demonstration which shows (generally through modeling) that the proposed combination of existing sources and the proposed actions will result in meeting attainment by the prescribed deadline. SIPs for areas that have been designated as “moderate” must contain “reasonably available control measures” (RACM) or “reasonably available control technology” (RACT) to be implemented, unless their



effect on a source is insignificant. In addition, the EPA mandates the application of RACMs to existing sources. The SIP must justify the non-inclusion of RACMs not selected. Serious nonattainment areas are required to apply best available control measures (BACM) or best available control technology (BACT).

**Federal Emission Standards.** The EPA has also adopted on-road and off-road engine emission reduction requirements, including Federal Exhaust and Evaporative Emission Standards for Light-Duty Vehicles and Light-Duty Trucks, Federal Emission Standards for Heavy-Duty and Non-Road Engines, and other emission control programs that affect a Project's potential impacts to air quality through the phase-in of clean fuel and engine requirements.

**General Conformity Rule.** To further assure compliance with the NAAQS, the EPA General Conformity Rule requires that federal agencies demonstrate that federal actions conform with the applicable SIP to ensure that federal activities do not hamper local efforts to control air pollution (EPA 2017). In addition, the General Conformity Rule prohibits federal agencies, departments, or instrumentalities from engaging in, supporting, providing financial assistance for, licensing, permitting, or approving any action which does not conform to an approved SIP or federal implementation plan.

According to 40 CFR Part 93, Section 153(c)(4), a conformity determination is not required for actions which implement a decision to conduct or carry out a conforming program which is consistent with a conforming land management plan. The proposed project is consistent with the land use defined for the project site. Accordingly, emissions associated with the Proposed Action are not subject to a conformity determination. Related activities, such as equipment and vehicle use required to implement the Proposed Action, is subject to a conformity analysis.

**Global Climate Change Regulations.** International and federal legislation have been enacted to address global climate change issues. In 1988, the United Nations and the World Meteorological Organization established the Intergovernmental Panel on Climate Change (IPCC) to assess the scientific, technical, and socioeconomic information relevant to understanding the scientific basis for human-induced climate change, its potential impacts, and options for adaptation and mitigation. The most recent reports of the IPCC have emphasized the scientific consensus that real and measurable changes to the climate are occurring, that they are caused by human activity, and that significant adverse impacts on the environment, the economy, and human health and welfare are unavoidable.

In October 1993, President William Clinton announced his Climate Change Action Plan (CCAP), which had a goal of returning GHG emissions to 1990 levels by the year 2000. This was to be accomplished through 50 initiatives that relied on innovative voluntary partnerships between the private sector and government aimed at producing cost-effective reductions in GHG emissions. On March 21, 1994, the United States joined a number of countries around the world in signing the United Nations Framework Convention on Climate Change (UNFCCC). Under the

Convention, governments agreed to gather and share information on GHG emissions, national policies, and best practices; launch national strategies for addressing greenhouse gas (GHG) 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 global climate change.

In 2007, the United States Supreme Court declared in the court case of *Massachusetts et al. vs. the Environmental Protection Agency et al.*, 549 C.S. 497 (2007), that the EPA does have the authority to regulate GHG emissions. In addition to the national and international efforts described above, many local jurisdictions have adopted climate change policies and programs.

In December 2009, the United Nations Climate Change Conference was held in Copenhagen, Denmark. The Copenhagen Accord was drafted at the conference by the United States, China, Brazil, India and South Africa, but no binding resolution was adopted at the conference.

**Endangerment Finding.** On April 17, 2009, EPA issued its proposed endangerment finding for GHG emissions. On December 7, 2009, the EPA Administrator signed two distinct findings regarding greenhouse gases under section 202(a) of the Clean Air Act:

**Endangerment Finding:** The Administrator finds that the current and projected concentrations of the six key well-mixed greenhouse gases—carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF<sub>6</sub>)—in the atmosphere threaten the public health and welfare of current and future generations.

**Cause or Contribute Finding:** The Administrator finds that the combined emissions of these well-mixed greenhouse gases from new motor vehicles and new motor vehicle engines contribute to the greenhouse gas pollution which threatens public health and welfare.

The endangerment findings do not themselves impose any requirements on industry or other entities. However, this action is a prerequisite to finalizing the EPA's proposed greenhouse gas emission standards for light-duty vehicles, which were jointly proposed by EPA and the Department of Transportation's National Highway Safety Administration on September 15, 2009.

**Mandatory GHG Reporting Rule.** On March 10, 2009, in response to the FY2008 Consolidated Appropriations Act (H.R. 2764; Public Law 110–161), EPA proposed a rule that requires mandatory reporting of greenhouse gas (GHG) emissions from large sources in the United States. On September 22, 2009, the Final Mandatory Reporting of Greenhouse Gases Rule was signed and was published in the Federal Register on October 30, 2009. The rule became effective on December 29, 2009. The rule will collect accurate and comprehensive emissions data to inform future policy decisions.

EPA is requiring 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 GHG emissions to

submit annual reports to EPA. The gases covered by the proposed rule are carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), hydrofluorocarbons (HFC), perfluorocarbons (PFC), sulfur hexafluoride (SF<sub>6</sub>), and other fluorinated gases including nitrogen trifluoride (NF<sub>3</sub>) and hydrofluorinated ethers (HFE).

**Corporate Average Fuel Economy Standards.** The Federal Corporate Average Fuel Economy (CAFE) standard determines the fuel efficiency of certain vehicle classes in the United States. In 2007, as part of the Energy and Security Act of 2007, CAFE standards were increased for new light-duty vehicles to 35 miles per gallon by 2020. In May 2009, President Barack Obama announced plans to increase CAFE standards requiring light-duty vehicles to meet an average fuel economy of 35.5 miles per gallon by 2016. At the end of 2016, the Obama administration EPA, as well as the National Highway Traffic Safety Administration, revised the fuel-economy and GHG emission targets for the automakers requiring them to achieve an average of 54.5 mpg by 2025. In April 2017, the Trump administration announced the current CAFE standards would be evaluated for potential revision. No decisions have yet been made on revising the 2016 CAFE standards.

### 3.3.2 State Regulations

The California Ambient Air Quality Standards (CAAQS), which are the State equivalent of the NAAQS, identify the State emission thresholds for criteria pollutants. As with the NAAQS, the CARB is the State regulatory agency with authority to enforce regulations to both achieve and maintain the CAAQS. The CAAQS for criteria pollutants are more stringent than the NAAQS. Additionally, as part of the CAAQS, CARB has established standards for sulfates, visibility, hydrogen sulfide, and vinyl chloride.

CARB is also responsible for regulating mobile source emissions within California and has adopted on-road and off-road emission reduction programs that indirectly affect the Project's emissions through the phase-in of increasingly stringent engine emission standards and clean fuels requirements. CARB has also adopted a Portable Equipment Registration Program that allows owners or operators of portable engines to register their units under a statewide portable registration program, provided the engines meet specific emission requirements. Generally, portable engines with a brake horsepower rating of 50 horsepower or more can be operated within the jurisdiction of the SCAQMD provided they obtain either a permit to operate or are registered under the Portable Equipment Registration Program (PERP). Portable equipment registered under the PERP program must meet the current USEPA emission standards (Tier standards) for NO<sub>x</sub>, hydrocarbons, and particulate matter. They must arrange for an inspection with the SCAQMD on a three-year schedule, and equipment registered under the PERP program is not required to obtain individual permits. On July 26, 2007, CARB approved a regulation to reduce emissions from existing off-road diesel vehicles used in California in construction. This regulation affects operators of fleets of construction equipment, and requires fleets of equipment to meet emission rate targets for PM and NO<sub>x</sub>.

The following subsections describe regulations and standards that have been adopted by the State of California to address air quality and global climate change issues.

In 2005, former Governor Schwarzenegger issued Executive Order (EO) S-3-05, establishing statewide GHG emissions reduction targets. EO S-3-05 states that by 2020, emissions shall be reduced to 1990 levels; and by 2050, emissions shall be reduced to 80 percent of 1990 levels (CalEPA, 2006). In response to EO S-3-05, CalEPA created the Climate Action Team (CAT), which in March 2006 published the Climate Action Team Report (the “2006 CAT Report”) (CalEPA, 2006). The 2006 CAT Report recommended various strategies that the state could pursue to reduce GHG emissions. These strategies could be implemented by various state agencies to ensure that the emission reduction targets in EO S-3-05 are met and can be met with existing authority of the state agencies. The strategies include the reduction of passenger and light duty truck emissions, the reduction of idling times for diesel trucks, an overhaul of shipping technology/infrastructure, increased use of alternative fuels, increased recycling, and landfill methane capture.

California’s major initiative for reducing GHG emissions is outlined in Assembly Bill 32 (AB 32), the “California Global Warming Solutions Act of 2006,” signed into law in 2006. AB 32 codifies the Statewide goal of reducing GHG emissions to 1990 levels by 2020 (essentially a 15% reduction below 2005 emission levels; the same requirement as under S-3-05), and requires CARB to prepare a Scoping Plan that outlines the main State strategies for reducing GHGs to meet the 2020 deadline. In addition, AB 32 requires CARB to adopt regulations to require reporting and verification of statewide GHG emissions.

After completing a comprehensive review and update process, the CARB approved a 1990 statewide GHG level and 2020 limit of 427 MMT CO<sub>2</sub>E. The Scoping Plan was approved by CARB on December 11, 2008, and includes measures to address GHG emission reduction strategies related to energy efficiency, water use, and recycling and solid waste, among other measures. The Scoping Plan includes a range of GHG reduction actions that may include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, and market-based mechanisms. CARB approved the 2017 California Climate Change Scoping Plan in December 2017. The purpose of the 2017 scoping plan is to provide guidance focused on reducing existing GHG emissions by an additional 40% by 2035.

Executive Order S-01-07 was enacted on January 18, 2007. The order mandates that a Low Carbon Fuel Standard (“LCFS”) for transportation fuels be established for California to reduce the carbon intensity of California’s transportation fuels by at least 10 percent by 2020.

Other regulations affecting state and local GHG planning and policy development are summarized as follows:

*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.

*Assembly Bill 341.* AB 341 (2011) amended the California Integrated Waste Management Act of 1989 to include a provision declaring that it is the policy goal of the state that no less than 75% of solid waste be generated be source-reduced, recycled, or composted by the year 2020 and annually thereafter. In addition, AB 341 required the California Department of Resources Recycling and Recovery to develop strategies to achieve the state's policy goal. The California Department of Resources Recycling and Recovery has conducted multiple workshops and published documents that identify priority strategies that they would assist the state in reaching the 75% goal by 2020.

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

*Senate Bill 97.* Senate Bill 97 (SB 97) was adopted August 2007 and acknowledges that climate change is an 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 Natural Resources 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 Natural 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 sections of the CEQA Guidelines and incorporated GHG language throughout the Guidelines. However, no GHG emissions thresholds of significance were provided and no specific mitigation measures were 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.”
- OPRs emphasizes the advantages of analyzing GHG impacts on an institutional, programmatic level. OPR therefore approves tiering of environmental analyses and highlights some benefits of such an approach.
- Environmental impact reports (EIRs) must specifically consider a project's energy use and energy efficiency potential.

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

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

*Senate Bill 375.* Senate Bill 375 (SB 375) was adopted in 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 community's strategy or alternate planning strategy for consistency with its assigned targets.

The proposed project is located within the Southern California Association of Governments (SCAG) jurisdiction, 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. In April 2016, SCAG adopted the 2016-2040 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. The current Riverside County Housing Element 2013-2021 was adopted October 2015.

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

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

*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. 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 must meet for occupancy certification. Enforcement is generally through the local building official.

27 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 (AB 341 approved in 2015 increased the goal to 75% diversion by 2020), use of building finish materials that emit low levels of volatile organic compounds, and commissioning for new, nonresidential buildings over 10,000 square feet.

*Executive Order B-30-15.* On April 29, 2015, Governor Brown issued an executive order to establish a California greenhouse gas reduction target of 40 percent below 1990 levels by 2030 - the most aggressive benchmark enacted by any government in North America to reduce dangerous carbon emissions over the next decade and a half. This executive action set the stage for the important work being done on climate change by the Legislature. The Governor's executive order aligns California's greenhouse gas reduction targets with those of leading international governments.

California is on track to meet or exceed the current target of reducing greenhouse gas emissions to 1990 levels by 2020, as established in the California Global Warming Solutions Act of 2006 (AB 32). California's new emission reduction target of 40 percent below 1990 levels by 2030 will make it possible to reach the ultimate goal of reducing emissions 80 percent from 1990 levels by 2050.

### 3.3.3 Local Regulations

It is the responsibility of the local air districts to ensure that State and federal ambient air quality standards are achieved and maintained in the area under their jurisdiction. The Proposed Action is

under the jurisdiction of the SCAQMD and is therefore subject to its rules and regulations. The local air districts are responsible for planning, implementing, and enforcing federal and State ambient air quality standards, and developing plans and programs to attain and maintain the air quality standards for their jurisdiction.

Each of the local air districts has adopted rules and regulations that regulate visible emissions, nuisance emissions, and fugitive dust emissions. These rules will apply to the Project during construction. As the Project does not involve installation of any stationary sources, stationary source rules and regulations do not apply. Specific regulations that apply to the Project are as follows:

**SCAQMD Rule 401 – Visible Emissions.** SCAQMD Rule 401 restricts emissions from any single source, over a period or periods aggregating more than three minutes in any one hour, emissions which are: (A) As dark or darker in shade as that designated No. 1 on the Ringelmann Chart, as published by the United States Bureau of Mines; or (B) Of such opacity as to obscure an observer's view to a degree equal to or greater than does smoke described in (A). Notwithstanding the provisions above, Rule 401 states that a person shall not discharge into the atmosphere from any diesel pile-driving hammer, operating exclusively using kerosene fuel, containing approved smoke-reducing fuel additives, as the sole fuel, and using only synthetic engine lubrication oil, or other method deemed technologically and economically feasible by the Executive Officer, any air contaminant for a period or periods aggregating more than four minutes during the driving of a single pile which is: (A) As dark or darker in shade as that designated No. 2 on the Ringelmann Chart, as published by the United States Bureau of Mines; or (B) Of such opacity as to obscure an observer's view to a degree equal to or greater than does smoke described in (A).

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

**SCAQMD Rule 403 – Fugitive Dust.** The purpose of SCAQMD Rule 403 is to reduce the amount of particulate matter entrained in ambient air as a result of anthropogenic (man-made) fugitive dust sources by requiring actions to prevent, reduce, or mitigate fugitive dust emissions. Rule 403 includes Best Available Control Measures and control measures for large operations to control fugitive dust emissions.

**SCAQMD Rule 1186 – PM<sub>10</sub> Emissions from Paved and Unpaved Roads, and Livestock Operations.** The purpose of this rule is to reduce the amount of particulate matter entrained in the ambient air as a result of vehicular travel on paved and unpaved public roads, and at livestock operations. The rule requires removal of visible material on paved roads and dust control measures

to be implemented on unpaved roads. Only paved roads would be used to access the proposed health care clinic.

**Particulate Matter (PM) 2.5 Significance Thresholds and Calculation Methodology.** The SCAQMD has developed methodologies to calculate PM<sub>2.5</sub> emissions and has established localized significance thresholds (LSTs) that are applicable under the California Environmental Quality Act. The LSTs are based on area-specific air dispersion modeling, and apply to sources from 1 to 5 acres in size.

The proposed project would occur on Native American reservation land within an area designated for public services. Implementation of SCAQMD Rule 403 would reduce fugitive dust during construction and paving existing undeveloped areas and would reduce fugitive dust emissions post-construction. An evaluation of project consistency with LST for NO<sub>x</sub>, CO, PM<sub>10</sub> and PM<sub>2.5</sub> is provided herein.

This analysis provides an estimate of the emissions for implementation of the Soboba Band of Luiseno Indians Health Center Project and an evaluation of project consistency with emission estimates contained in the AQMP.

#### **4 THRESHOLDS OF SIGNIFICANCE**

For the Proposed Action, the Project may result in significant air quality impacts if:

- Criterion AIR-1: The Project would conflict with the current approved Air Quality Management Plan and SIP.
- Criterion AIR-2: The Project would generate emissions of air pollutants that would exceed any regional thresholds.
- Criterion AIR-3: The Project would generate emissions of air pollutants that would exceed the Federal General Conformity Applicability Thresholds and would not be in conformity with the applicable State Implementation Plan.
- Criterion AIR-4: The Project would result in a significant impact to global climate change based on the Tier 3 threshold of 3,000 metric tons of CO<sub>2</sub>E per year proposed by the SCAQMD (September 2010 Stakeholder Working Group Meeting).

A discussion of each significance criterion is provided in the following sections:

##### **4.1 Criterion AIR-1: Conformance with Applicable Air Quality Management Plan**

The most recent air quality management plan adopted by the SCAQMD for the SCAB is the 2016 Air Quality Management Plan (AQMP) (SCAQMD 2017), which was adopted by the SCAQMD Governing Board on March 3, 2017. The 2016 AQMP focuses on strategies for attainment and maintenance of ozone and PM<sub>2.5</sub> standards. To meet ozone standards, both NO<sub>x</sub> and volatile

organic compounds (VOC) emissions are addressed in the AQMP. However, air quality modeling demonstrates that NO<sub>x</sub> reductions prove to be much more effective in reducing ozone levels and will also lead to significant improvement in PM<sub>2.5</sub> concentrations. NO<sub>x</sub> -emitting stationary sources regulated by the SCAQMD include refineries, power plants, natural gas combustion equipment (e.g., boilers, heaters, engines, burners, flares) and other combustion sources that burn wood or propane. The 2016 AQMP proposes significant NO<sub>x</sub> reductions from new regulations on refineries, power plants, non-refinery flares, commercial cooking, and residential and commercial appliances.

The AQMP states that based on projections from 2012, continued implementation of previously adopted regulations will lead to NO<sub>x</sub> emission reductions of 68 percent by 2023 and 80 percent by 2031. With the addition of 2016 AQMP proposed regulatory measures, a 30 percent reduction of NO<sub>x</sub> from stationary sources is expected in the 15-year period between 2008 and 2023. This is in addition to significant NO<sub>x</sub> reductions from stationary sources achieved prior to 2008.

The AQMP contains estimates of emissions for off-road equipment and on-road vehicles. Post-construction, the primary emission source associated with the project will be on-road vehicles. Emissions for these source categories for the year 2019 are shown in Table 4-1.

**Table 4-1 Air Quality Management Plan Emissions estimate - 2022 Baseline (tons per day)**

Source Category	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>2.5</sub>
Off-road Equipment	74	113	715	5	6
On-Road Vehicles	68	125	498	2	10

Source: SCAQMD 2016 Air Quality Management Plan.

The Proposed Action does not exceed these emissions budgets as shown below; thus, it would conform to the AQMP.

## 4.2 Criterion AIR-2: Regional Air Quality Significance Thresholds

Local air quality regulatory agencies have established significance thresholds under CEQA that can be used to assess whether a proposed project could have a significant impact on regional air quality. The SCAQMD has established thresholds based on lbs/day and/or tons/year of emissions for construction activities and project operations. Regional significance thresholds are summarized in Table 4-2.

**Table 4-2 Regional Air Quality Significance Thresholds**

Criteria Pollutant	South Coast AQMD	
	Construction	Operation
	lbs/day	lbs/day
Carbon Monoxide (CO)	550	550
Oxides of Nitrogen (NO <sub>x</sub> )	100	55



Reactive Organic Compounds (ROG)	75	55
Particulate Matter (PM <sub>10</sub> )	150	150
Particulate Matter (PM <sub>2.5</sub> )	55	55
Oxides of Sulfur (SO <sub>x</sub> )	150	150

Source: SCAQMD, 2015

#### 4.3 Criterion AIR-3: Federal General Conformity Significance Criteria

As discussed in section 3.3, the General Conformity Rule is applicable to the Proposed Action because the related emissions are associated with the use of vehicles to transport staff, vendors, patients and employees to/from the health center. Mobile source emissions are evaluated based on the General Conformity Rule *de minimis* thresholds for the SCAB.

The General Conformity Rule applies to Federal actions. The applicability emission thresholds (also referred to as *de minimis* thresholds) are shown in Table 4-3 and would apply to projects that require Federal approval and are located in Federal nonattainment areas.

**Table 4-3 Federal General Conformity Applicability Thresholds**

Air Basin	NO <sub>x</sub> and ROG	PM <sub>10</sub>	CO and PM <sub>2.5</sub>
South Coast	10 tons/year	70 tons/year	100 tons/year

Source: US EPA *De minimis* tables, <https://www.epa.gov/general-conformity/de-minimis-tables>

#### 4.4 Criterion AIR-4: Global Climate Change

Currently, there are no formally adopted or published National Environmental Policy Act (NEPA) thresholds for GHG emissions. On March 28, 2017, President Trump signed Executive Order 13783, *Promoting Energy Independence and Economic Growth*, which suspended regulations interpreted to be contrary to this objective. On April 5, 2017, the Council on Environmental Quality (CEQ) withdrew the “Final Guidance for Federal Departments and Agencies on Consideration of Greenhouse Gas Emissions and the Effects of Climate Change in National Environmental Policy Act Reviews.” The guidance that was implemented August 5, 2016, indicated that use of 25,000 metric tons of CO<sub>2e</sub> emissions as a reference point would provide federal agencies with a useful indicator, rather than an absolute standard of significance, for agencies to provide action-specific evaluation of GHG emissions and disclosure of potential impacts.

The SCAQMD has developed interim guidelines for the evaluation of global climate impacts for projects under its jurisdiction. SCAQMD staffs recommended an interim GHG significance threshold proposal using a tiered approach for determining significance. Tier 3, which is expected to be the primary tier by which the SCAQMD will determine significance for projects where it is the lead agency, uses the Governor of California’s Executive Order S-3-05 goal (as described under Regulatory Framework, Section 3, above) as the basis for deriving the screening level.

Tier 3 has been used to evaluate whether the Project would have a significant impact on global climate. The quantitative threshold under Tier 3 would be 3,000 metric tons of CO<sub>2</sub> equivalent emissions. Project air quality impacts were evaluated on the basis of these significance criteria.

## 5 AIR QUALITY IMPACTS

This section presents an evaluation of impacts associated with the Proposed Action and with the No Action Alternative.

### 5.1 Proposed Action

Potential air quality impacts associated with the Proposed Action would arise due to emissions from activities associated with the Project. Emission sources would consist of construction equipment and vehicles required to transport work crews, equipment and materials to/from the site. Operation emissions would be comprised primarily of mobile sources emissions associated with transporting patients, vendors and employees to/from the clinic as well as operation of the clinic (energy, water and solid waste). All emissions were calculated using the California Emission Estimator Model (CalEEMod 2016.3.2) (CARB 2017). Table 5-1 presents a summary of the emissions associated with the Proposed Action.

**Table 5-1 Proposed Action Emissions**

Emission Source	ROG	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Construction Emissions, lbs/day (2020)</b>	4.1	42.4	22.3	0.04	10.1	6.4
<b>Construction Emissions, lbs/day (2021)</b>	31.5	20.7	20.1	0.04	2.0	1.2
SCAQMD Significance Thresholds	75	100	550	150	150	55
Above Significance Thresholds?	No	No	No	No	No	No
<b>Operational Emissions</b>	1.7	3.2	4.8	0.01	1.3	0.3
Above Significance Thresholds?	No	No	No	No	No	No
Federal <i>De Minimis</i> Thresholds	10	10	100	N/A	70	100
Above <i>De Minimis</i> Thresholds?	No	No	No	No	No	No

LSTs have been developed by SCAQMD for emissions within areas up to five acres in size, with air pollutant modeling recommended for activity within larger areas. The SCAQMD provides lookup tables for project sites that measure one, two, or five acres. As referenced, the site is approximately 8 acres in size; however, it was assumed that two acres would be disturbed daily during construction. Thus, the associated look up table values for two acres were used to provide a conservative evaluation of potential impacts. The project site is located in Source Receptor Area 28 (SRA-28, Hemet/San Jacinto Valley Area). LSTs for construction related emissions in the SRA 28 at varying distances between the source and receiving property are shown in Table 5-2.

**Table 5-2 SCAQMD LSTs for Construction**

<b>Pollutant</b>	<b>Allowable emissions as a function of receptor distance in meters from a two-acre site (lbs/day)</b>				
	<b>25</b>	<b>50</b>	<b>100</b>	<b>200</b>	<b>500</b>
Gradual conversion of NO <sub>x</sub> to NO <sub>2</sub>	234	275	363	521	941
CO	1,100	1,572	2,781	6,399	25,412
PM <sub>10</sub>	7	20	38	75	186
PM <sub>2.5</sub>	4	6	10	23	91

Source: <http://www.aqmd.gov/CEQA/handbook/LST/appC.pdf>, October 2009.

The nearest sensitive receptors are residential uses located approximately 313 feet (95 meters) northwest of the center of the site. However, site preparation and grading activities will likely occur along the northwestern property boundary adjacent to existing residences located along Soboba View Drive. Consistent with SCAQMD recommendations, the more conservative 25-meter LSTs are used. As discussed, LSTs apply to on-site uses only and do not include off-site vehicle trips and emissions. LSTs are compared to estimated project emissions in Table 5-3.

**Table 5-3 Maximum Unmitigated Daily On-Site Construction Emissions and LSTs**

<b>On-Site Construction Emissions</b>	<b>NO<sub>x</sub></b>	<b>CO</b>	<b>PM<sub>10</sub></b>	<b>PM<sub>2.5</sub></b>
-Demolition	33.2	21.7	1.6	1.6
-Site Preparation	42.4	21.5	<b>9.9</b>	<b>6.3</b>
-Grading	26.3	16.0	3.9	2.6
-Building Construction (2020)	19.1	16.8	1.1	1.05
-Building Construction (2021)	17.4	16.5	0.9	0.9
-Paving	10.8	12.2	0.5	0.5
-Architectural Coating	1.5	1.8	0.09	0.09
<b>Local Significance Threshold – 25 meters (on-site only)<sup>3</sup></b>	<b>234</b>	<b>1,100</b>	<b>7</b>	<b>4</b>
Threshold Exceeded	No	No	Yes	Yes

Notes: All calculations were made using CalEEMod. See the Appendix A. Site Preparation, Grading, Building Construction,

LSTs are for a 2-acre disturbance area in SRA-28 within 25 meters of sensitive properties boundary.

An evaluation of potential impacts based on significance criteria AIR-1 through AIR-4 is presented in the following sections.

#### 5.1.1 Criterion AIR-1: Conformance with Applicable Air Quality Management Plan

The proposed project conforms with the SCAQMD's 2016 AQMP because air emissions would not exceed the CEQA thresholds presented in Tables 4-2 and 5-1. A less than significant impact would occur under this criterion.

#### 5.1.2 Criterion AIR-2: Regional Air Quality Significance Thresholds

As shown in Table 5-1, emissions are below the SCAQMD CEQA and Federal De Minimis thresholds for ROG, NO<sub>x</sub>, CO, SO<sub>x</sub>, PM<sub>10</sub> and PM<sub>2.5</sub>. As shown in Table 5-3, emissions during site preparation (i.e., scraping/grubbing/clearing) would exceed the LST limits for PM<sub>10</sub> and PM<sub>2.5</sub>. Thus, without mitigation, significant impact would occur.

#### 5.1.3 Criterion AIR-3: Federal General Conformity

Emissions associated with the project are presumed to conform with the SIP because they are generated by use of a project site consistent with the approved land use plan. Further, emissions are below the SCAQMD thresholds shown in Tables 4-2, 5-1 and 5-3. The project would therefore conform to the applicable AQMP and SIP. Accordingly, a conformity determination is not required under 40 CFR Part 51.

#### 5.1.4 Criterion AIR-4: Global Climate Change

Greenhouse gas emissions are addressed under cumulative impacts.

### **5.2 No Action Alternative**

Under the No Action Alternative, the replacement clinic would not be constructed. Emissions associated with travel to/from existing medical facilities in the area would continue. The proposed project would be located in proximity to residents that would use the facility which would avoid the need to transport people out of the area for medical care. Impacts from dust, vehicle emissions associated with travel to other medical facilities in the area, and other sources would be unchanged from existing conditions under the No Action Alternative.

## **6 CUMULATIVE IMPACTS**

There are no known past, present, and foreseeable future activities within the Project Area that could have the potential to result in cumulative air quality impacts. The project would provide necessary medical care for Tribal members and reduce the need to travel off the reservation for

routine health care services. Because overall travel associated with obtaining medical care would be reduced from existing conditions, it is not anticipated that the project would result in long-term cumulatively considerable impacts.

Greenhouse gas emissions do not result in direct impacts (CNRA 2009). They are addressed only on a cumulative basis. Table 6-1 presents a summary of the estimated greenhouse gas emissions.

**Table 6-1 Proposed Action Greenhouse Gas Emissions**

Emission Source	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O
Emissions, metric tons/year			
Construction Emissions (2020 and 2021)	524 (17.4)	0.08	0.0
Operating Emissions	481	1.6	0.01
TOTAL	498.4	1.68	0.01
CO <sub>2</sub> Equivalent Total	500		

Total construction emissions are estimated to be 524 metric tons of CO<sub>2</sub>E. Amortized over the 30-year life of the project, a total of 17.4 metric tons was added to the operational emissions. Total CO<sub>2</sub>e emissions would be 500 metric tons. The estimated total is below the SCAQMD's proposed threshold of 3,000 metric tons of CO<sub>2</sub>e. The level is also below the 900-metric ton CO<sub>2</sub>E threshold proposed by the California Air Pollution Control Officers Association (CAPCOA) as a threshold below which further analysis is not required. This level of GHG emissions would not result in a cumulatively considerable impact on global climate.

## 7 RECOMMENDED MITIGATION MEASURES

The Soboba Band of Luiseno Indians Health Center Project would result in emissions related to both construction and operation of the proposed facility. Emissions would not exceed SCAQMD or Federal *de minimis* thresholds. Temporary emissions would exceed the LSTs during site preparation activities without mitigation. Implementation of Mitigation Measure AQ-1 would reduce temporary construction emissions and avoid an exceedance of the LSTs for fugitive dust.

**Mitigation Measure AQ-1 Site Preparation PM<sub>10</sub> and PM<sub>2.5</sub> Reduction.** Contractor will be conditioned to apply water to soils being actively disturbed during site preparation occurring within 25 meters of the nearest residence such that the moisture content reaches 15%. Water shall be applied using an active sprinkler system or water truck. The moisture content will be verified using a lab sample or moisture probe.

Implementation of Mitigation Measure AQ-1 would reduce temporary PM<sub>10</sub> emissions to 5.7 pounds daily and PM<sub>2.5</sub> emissions to 3.9 pounds daily. This would be a less than the LSTs; and thus, a less than significant impact.

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## **Appendix A - Emission Calculations**



## Soboba Health Clinic - Riverside-South Coast County, Summer

**Soboba Health Clinic**  
**Riverside-South Coast County, Summer**

## 1.0 Project Characteristics

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### 1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	373.00	Space	3.36	149,200.00	0
Medical Office Building	44.00	1000sqft	1.01	44,000.00	0
Strip Mall	12.30	1000sqft	0.28	12,300.00	0

### 1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.4	Precipitation Freq (Days)	28
Climate Zone	10			Operational Year	2021
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW hr)	702.44	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

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

## Soboba Health Clinic - Riverside-South Coast County, Summer

Project Characteristics -

Land Use -

Construction Off-road Equipment Mitigation -

Area Mitigation -

Water Mitigation -

Waste Mitigation -

Vehicle Trips - The facilities would be closed on weekends; thus, weekend trip rates were revised.

Trip generation rate modified to match those used in the EA0.49

Grading - Assumes two acres disturbed daily during construction.

Moisture content required to avoid exceeding LSTs for fugitive dust during site preparation and grading

Table Name	Column Name	Default Value	New Value
tblAreaMitigation	UseLowVOCPaintParkingCheck	False	True
tblGrading	AcresOfGrading	4.00	2.00
tblGrading	AcresOfGrading	0.00	2.00
tblGrading	MaterialMoistureContentBulldozing	7.90	15.00
tblGrading	MaterialMoistureContentBulldozing	7.90	15.00
tblVehicleTrips	ST_TR	8.96	0.00
tblVehicleTrips	ST_TR	42.04	0.00
tblVehicleTrips	SU_TR	1.55	0.00
tblVehicleTrips	SU_TR	20.43	0.00
tblVehicleTrips	WD_TR	36.13	5.45
tblVehicleTrips	WD_TR	44.32	0.49

## 2.0 Emissions Summary

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## Soboba Health Clinic - Riverside-South Coast County, Summer

**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					
2020	4.1681	42.4715	22.3580	0.0448	7.9878	2.1986	10.1864	4.4141	2.0227	6.4369	0.0000	4,381.683 8	4,381.683 8	1.1969	0.0000	4,399.582 7
2021	31.5944	20.7972	20.1312	0.0444	1.1231	0.9699	2.0930	0.3028	0.9119	1.2147	0.0000	4,344.865 6	4,344.865 6	0.7030	0.0000	4,362.441 7
Maximum	31.5944	42.4715	22.3580	0.0448	7.9878	2.1986	10.1864	4.4141	2.0227	6.4369	0.0000	4,381.683 8	4,381.683 8	1.1969	0.0000	4,399.582 7

**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					
2020	4.1681	42.4715	22.3580	0.0448	3.7052	2.1986	5.9038	2.0157	2.0227	4.0384	0.0000	4,381.683 8	4,381.683 8	1.1969	0.0000	4,399.582 7
2021	31.5944	20.7972	20.1312	0.0444	1.1231	0.9699	2.0930	0.3028	0.9119	1.2147	0.0000	4,344.865 6	4,344.865 6	0.7030	0.0000	4,362.441 7
Maximum	31.5944	42.4715	22.3580	0.0448	3.7052	2.1986	5.9038	2.0157	2.0227	4.0384	0.0000	4,381.683 8	4,381.683 8	1.1969	0.0000	4,399.582 7

	ROG	NOx	CO	SO2	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	47.01	0.00	34.88	50.85	0.00	31.35	0.00	0.00	0.00	0.00	0.00	0.00

## Soboba Health Clinic - Riverside-South Coast County, Summer

**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	1.3261	4.0000e-004	0.0440	0.0000		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004		0.0940	0.0940	2.5000e-004		0.1002
Energy	5.3200e-003	0.0483	0.0406	2.9000e-004		3.6700e-003	3.6700e-003		3.6700e-003	3.6700e-003		58.0132	58.0132	1.1100e-003	1.0600e-003	58.3580
Mobile	0.4562	3.1728	4.7335	0.0193	1.3510	0.0132	1.3643	0.3615	0.0124	0.3739		1,969.6624	1,969.6624	0.1054		1,972.2975
<b>Total</b>	<b>1.7876</b>	<b>3.2216</b>	<b>4.8181</b>	<b>0.0196</b>	<b>1.3510</b>	<b>0.0171</b>	<b>1.3681</b>	<b>0.3615</b>	<b>0.0163</b>	<b>0.3777</b>		<b>2,027.7695</b>	<b>2,027.7695</b>	<b>0.1068</b>	<b>1.0600e-003</b>	<b>2,030.7557</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	1.3261	4.0000e-004	0.0440	0.0000		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004		0.0940	0.0940	2.5000e-004		0.1002
Energy	5.3200e-003	0.0483	0.0406	2.9000e-004		3.6700e-003	3.6700e-003		3.6700e-003	3.6700e-003		58.0132	58.0132	1.1100e-003	1.0600e-003	58.3580
Mobile	0.4562	3.1728	4.7335	0.0193	1.3510	0.0132	1.3643	0.3615	0.0124	0.3739		1,969.6624	1,969.6624	0.1054		1,972.2975
<b>Total</b>	<b>1.7876</b>	<b>3.2216</b>	<b>4.8181</b>	<b>0.0196</b>	<b>1.3510</b>	<b>0.0171</b>	<b>1.3681</b>	<b>0.3615</b>	<b>0.0163</b>	<b>0.3777</b>		<b>2,027.7695</b>	<b>2,027.7695</b>	<b>0.1068</b>	<b>1.0600e-003</b>	<b>2,030.7557</b>

## Soboba Health Clinic - Riverside-South Coast County, Summer

	ROG	NOx	CO	SO2	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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**3.0 Construction Detail****Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	6/1/2020	6/26/2020	5	20	
2	Site Preparation	Site Preparation	6/27/2020	7/3/2020	5	5	
3	Grading	Grading	7/4/2020	7/15/2020	5	8	
4	Building Construction	Building Construction	7/16/2020	6/2/2021	5	230	
5	Paving	Paving	6/3/2021	6/28/2021	5	18	
6	Architectural Coating	Architectural Coating	6/29/2021	7/22/2021	5	18	

**Acres of Grading (Site Preparation Phase): 2****Acres of Grading (Grading Phase): 2****Acres of Paving: 3.36****Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 84,450; Non-Residential Outdoor: 28,150; Striped Parking Area: 8,952 (Architectural Coating – sqft)****OffRoad Equipment**

## Soboba Health Clinic - Riverside-South Coast County, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Grading	Excavators	1	8.00	158	0.38
Paving	Pavers	1	8.00	130	0.42
Paving	Rollers	2	6.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Paving	Paving Equipment	2	6.00	132	0.36
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

## Soboba Health Clinic - Riverside-South Coast County, Summer

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	81.00	34.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	16.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

## 3.1 Mitigation Measures Construction

Water Exposed Area

## 3.2 Demolition - 2020

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	3.3121	33.2010	21.7532	0.0388		1.6587	1.6587		1.5419	1.5419		3,747.7049	3,747.7049	1.0580		3,774.1536
<b>Total</b>	<b>3.3121</b>	<b>33.2010</b>	<b>21.7532</b>	<b>0.0388</b>		<b>1.6587</b>	<b>1.6587</b>		<b>1.5419</b>	<b>1.5419</b>		<b>3,747.7049</b>	<b>3,747.7049</b>	<b>1.0580</b>		<b>3,774.1536</b>



## Soboba Health Clinic - Riverside-South Coast County, Summer

**3.2 Demolition - 2020****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	0.0763	0.0451	0.6048	1.6600e-003	0.1677	1.0200e-003	0.1687	0.0445	9.3000e-004	0.0454		165.2392	165.2392	4.2400e-003		165.3451
<b>Total</b>	<b>0.0763</b>	<b>0.0451</b>	<b>0.6048</b>	<b>1.6600e-003</b>	<b>0.1677</b>	<b>1.0200e-003</b>	<b>0.1687</b>	<b>0.0445</b>	<b>9.3000e-004</b>	<b>0.0454</b>		<b>165.2392</b>	<b>165.2392</b>	<b>4.2400e-003</b>		<b>165.3451</b>

**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	3.3121	33.2010	21.7532	0.0388		1.6587	1.6587		1.5419	1.5419	0.0000	3,747.7049	3,747.7049	1.0580		3,774.1536
<b>Total</b>	<b>3.3121</b>	<b>33.2010</b>	<b>21.7532</b>	<b>0.0388</b>		<b>1.6587</b>	<b>1.6587</b>		<b>1.5419</b>	<b>1.5419</b>	<b>0.0000</b>	<b>3,747.7049</b>	<b>3,747.7049</b>	<b>1.0580</b>		<b>3,774.1536</b>

## Soboba Health Clinic - Riverside-South Coast County, Summer

**3.2 Demolition - 2020****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	0.0763	0.0451	0.6048	1.6600e-003	0.1677	1.0200e-003	0.1687	0.0445	9.3000e-004	0.0454		165.2392	165.2392	4.2400e-003		165.3451
<b>Total</b>	<b>0.0763</b>	<b>0.0451</b>	<b>0.6048</b>	<b>1.6600e-003</b>	<b>0.1677</b>	<b>1.0200e-003</b>	<b>0.1687</b>	<b>0.0445</b>	<b>9.3000e-004</b>	<b>0.0454</b>		<b>165.2392</b>	<b>165.2392</b>	<b>4.2400e-003</b>		<b>165.3451</b>

**3.3 Site Preparation - 2020****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.7866	0.0000	7.7866	4.3608	0.0000	4.3608			0.0000			0.0000
Off-Road	4.0765	42.4173	21.5136	0.0380		2.1974	2.1974		2.0216	2.0216		3,685.1016	3,685.1016	1.1918		3,714.8975
<b>Total</b>	<b>4.0765</b>	<b>42.4173</b>	<b>21.5136</b>	<b>0.0380</b>	<b>7.7866</b>	<b>2.1974</b>	<b>9.9840</b>	<b>4.3608</b>	<b>2.0216</b>	<b>6.3824</b>		<b>3,685.1016</b>	<b>3,685.1016</b>	<b>1.1918</b>		<b>3,714.8975</b>

## Soboba Health Clinic - Riverside-South Coast County, Summer

**3.3 Site Preparation - 2020****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	0.0916	0.0542	0.7258	1.9900e-003	0.2012	1.2200e-003	0.2024	0.0534	1.1200e-003	0.0545		198.2870	198.2870	5.0800e-003		198.4141
<b>Total</b>	<b>0.0916</b>	<b>0.0542</b>	<b>0.7258</b>	<b>1.9900e-003</b>	<b>0.2012</b>	<b>1.2200e-003</b>	<b>0.2024</b>	<b>0.0534</b>	<b>1.1200e-003</b>	<b>0.0545</b>		<b>198.2870</b>	<b>198.2870</b>	<b>5.0800e-003</b>		<b>198.4141</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.5040	0.0000	3.5040	1.9623	0.0000	1.9623			0.0000			0.0000
Off-Road	4.0765	42.4173	21.5136	0.0380		2.1974	2.1974		2.0216	2.0216	0.0000	3,685.1016	3,685.1016	1.1918		3,714.8975
<b>Total</b>	<b>4.0765</b>	<b>42.4173</b>	<b>21.5136</b>	<b>0.0380</b>	<b>3.5040</b>	<b>2.1974</b>	<b>5.7014</b>	<b>1.9623</b>	<b>2.0216</b>	<b>3.9840</b>	<b>0.0000</b>	<b>3,685.1016</b>	<b>3,685.1016</b>	<b>1.1918</b>		<b>3,714.8975</b>

## Soboba Health Clinic - Riverside-South Coast County, Summer

**3.3 Site Preparation - 2020****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	0.0916	0.0542	0.7258	1.9900e-003	0.2012	1.2200e-003	0.2024	0.0534	1.1200e-003	0.0545		198.2870	198.2870	5.0800e-003		198.4141
<b>Total</b>	<b>0.0916</b>	<b>0.0542</b>	<b>0.7258</b>	<b>1.9900e-003</b>	<b>0.2012</b>	<b>1.2200e-003</b>	<b>0.2024</b>	<b>0.0534</b>	<b>1.1200e-003</b>	<b>0.0545</b>		<b>198.2870</b>	<b>198.2870</b>	<b>5.0800e-003</b>		<b>198.4141</b>

**3.4 Grading - 2020****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					2.7193	0.0000	2.7193	1.4669	0.0000	1.4669			0.0000			0.0000
Off-Road	2.4288	26.3859	16.0530	0.0297		1.2734	1.2734		1.1716	1.1716		2,872.4851	2,872.4851	0.9290		2,895.7106
<b>Total</b>	<b>2.4288</b>	<b>26.3859</b>	<b>16.0530</b>	<b>0.0297</b>	<b>2.7193</b>	<b>1.2734</b>	<b>3.9927</b>	<b>1.4669</b>	<b>1.1716</b>	<b>2.6385</b>		<b>2,872.4851</b>	<b>2,872.4851</b>	<b>0.9290</b>		<b>2,895.7106</b>

## Soboba Health Clinic - Riverside-South Coast County, Summer

**3.4 Grading - 2020****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	0.0763	0.0451	0.6048	1.6600e-003	0.1677	1.0200e-003	0.1687	0.0445	9.3000e-004	0.0454		165.2392	165.2392	4.2400e-003		165.3451
<b>Total</b>	<b>0.0763</b>	<b>0.0451</b>	<b>0.6048</b>	<b>1.6600e-003</b>	<b>0.1677</b>	<b>1.0200e-003</b>	<b>0.1687</b>	<b>0.0445</b>	<b>9.3000e-004</b>	<b>0.0454</b>		<b>165.2392</b>	<b>165.2392</b>	<b>4.2400e-003</b>		<b>165.3451</b>

**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					1.2237	0.0000	1.2237	0.6601	0.0000	0.6601			0.0000			0.0000
Off-Road	2.4288	26.3859	16.0530	0.0297		1.2734	1.2734		1.1716	1.1716	0.0000	2,872.485 1	2,872.485 1	0.9290		2,895.710 6
<b>Total</b>	<b>2.4288</b>	<b>26.3859</b>	<b>16.0530</b>	<b>0.0297</b>	<b>1.2237</b>	<b>1.2734</b>	<b>2.4971</b>	<b>0.6601</b>	<b>1.1716</b>	<b>1.8317</b>	<b>0.0000</b>	<b>2,872.485 1</b>	<b>2,872.485 1</b>	<b>0.9290</b>		<b>2,895.710 6</b>

## Soboba Health Clinic - Riverside-South Coast County, Summer

**3.4 Grading - 2020****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	0.0763	0.0451	0.6048	1.6600e-003	0.1677	1.0200e-003	0.1687	0.0445	9.3000e-004	0.0454		165.2392	165.2392	4.2400e-003		165.3451
<b>Total</b>	<b>0.0763</b>	<b>0.0451</b>	<b>0.6048</b>	<b>1.6600e-003</b>	<b>0.1677</b>	<b>1.0200e-003</b>	<b>0.1687</b>	<b>0.0445</b>	<b>9.3000e-004</b>	<b>0.0454</b>		<b>165.2392</b>	<b>165.2392</b>	<b>4.2400e-003</b>		<b>165.3451</b>

**3.5 Building Construction - 2020****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	2.1198	19.1860	16.8485	0.0269		1.1171	1.1171		1.0503	1.0503		2,553.0631	2,553.0631	0.6229		2,568.6345
<b>Total</b>	<b>2.1198</b>	<b>19.1860</b>	<b>16.8485</b>	<b>0.0269</b>		<b>1.1171</b>	<b>1.1171</b>		<b>1.0503</b>	<b>1.0503</b>		<b>2,553.0631</b>	<b>2,553.0631</b>	<b>0.6229</b>		<b>2,568.6345</b>

## Soboba Health Clinic - Riverside-South Coast County, Summer

**3.5 Building Construction - 2020****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	0.0948	3.4983	0.6400	8.8800e-003	0.2177	0.0199	0.2376	0.0627	0.0190	0.0817		936.3291	936.3291	0.0702		938.0849
Worker	0.4122	0.2438	3.2660	8.9600e-003	0.9054	5.4800e-003	0.9109	0.2401	5.0500e-003	0.2452		892.2916	892.2916	0.0229		892.8634
<b>Total</b>	<b>0.5070</b>	<b>3.7421</b>	<b>3.9060</b>	<b>0.0178</b>	<b>1.1231</b>	<b>0.0254</b>	<b>1.1485</b>	<b>0.3028</b>	<b>0.0241</b>	<b>0.3269</b>		<b>1,828.6207</b>	<b>1,828.6207</b>	<b>0.0931</b>		<b>1,830.9482</b>

**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	2.1198	19.1860	16.8485	0.0269		1.1171	1.1171		1.0503	1.0503	0.0000	2,553.0631	2,553.0631	0.6229		2,568.6345
<b>Total</b>	<b>2.1198</b>	<b>19.1860</b>	<b>16.8485</b>	<b>0.0269</b>		<b>1.1171</b>	<b>1.1171</b>		<b>1.0503</b>	<b>1.0503</b>	<b>0.0000</b>	<b>2,553.0631</b>	<b>2,553.0631</b>	<b>0.6229</b>		<b>2,568.6345</b>



## Soboba Health Clinic - Riverside-South Coast County, Summer

**3.5 Building Construction - 2020****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	0.0948	3.4983	0.6400	8.8800e-003	0.2177	0.0199	0.2376	0.0627	0.0190	0.0817		936.3291	936.3291	0.0702		938.0849
Worker	0.4122	0.2438	3.2660	8.9600e-003	0.9054	5.4800e-003	0.9109	0.2401	5.0500e-003	0.2452		892.2916	892.2916	0.0229		892.8634
<b>Total</b>	<b>0.5070</b>	<b>3.7421</b>	<b>3.9060</b>	<b>0.0178</b>	<b>1.1231</b>	<b>0.0254</b>	<b>1.1485</b>	<b>0.3028</b>	<b>0.0241</b>	<b>0.3269</b>		<b>1,828.6207</b>	<b>1,828.6207</b>	<b>0.0931</b>		<b>1,830.9482</b>

**3.5 Building Construction - 2021****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	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013		2,553.3639	2,553.3639	0.6160		2,568.7643
<b>Total</b>	<b>1.9009</b>	<b>17.4321</b>	<b>16.5752</b>	<b>0.0269</b>		<b>0.9586</b>	<b>0.9586</b>		<b>0.9013</b>	<b>0.9013</b>		<b>2,553.3639</b>	<b>2,553.3639</b>	<b>0.6160</b>		<b>2,568.7643</b>

## Soboba Health Clinic - Riverside-South Coast County, Summer

**3.5 Building Construction - 2021****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	0.0794	3.1463	0.5614	8.8100e-003	0.2177	5.9900e-003	0.2237	0.0627	5.7200e-003	0.0684		929.0535	929.0535	0.0665		930.7151
Worker	0.3840	0.2188	2.9947	8.6600e-003	0.9054	5.3400e-003	0.9107	0.2401	4.9100e-003	0.2450		862.4482	862.4482	0.0206		862.9624
<b>Total</b>	<b>0.4634</b>	<b>3.3651</b>	<b>3.5560</b>	<b>0.0175</b>	<b>1.1231</b>	<b>0.0113</b>	<b>1.1344</b>	<b>0.3028</b>	<b>0.0106</b>	<b>0.3134</b>		<b>1,791.5017</b>	<b>1,791.5017</b>	<b>0.0870</b>		<b>1,793.6774</b>

**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	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013	0.0000	2,553.3639	2,553.3639	0.6160		2,568.7643
<b>Total</b>	<b>1.9009</b>	<b>17.4321</b>	<b>16.5752</b>	<b>0.0269</b>		<b>0.9586</b>	<b>0.9586</b>		<b>0.9013</b>	<b>0.9013</b>	<b>0.0000</b>	<b>2,553.3639</b>	<b>2,553.3639</b>	<b>0.6160</b>		<b>2,568.7643</b>

## Soboba Health Clinic - Riverside-South Coast County, Summer

**3.5 Building Construction - 2021****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	0.0794	3.1463	0.5614	8.8100e-003	0.2177	5.9900e-003	0.2237	0.0627	5.7200e-003	0.0684		929.0535	929.0535	0.0665		930.7151
Worker	0.3840	0.2188	2.9947	8.6600e-003	0.9054	5.3400e-003	0.9107	0.2401	4.9100e-003	0.2450		862.4482	862.4482	0.0206		862.9624
<b>Total</b>	<b>0.4634</b>	<b>3.3651</b>	<b>3.5560</b>	<b>0.0175</b>	<b>1.1231</b>	<b>0.0113</b>	<b>1.1344</b>	<b>0.3028</b>	<b>0.0106</b>	<b>0.3134</b>		<b>1,791.5017</b>	<b>1,791.5017</b>	<b>0.0870</b>		<b>1,793.6774</b>

**3.6 Paving - 2021****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	1.0940	10.8399	12.2603	0.0189		0.5788	0.5788		0.5342	0.5342		1,804.5523	1,804.5523	0.5670		1,818.7270
Paving	0.4891					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.5830</b>	<b>10.8399</b>	<b>12.2603</b>	<b>0.0189</b>		<b>0.5788</b>	<b>0.5788</b>		<b>0.5342</b>	<b>0.5342</b>		<b>1,804.5523</b>	<b>1,804.5523</b>	<b>0.5670</b>		<b>1,818.7270</b>

## Soboba Health Clinic - Riverside-South Coast County, Summer

**3.6 Paving - 2021****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	0.0948	0.0540	0.7394	2.1400e-003	0.2236	1.3200e-003	0.2249	0.0593	1.2100e-003	0.0605		212.9502	212.9502	5.0800e-003		213.0771
<b>Total</b>	<b>0.0948</b>	<b>0.0540</b>	<b>0.7394</b>	<b>2.1400e-003</b>	<b>0.2236</b>	<b>1.3200e-003</b>	<b>0.2249</b>	<b>0.0593</b>	<b>1.2100e-003</b>	<b>0.0605</b>		<b>212.9502</b>	<b>212.9502</b>	<b>5.0800e-003</b>		<b>213.0771</b>

**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	1.0940	10.8399	12.2603	0.0189		0.5788	0.5788		0.5342	0.5342	0.0000	1,804.5523	1,804.5523	0.5670		1,818.7270
Paving	0.4891					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.5830</b>	<b>10.8399</b>	<b>12.2603</b>	<b>0.0189</b>		<b>0.5788</b>	<b>0.5788</b>		<b>0.5342</b>	<b>0.5342</b>	<b>0.0000</b>	<b>1,804.5523</b>	<b>1,804.5523</b>	<b>0.5670</b>		<b>1,818.7270</b>

## Soboba Health Clinic - Riverside-South Coast County, Summer

**3.6 Paving - 2021****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	0.0948	0.0540	0.7394	2.1400e-003	0.2236	1.3200e-003	0.2249	0.0593	1.2100e-003	0.0605		212.9502	212.9502	5.0800e-003		213.0771
<b>Total</b>	<b>0.0948</b>	<b>0.0540</b>	<b>0.7394</b>	<b>2.1400e-003</b>	<b>0.2236</b>	<b>1.3200e-003</b>	<b>0.2249</b>	<b>0.0593</b>	<b>1.2100e-003</b>	<b>0.0605</b>		<b>212.9502</b>	<b>212.9502</b>	<b>5.0800e-003</b>		<b>213.0771</b>

**3.7 Architectural Coating - 2021****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	31.2996					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.9309
<b>Total</b>	<b>31.5185</b>	<b>1.5268</b>	<b>1.8176</b>	<b>2.9700e-003</b>		<b>0.0941</b>	<b>0.0941</b>		<b>0.0941</b>	<b>0.0941</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0193</b>		<b>281.9309</b>

## Soboba Health Clinic - Riverside-South Coast County, Summer

**3.7 Architectural Coating - 2021****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	0.0759	0.0432	0.5915	1.7100e-003	0.1788	1.0500e-003	0.1799	0.0474	9.7000e-004	0.0484		170.3602	170.3602	4.0600e-003		170.4617
<b>Total</b>	<b>0.0759</b>	<b>0.0432</b>	<b>0.5915</b>	<b>1.7100e-003</b>	<b>0.1788</b>	<b>1.0500e-003</b>	<b>0.1799</b>	<b>0.0474</b>	<b>9.7000e-004</b>	<b>0.0484</b>		<b>170.3602</b>	<b>170.3602</b>	<b>4.0600e-003</b>		<b>170.4617</b>

**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	31.2996					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941	0.0000	281.4481	281.4481	0.0193		281.9309
<b>Total</b>	<b>31.5185</b>	<b>1.5268</b>	<b>1.8176</b>	<b>2.9700e-003</b>		<b>0.0941</b>	<b>0.0941</b>		<b>0.0941</b>	<b>0.0941</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0193</b>		<b>281.9309</b>

## Soboba Health Clinic - Riverside-South Coast County, Summer

**3.7 Architectural Coating - 2021****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	0.0759	0.0432	0.5915	1.7100e-003	0.1788	1.0500e-003	0.1799	0.0474	9.7000e-004	0.0484		170.3602	170.3602	4.0600e-003		170.4617
<b>Total</b>	<b>0.0759</b>	<b>0.0432</b>	<b>0.5915</b>	<b>1.7100e-003</b>	<b>0.1788</b>	<b>1.0500e-003</b>	<b>0.1799</b>	<b>0.0474</b>	<b>9.7000e-004</b>	<b>0.0484</b>		<b>170.3602</b>	<b>170.3602</b>	<b>4.0600e-003</b>		<b>170.4617</b>

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



## Soboba Health Clinic - Riverside-South Coast County, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.4562	3.1728	4.7335	0.0193	1.3510	0.0132	1.3643	0.3615	0.0124	0.3739		1,969.662 4	1,969.662 4	0.1054		1,972.297 5
Unmitigated	0.4562	3.1728	4.7335	0.0193	1.3510	0.0132	1.3643	0.3615	0.0124	0.3739		1,969.662 4	1,969.662 4	0.1054		1,972.297 5

## 4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Medical Office Building	239.80	0.00	0.00	444,291	444,291
Parking Lot	0.00	0.00	0.00		
Strip Mall	6.03	0.00	0.00	8,191	8,191
Total	245.83	0.00	0.00	452,482	452,482

## 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
Medical Office Building	16.60	8.40	6.90	29.60	51.40	19.00	60	30	10
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

## 4.4 Fleet Mix

## Soboba Health Clinic - Riverside-South Coast County, Summer

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Medical Office Building	0.542116	0.037578	0.185203	0.118503	0.016241	0.005141	0.017392	0.068695	0.001383	0.001183	0.004582	0.000945	0.001038
Parking Lot	0.542116	0.037578	0.185203	0.118503	0.016241	0.005141	0.017392	0.068695	0.001383	0.001183	0.004582	0.000945	0.001038
Strip Mall	0.542116	0.037578	0.185203	0.118503	0.016241	0.005141	0.017392	0.068695	0.001383	0.001183	0.004582	0.000945	0.001038

## 5.0 Energy Detail

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Historical Energy Use: N

## 5.1 Mitigation Measures Energy

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	ROG	NOx	CO	SO2	Fugitive 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	5.3200e-003	0.0483	0.0406	2.9000e-004		3.6700e-003	3.6700e-003		3.6700e-003	3.6700e-003		58.0132	58.0132	1.1100e-003	1.0600e-003	58.3580
NaturalGas Unmitigated	5.3200e-003	0.0483	0.0406	2.9000e-004		3.6700e-003	3.6700e-003		3.6700e-003	3.6700e-003		58.0132	58.0132	1.1100e-003	1.0600e-003	58.3580

## Soboba Health Clinic - Riverside-South Coast County, Summer

**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					
Medical Office Building	418.301	4.5100e-003	0.0410	0.0345	2.5000e-004		3.1200e-003	3.1200e-003		3.1200e-003	3.1200e-003		49.2119	49.2119	9.4000e-004	9.0000e-004	49.5044
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
Strip Mall	74.811	8.1000e-004	7.3300e-003	6.1600e-003	4.0000e-005		5.6000e-004	5.6000e-004		5.6000e-004	5.6000e-004		8.8013	8.8013	1.7000e-004	1.6000e-004	8.8536
<b>Total</b>		<b>5.3200e-003</b>	<b>0.0483</b>	<b>0.0406</b>	<b>2.9000e-004</b>		<b>3.6800e-003</b>	<b>3.6800e-003</b>		<b>3.6800e-003</b>	<b>3.6800e-003</b>		<b>58.0132</b>	<b>58.0132</b>	<b>1.1100e-003</b>	<b>1.0600e-003</b>	<b>58.3580</b>

**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					
Medical Office Building	0.418301	4.5100e-003	0.0410	0.0345	2.5000e-004		3.1200e-003	3.1200e-003		3.1200e-003	3.1200e-003		49.2119	49.2119	9.4000e-004	9.0000e-004	49.5044
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
Strip Mall	0.074811	8.1000e-004	7.3300e-003	6.1600e-003	4.0000e-005		5.6000e-004	5.6000e-004		5.6000e-004	5.6000e-004		8.8013	8.8013	1.7000e-004	1.6000e-004	8.8536
<b>Total</b>		<b>5.3200e-003</b>	<b>0.0483</b>	<b>0.0406</b>	<b>2.9000e-004</b>		<b>3.6800e-003</b>	<b>3.6800e-003</b>		<b>3.6800e-003</b>	<b>3.6800e-003</b>		<b>58.0132</b>	<b>58.0132</b>	<b>1.1100e-003</b>	<b>1.0600e-003</b>	<b>58.3580</b>

**6.0 Area Detail**

## Soboba Health Clinic - Riverside-South Coast County, Summer

**6.1 Mitigation Measures Area**

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.3261	4.0000e-004	0.0440	0.0000		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004		0.0940	0.0940	2.5000e-004		0.1002
Unmitigated	1.3261	4.0000e-004	0.0440	0.0000		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004		0.0940	0.0940	2.5000e-004		0.1002

## Soboba Health Clinic - Riverside-South Coast County, Summer

**6.2 Area by SubCategory****Unmitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1544					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.1676					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	4.1100e-003	4.0000e-004	0.0440	0.0000		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004		0.0940	0.0940	2.5000e-004		0.1002
<b>Total</b>	<b>1.3261</b>	<b>4.0000e-004</b>	<b>0.0440</b>	<b>0.0000</b>		<b>1.6000e-004</b>	<b>1.6000e-004</b>		<b>1.6000e-004</b>	<b>1.6000e-004</b>		<b>0.0940</b>	<b>0.0940</b>	<b>2.5000e-004</b>		<b>0.1002</b>

**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	0.1544					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.1676					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	4.1100e-003	4.0000e-004	0.0440	0.0000		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004		0.0940	0.0940	2.5000e-004		0.1002
<b>Total</b>	<b>1.3261</b>	<b>4.0000e-004</b>	<b>0.0440</b>	<b>0.0000</b>		<b>1.6000e-004</b>	<b>1.6000e-004</b>		<b>1.6000e-004</b>	<b>1.6000e-004</b>		<b>0.0940</b>	<b>0.0940</b>	<b>2.5000e-004</b>		<b>0.1002</b>

**7.0 Water Detail**

## Soboba Health Clinic - Riverside-South Coast County, Summer

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**7.1 Mitigation Measures Water**

Apply Water Conservation Strategy  
Install Low Flow Bathroom Faucet  
Install Low Flow Kitchen Faucet  
Install Low Flow Toilet  
Install Low Flow Shower  
Use Water Efficient Irrigation System

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**8.0 Waste Detail****8.1 Mitigation Measures Waste**

Institute Recycling and Composting Services

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**9.0 Operational Offroad**

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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**10.0 Stationary Equipment****Fire Pumps and Emergency Generators**

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

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

Equipment Type	Number
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Soboba Health Clinic - Riverside-South Coast County, Summer

## 11.0 Vegetation

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## Soboba Health Clinic - Riverside-South Coast County, Annual

**Soboba Health Clinic**  
**Riverside-South Coast County, Annual**

## 1.0 Project Characteristics

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### 1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	373.00	Space	3.36	149,200.00	0
Medical Office Building	44.00	1000sqft	1.01	44,000.00	0
Strip Mall	12.30	1000sqft	0.28	12,300.00	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>	2021
<b>Utility Company</b>	Southern California Edison				
<b>CO2 Intensity (lb/MWhr)</b>	702.44	<b>CH4 Intensity (lb/MWhr)</b>	0.029	<b>N2O Intensity (lb/MWhr)</b>	0.006

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

## Soboba Health Clinic - Riverside-South Coast County, Annual

Project Characteristics -

Land Use -

Construction Off-road Equipment Mitigation -

Area Mitigation -

Water Mitigation -

Waste Mitigation -

Vehicle Trips - The facilities would be closed on weekends; thus, weekend trip rates were revised.

Trip generation rate modified to match those used in the EA0.49

Grading - Assumes two acres disturbed daily during construction.

Moisture content required to avoid exceeding LSTs for fugitive dust during site preparation and grading

Table Name	Column Name	Default Value	New Value
tblAreaMitigation	UseLowVOCPaintParkingCheck	False	True
tblGrading	AcresOfGrading	4.00	2.00
tblGrading	AcresOfGrading	0.00	2.00
tblGrading	MaterialMoistureContentBulldozing	7.90	15.00
tblGrading	MaterialMoistureContentBulldozing	7.90	15.00
tblVehicleTrips	ST_TR	8.96	0.00
tblVehicleTrips	ST_TR	42.04	0.00
tblVehicleTrips	SU_TR	1.55	0.00
tblVehicleTrips	SU_TR	20.43	0.00
tblVehicleTrips	WD_TR	36.13	5.45
tblVehicleTrips	WD_TR	44.32	0.49

## 2.0 Emissions Summary

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## Soboba Health Clinic - Riverside-South Coast County, Annual

**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					
2020	0.2108	1.9349	1.5740	3.2800e-003	0.1000	0.0963	0.1963	0.0356	0.0902	0.1258	0.0000	290.8925	290.8925	0.0551	0.0000	292.2697
2021	0.4263	1.2478	1.2125	2.6000e-003	0.0638	0.0589	0.1227	0.0172	0.0554	0.0726	0.0000	230.6000	230.6000	0.0397	0.0000	231.5919
Maximum	0.4263	1.9349	1.5740	3.2800e-003	0.1000	0.0963	0.1963	0.0356	0.0902	0.1258	0.0000	290.8925	290.8925	0.0551	0.0000	292.2697

**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					
2020	0.2108	1.9349	1.5740	3.2800e-003	0.0833	0.0963	0.1796	0.0263	0.0902	0.1165	0.0000	290.8923	290.8923	0.0551	0.0000	292.2695
2021	0.4263	1.2478	1.2125	2.6000e-003	0.0638	0.0589	0.1227	0.0172	0.0554	0.0726	0.0000	230.5999	230.5999	0.0397	0.0000	231.5917
Maximum	0.4263	1.9349	1.5740	3.2800e-003	0.0833	0.0963	0.1796	0.0263	0.0902	0.1165	0.0000	290.8923	290.8923	0.0551	0.0000	292.2695

	ROG	NOx	CO	SO2	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	10.19	0.00	5.23	17.47	0.00	4.65	0.00	0.00	0.00	0.00	0.00	0.00

## Soboba Health Clinic - Riverside-South Coast County, Annual

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	6-1-2020	8-31-2020	1.0097	1.0097
2	9-1-2020	11-30-2020	0.8302	0.8302
3	12-1-2020	2-28-2021	0.7704	0.7704
4	3-1-2021	5-31-2021	0.7608	0.7608
5	6-1-2021	8-31-2021	0.4175	0.4175
		Highest	1.0097	1.0097

## 2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.2418	5.0000e-005	5.5000e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0107	0.0107	3.0000e-005	0.0000	0.0114
Energy	9.7000e-004	8.8200e-003	7.4100e-003	5.0000e-005		6.7000e-004	6.7000e-004		6.7000e-004	6.7000e-004	0.0000	209.2048	209.2048	8.4200e-003	1.8800e-003	209.9760
Mobile	0.0499	0.4182	0.5559	2.3700e-003	0.1728	1.7300e-003	0.1745	0.0463	1.6200e-003	0.0479	0.0000	219.4096	219.4096	0.0126	0.0000	219.7233
Waste						0.0000	0.0000		0.0000	0.0000	99.0840	0.0000	99.0840	5.8557	0.0000	245.4763
Water						0.0000	0.0000		0.0000	0.0000	2.0407	32.3853	34.4259	0.2109	5.2300e-003	41.2565
<b>Total</b>	<b>0.2927</b>	<b>0.4271</b>	<b>0.5688</b>	<b>2.4200e-003</b>	<b>0.1728</b>	<b>2.4200e-003</b>	<b>0.1752</b>	<b>0.0463</b>	<b>2.3100e-003</b>	<b>0.0486</b>	<b>101.1246</b>	<b>461.0103</b>	<b>562.1349</b>	<b>6.0876</b>	<b>7.1100e-003</b>	<b>716.4433</b>

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**2.2 Overall Operational****Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.2418	5.0000e-005	5.5000e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0107	0.0107	3.0000e-005	0.0000	0.0114
Energy	9.7000e-004	8.8200e-003	7.4100e-003	5.0000e-005		6.7000e-004	6.7000e-004		6.7000e-004	6.7000e-004	0.0000	209.2048	209.2048	8.4200e-003	1.8800e-003	209.9760
Mobile	0.0499	0.4182	0.5559	2.3700e-003	0.1728	1.7300e-003	0.1745	0.0463	1.6200e-003	0.0479	0.0000	219.4096	219.4096	0.0126	0.0000	219.7233
Waste						0.0000	0.0000		0.0000	0.0000	24.7710	0.0000	24.7710	1.4639	0.0000	61.3691
Water						0.0000	0.0000		0.0000	0.0000	1.6325	25.9082	27.5408	0.1688	4.1800e-003	33.0052
<b>Total</b>	<b>0.2927</b>	<b>0.4271</b>	<b>0.5688</b>	<b>2.4200e-003</b>	<b>0.1728</b>	<b>2.4200e-003</b>	<b>0.1752</b>	<b>0.0463</b>	<b>2.3100e-003</b>	<b>0.0486</b>	<b>26.4035</b>	<b>454.5332</b>	<b>480.9368</b>	<b>1.6537</b>	<b>6.0600e-003</b>	<b>524.0848</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>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>73.89</b>	<b>1.40</b>	<b>14.44</b>	<b>72.84</b>	<b>14.77</b>	<b>26.85</b>

**3.0 Construction Detail****Construction Phase**

## Soboba Health Clinic - Riverside-South Coast County, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	6/1/2020	6/26/2020	5	20	
2	Site Preparation	Site Preparation	6/27/2020	7/3/2020	5	5	
3	Grading	Grading	7/4/2020	7/15/2020	5	8	
4	Building Construction	Building Construction	7/16/2020	6/2/2021	5	230	
5	Paving	Paving	6/3/2021	6/28/2021	5	18	
6	Architectural Coating	Architectural Coating	6/29/2021	7/22/2021	5	18	

**Acres of Grading (Site Preparation Phase): 2**

**Acres of Grading (Grading Phase): 2**

**Acres of Paving: 3.36**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 84,450; Non-Residential Outdoor: 28,150; Striped Parking Area: 8,952 (Architectural Coating – sqft)**

**OffRoad Equipment**

## Soboba Health Clinic - Riverside-South Coast County, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Grading	Excavators	1	8.00	158	0.38
Paving	Pavers	1	8.00	130	0.42
Paving	Rollers	2	6.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Paving	Paving Equipment	2	6.00	132	0.36
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT



## Soboba Health Clinic - Riverside-South Coast County, Annual

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	81.00	34.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	16.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

## 3.1 Mitigation Measures Construction

Water Exposed Area

## 3.2 Demolition - 2020

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	0.0331	0.3320	0.2175	3.9000e-004		0.0166	0.0166		0.0154	0.0154	0.0000	33.9986	33.9986	9.6000e-003	0.0000	34.2386
<b>Total</b>	<b>0.0331</b>	<b>0.3320</b>	<b>0.2175</b>	<b>3.9000e-004</b>		<b>0.0166</b>	<b>0.0166</b>		<b>0.0154</b>	<b>0.0154</b>	<b>0.0000</b>	<b>33.9986</b>	<b>33.9986</b>	<b>9.6000e-003</b>	<b>0.0000</b>	<b>34.2386</b>

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**3.2 Demolition - 2020****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.9000e-004	4.8000e-004	5.1600e-003	2.0000e-005	1.6500e-003	1.0000e-005	1.6600e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.3794	1.3794	3.0000e-005	0.0000	1.3803
<b>Total</b>	<b>6.9000e-004</b>	<b>4.8000e-004</b>	<b>5.1600e-003</b>	<b>2.0000e-005</b>	<b>1.6500e-003</b>	<b>1.0000e-005</b>	<b>1.6600e-003</b>	<b>4.4000e-004</b>	<b>1.0000e-005</b>	<b>4.5000e-004</b>	<b>0.0000</b>	<b>1.3794</b>	<b>1.3794</b>	<b>3.0000e-005</b>	<b>0.0000</b>	<b>1.3803</b>

**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	0.0331	0.3320	0.2175	3.9000e-004		0.0166	0.0166		0.0154	0.0154	0.0000	33.9986	33.9986	9.6000e-003	0.0000	34.2385
<b>Total</b>	<b>0.0331</b>	<b>0.3320</b>	<b>0.2175</b>	<b>3.9000e-004</b>		<b>0.0166</b>	<b>0.0166</b>		<b>0.0154</b>	<b>0.0154</b>	<b>0.0000</b>	<b>33.9986</b>	<b>33.9986</b>	<b>9.6000e-003</b>	<b>0.0000</b>	<b>34.2385</b>

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**3.2 Demolition - 2020****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.9000e-004	4.8000e-004	5.1600e-003	2.0000e-005	1.6500e-003	1.0000e-005	1.6600e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.3794	1.3794	3.0000e-005	0.0000	1.3803
<b>Total</b>	<b>6.9000e-004</b>	<b>4.8000e-004</b>	<b>5.1600e-003</b>	<b>2.0000e-005</b>	<b>1.6500e-003</b>	<b>1.0000e-005</b>	<b>1.6600e-003</b>	<b>4.4000e-004</b>	<b>1.0000e-005</b>	<b>4.5000e-004</b>	<b>0.0000</b>	<b>1.3794</b>	<b>1.3794</b>	<b>3.0000e-005</b>	<b>0.0000</b>	<b>1.3803</b>

**3.3 Site Preparation - 2020****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					0.0195	0.0000	0.0195	0.0109	0.0000	0.0109	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0102	0.1060	0.0538	1.0000e-004		5.4900e-003	5.4900e-003		5.0500e-003	5.0500e-003	0.0000	8.3577	8.3577	2.7000e-003	0.0000	8.4253
<b>Total</b>	<b>0.0102</b>	<b>0.1060</b>	<b>0.0538</b>	<b>1.0000e-004</b>	<b>0.0195</b>	<b>5.4900e-003</b>	<b>0.0250</b>	<b>0.0109</b>	<b>5.0500e-003</b>	<b>0.0160</b>	<b>0.0000</b>	<b>8.3577</b>	<b>8.3577</b>	<b>2.7000e-003</b>	<b>0.0000</b>	<b>8.4253</b>

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**3.3 Site Preparation - 2020****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.1000e-004	1.4000e-004	1.5500e-003	0.0000	4.9000e-004	0.0000	5.0000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.4138	0.4138	1.0000e-005	0.0000	0.4141
<b>Total</b>	<b>2.1000e-004</b>	<b>1.4000e-004</b>	<b>1.5500e-003</b>	<b>0.0000</b>	<b>4.9000e-004</b>	<b>0.0000</b>	<b>5.0000e-004</b>	<b>1.3000e-004</b>	<b>0.0000</b>	<b>1.3000e-004</b>	<b>0.0000</b>	<b>0.4138</b>	<b>0.4138</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>0.4141</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					8.7600e-003	0.0000	8.7600e-003	4.9100e-003	0.0000	4.9100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0102	0.1060	0.0538	1.0000e-004		5.4900e-003	5.4900e-003		5.0500e-003	5.0500e-003	0.0000	8.3577	8.3577	2.7000e-003	0.0000	8.4252
<b>Total</b>	<b>0.0102</b>	<b>0.1060</b>	<b>0.0538</b>	<b>1.0000e-004</b>	<b>8.7600e-003</b>	<b>5.4900e-003</b>	<b>0.0143</b>	<b>4.9100e-003</b>	<b>5.0500e-003</b>	<b>9.9600e-003</b>	<b>0.0000</b>	<b>8.3577</b>	<b>8.3577</b>	<b>2.7000e-003</b>	<b>0.0000</b>	<b>8.4252</b>

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**3.3 Site Preparation - 2020****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.1000e-004	1.4000e-004	1.5500e-003	0.0000	4.9000e-004	0.0000	5.0000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.4138	0.4138	1.0000e-005	0.0000	0.4141
<b>Total</b>	<b>2.1000e-004</b>	<b>1.4000e-004</b>	<b>1.5500e-003</b>	<b>0.0000</b>	<b>4.9000e-004</b>	<b>0.0000</b>	<b>5.0000e-004</b>	<b>1.3000e-004</b>	<b>0.0000</b>	<b>1.3000e-004</b>	<b>0.0000</b>	<b>0.4138</b>	<b>0.4138</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>0.4141</b>

**3.4 Grading - 2020****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					0.0109	0.0000	0.0109	5.8700e-003	0.0000	5.8700e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.7200e-003	0.1055	0.0642	1.2000e-004		5.0900e-003	5.0900e-003		4.6900e-003	4.6900e-003	0.0000	10.4235	10.4235	3.3700e-003	0.0000	10.5078
<b>Total</b>	<b>9.7200e-003</b>	<b>0.1055</b>	<b>0.0642</b>	<b>1.2000e-004</b>	<b>0.0109</b>	<b>5.0900e-003</b>	<b>0.0160</b>	<b>5.8700e-003</b>	<b>4.6900e-003</b>	<b>0.0106</b>	<b>0.0000</b>	<b>10.4235</b>	<b>10.4235</b>	<b>3.3700e-003</b>	<b>0.0000</b>	<b>10.5078</b>

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**3.4 Grading - 2020****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.8000e-004	1.9000e-004	2.0600e-003	1.0000e-005	6.6000e-004	0.0000	6.6000e-004	1.8000e-004	0.0000	1.8000e-004	0.0000	0.5518	0.5518	1.0000e-005	0.0000	0.5521
<b>Total</b>	<b>2.8000e-004</b>	<b>1.9000e-004</b>	<b>2.0600e-003</b>	<b>1.0000e-005</b>	<b>6.6000e-004</b>	<b>0.0000</b>	<b>6.6000e-004</b>	<b>1.8000e-004</b>	<b>0.0000</b>	<b>1.8000e-004</b>	<b>0.0000</b>	<b>0.5518</b>	<b>0.5518</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>0.5521</b>

**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					4.8900e-003	0.0000	4.8900e-003	2.6400e-003	0.0000	2.6400e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.7200e-003	0.1055	0.0642	1.2000e-004		5.0900e-003	5.0900e-003		4.6900e-003	4.6900e-003	0.0000	10.4235	10.4235	3.3700e-003	0.0000	10.5078
<b>Total</b>	<b>9.7200e-003</b>	<b>0.1055</b>	<b>0.0642</b>	<b>1.2000e-004</b>	<b>4.8900e-003</b>	<b>5.0900e-003</b>	<b>9.9800e-003</b>	<b>2.6400e-003</b>	<b>4.6900e-003</b>	<b>7.3300e-003</b>	<b>0.0000</b>	<b>10.4235</b>	<b>10.4235</b>	<b>3.3700e-003</b>	<b>0.0000</b>	<b>10.5078</b>

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**3.4 Grading - 2020****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.8000e-004	1.9000e-004	2.0600e-003	1.0000e-005	6.6000e-004	0.0000	6.6000e-004	1.8000e-004	0.0000	1.8000e-004	0.0000	0.5518	0.5518	1.0000e-005	0.0000	0.5521
<b>Total</b>	<b>2.8000e-004</b>	<b>1.9000e-004</b>	<b>2.0600e-003</b>	<b>1.0000e-005</b>	<b>6.6000e-004</b>	<b>0.0000</b>	<b>6.6000e-004</b>	<b>1.8000e-004</b>	<b>0.0000</b>	<b>1.8000e-004</b>	<b>0.0000</b>	<b>0.5518</b>	<b>0.5518</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>0.5521</b>

**3.5 Building Construction - 2020****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	0.1283	1.1608	1.0193	1.6300e-003		0.0676	0.0676		0.0636	0.0636	0.0000	140.1240	140.1240	0.0342	0.0000	140.9787
<b>Total</b>	<b>0.1283</b>	<b>1.1608</b>	<b>1.0193</b>	<b>1.6300e-003</b>		<b>0.0676</b>	<b>0.0676</b>		<b>0.0636</b>	<b>0.0636</b>	<b>0.0000</b>	<b>140.1240</b>	<b>140.1240</b>	<b>0.0342</b>	<b>0.0000</b>	<b>140.9787</b>

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**3.5 Building Construction - 2020****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	5.8400e-003	0.2140	0.0419	5.3000e-004	0.0130	1.2100e-003	0.0142	3.7500e-003	1.1600e-003	4.9100e-003	0.0000	50.5791	50.5791	4.0400e-003	0.0000	50.6802
Worker	0.0225	0.0158	0.1685	5.0000e-004	0.0539	3.3000e-004	0.0542	0.0143	3.1000e-004	0.0146	0.0000	45.0646	45.0646	1.1300e-003	0.0000	45.0928
<b>Total</b>	<b>0.0284</b>	<b>0.2297</b>	<b>0.2104</b>	<b>1.0300e-003</b>	<b>0.0669</b>	<b>1.5400e-003</b>	<b>0.0684</b>	<b>0.0181</b>	<b>1.4700e-003</b>	<b>0.0195</b>	<b>0.0000</b>	<b>95.6437</b>	<b>95.6437</b>	<b>5.1700e-003</b>	<b>0.0000</b>	<b>95.7730</b>

**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	0.1283	1.1608	1.0193	1.6300e-003		0.0676	0.0676		0.0636	0.0636	0.0000	140.1239	140.1239	0.0342	0.0000	140.9785
<b>Total</b>	<b>0.1283</b>	<b>1.1608</b>	<b>1.0193</b>	<b>1.6300e-003</b>		<b>0.0676</b>	<b>0.0676</b>		<b>0.0636</b>	<b>0.0636</b>	<b>0.0000</b>	<b>140.1239</b>	<b>140.1239</b>	<b>0.0342</b>	<b>0.0000</b>	<b>140.9785</b>



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**3.5 Building Construction - 2020****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	5.8400e-003	0.2140	0.0419	5.3000e-004	0.0130	1.2100e-003	0.0142	3.7500e-003	1.1600e-003	4.9100e-003	0.0000	50.5791	50.5791	4.0400e-003	0.0000	50.6802
Worker	0.0225	0.0158	0.1685	5.0000e-004	0.0539	3.3000e-004	0.0542	0.0143	3.1000e-004	0.0146	0.0000	45.0646	45.0646	1.1300e-003	0.0000	45.0928
<b>Total</b>	<b>0.0284</b>	<b>0.2297</b>	<b>0.2104</b>	<b>1.0300e-003</b>	<b>0.0669</b>	<b>1.5400e-003</b>	<b>0.0684</b>	<b>0.0181</b>	<b>1.4700e-003</b>	<b>0.0195</b>	<b>0.0000</b>	<b>95.6437</b>	<b>95.6437</b>	<b>5.1700e-003</b>	<b>0.0000</b>	<b>95.7730</b>

**3.5 Building Construction - 2021****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	0.1036	0.9501	0.9034	1.4700e-003		0.0522	0.0522		0.0491	0.0491	0.0000	126.2423	126.2423	0.0305	0.0000	127.0037
<b>Total</b>	<b>0.1036</b>	<b>0.9501</b>	<b>0.9034</b>	<b>1.4700e-003</b>		<b>0.0522</b>	<b>0.0522</b>		<b>0.0491</b>	<b>0.0491</b>	<b>0.0000</b>	<b>126.2423</b>	<b>126.2423</b>	<b>0.0305</b>	<b>0.0000</b>	<b>127.0037</b>

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**3.5 Building Construction - 2021****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	4.4200e-003	0.1728	0.0332	4.7000e-004	0.0117	3.3000e-004	0.0120	3.3800e-003	3.2000e-004	3.6900e-003	0.0000	45.2082	45.2082	3.4500e-003	0.0000	45.2945
Worker	0.0189	0.0128	0.1390	4.3000e-004	0.0485	2.9000e-004	0.0488	0.0129	2.7000e-004	0.0132	0.0000	39.2381	39.2381	9.1000e-004	0.0000	39.2610
<b>Total</b>	<b>0.0234</b>	<b>0.1855</b>	<b>0.1722</b>	<b>9.0000e-004</b>	<b>0.0602</b>	<b>6.2000e-004</b>	<b>0.0608</b>	<b>0.0163</b>	<b>5.9000e-004</b>	<b>0.0168</b>	<b>0.0000</b>	<b>84.4464</b>	<b>84.4464</b>	<b>4.3600e-003</b>	<b>0.0000</b>	<b>84.5554</b>

**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	0.1036	0.9501	0.9034	1.4700e-003		0.0522	0.0522		0.0491	0.0491	0.0000	126.2422	126.2422	0.0305	0.0000	127.0036
<b>Total</b>	<b>0.1036</b>	<b>0.9501</b>	<b>0.9034</b>	<b>1.4700e-003</b>		<b>0.0522</b>	<b>0.0522</b>		<b>0.0491</b>	<b>0.0491</b>	<b>0.0000</b>	<b>126.2422</b>	<b>126.2422</b>	<b>0.0305</b>	<b>0.0000</b>	<b>127.0036</b>

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**3.5 Building Construction - 2021****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	4.4200e-003	0.1728	0.0332	4.7000e-004	0.0117	3.3000e-004	0.0120	3.3800e-003	3.2000e-004	3.6900e-003	0.0000	45.2082	45.2082	3.4500e-003	0.0000	45.2945
Worker	0.0189	0.0128	0.1390	4.3000e-004	0.0485	2.9000e-004	0.0488	0.0129	2.7000e-004	0.0132	0.0000	39.2381	39.2381	9.1000e-004	0.0000	39.2610
<b>Total</b>	<b>0.0234</b>	<b>0.1855</b>	<b>0.1722</b>	<b>9.0000e-004</b>	<b>0.0602</b>	<b>6.2000e-004</b>	<b>0.0608</b>	<b>0.0163</b>	<b>5.9000e-004</b>	<b>0.0168</b>	<b>0.0000</b>	<b>84.4464</b>	<b>84.4464</b>	<b>4.3600e-003</b>	<b>0.0000</b>	<b>84.5554</b>

**3.6 Paving - 2021****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	9.8500e-003	0.0976	0.1103	1.7000e-004		5.2100e-003	5.2100e-003		4.8100e-003	4.8100e-003	0.0000	14.7336	14.7336	4.6300e-003	0.0000	14.8493
Paving	4.4000e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0143</b>	<b>0.0976</b>	<b>0.1103</b>	<b>1.7000e-004</b>		<b>5.2100e-003</b>	<b>5.2100e-003</b>		<b>4.8100e-003</b>	<b>4.8100e-003</b>	<b>0.0000</b>	<b>14.7336</b>	<b>14.7336</b>	<b>4.6300e-003</b>	<b>0.0000</b>	<b>14.8493</b>

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**3.6 Paving - 2021****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.7000e-004	5.2000e-004	5.6700e-003	2.0000e-005	1.9800e-003	1.0000e-005	1.9900e-003	5.3000e-004	1.0000e-005	5.4000e-004	0.0000	1.5999	1.5999	4.0000e-005	0.0000	1.6009
<b>Total</b>	<b>7.7000e-004</b>	<b>5.2000e-004</b>	<b>5.6700e-003</b>	<b>2.0000e-005</b>	<b>1.9800e-003</b>	<b>1.0000e-005</b>	<b>1.9900e-003</b>	<b>5.3000e-004</b>	<b>1.0000e-005</b>	<b>5.4000e-004</b>	<b>0.0000</b>	<b>1.5999</b>	<b>1.5999</b>	<b>4.0000e-005</b>	<b>0.0000</b>	<b>1.6009</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	9.8500e-003	0.0976	0.1103	1.7000e-004		5.2100e-003	5.2100e-003		4.8100e-003	4.8100e-003	0.0000	14.7335	14.7335	4.6300e-003	0.0000	14.8493
Paving	4.4000e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0143</b>	<b>0.0976</b>	<b>0.1103</b>	<b>1.7000e-004</b>		<b>5.2100e-003</b>	<b>5.2100e-003</b>		<b>4.8100e-003</b>	<b>4.8100e-003</b>	<b>0.0000</b>	<b>14.7335</b>	<b>14.7335</b>	<b>4.6300e-003</b>	<b>0.0000</b>	<b>14.8493</b>

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**3.6 Paving - 2021****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.7000e-004	5.2000e-004	5.6700e-003	2.0000e-005	1.9800e-003	1.0000e-005	1.9900e-003	5.3000e-004	1.0000e-005	5.4000e-004	0.0000	1.5999	1.5999	4.0000e-005	0.0000	1.6009
<b>Total</b>	<b>7.7000e-004</b>	<b>5.2000e-004</b>	<b>5.6700e-003</b>	<b>2.0000e-005</b>	<b>1.9800e-003</b>	<b>1.0000e-005</b>	<b>1.9900e-003</b>	<b>5.3000e-004</b>	<b>1.0000e-005</b>	<b>5.4000e-004</b>	<b>0.0000</b>	<b>1.5999</b>	<b>1.5999</b>	<b>4.0000e-005</b>	<b>0.0000</b>	<b>1.6009</b>

**3.7 Architectural Coating - 2021****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	0.2817					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.9700e-003	0.0137	0.0164	3.0000e-005		8.5000e-004	8.5000e-004		8.5000e-004	8.5000e-004	0.0000	2.2979	2.2979	1.6000e-004	0.0000	2.3019
<b>Total</b>	<b>0.2837</b>	<b>0.0137</b>	<b>0.0164</b>	<b>3.0000e-005</b>		<b>8.5000e-004</b>	<b>8.5000e-004</b>		<b>8.5000e-004</b>	<b>8.5000e-004</b>	<b>0.0000</b>	<b>2.2979</b>	<b>2.2979</b>	<b>1.6000e-004</b>	<b>0.0000</b>	<b>2.3019</b>

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**3.7 Architectural Coating - 2021****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.2000e-004	4.2000e-004	4.5300e-003	1.0000e-005	1.5800e-003	1.0000e-005	1.5900e-003	4.2000e-004	1.0000e-005	4.3000e-004	0.0000	1.2799	1.2799	3.0000e-005	0.0000	1.2807
<b>Total</b>	<b>6.2000e-004</b>	<b>4.2000e-004</b>	<b>4.5300e-003</b>	<b>1.0000e-005</b>	<b>1.5800e-003</b>	<b>1.0000e-005</b>	<b>1.5900e-003</b>	<b>4.2000e-004</b>	<b>1.0000e-005</b>	<b>4.3000e-004</b>	<b>0.0000</b>	<b>1.2799</b>	<b>1.2799</b>	<b>3.0000e-005</b>	<b>0.0000</b>	<b>1.2807</b>

**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	0.2817					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.9700e-003	0.0137	0.0164	3.0000e-005		8.5000e-004	8.5000e-004		8.5000e-004	8.5000e-004	0.0000	2.2979	2.2979	1.6000e-004	0.0000	2.3019
<b>Total</b>	<b>0.2837</b>	<b>0.0137</b>	<b>0.0164</b>	<b>3.0000e-005</b>		<b>8.5000e-004</b>	<b>8.5000e-004</b>		<b>8.5000e-004</b>	<b>8.5000e-004</b>	<b>0.0000</b>	<b>2.2979</b>	<b>2.2979</b>	<b>1.6000e-004</b>	<b>0.0000</b>	<b>2.3019</b>

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**3.7 Architectural Coating - 2021****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.2000e-004	4.2000e-004	4.5300e-003	1.0000e-005	1.5800e-003	1.0000e-005	1.5900e-003	4.2000e-004	1.0000e-005	4.3000e-004	0.0000	1.2799	1.2799	3.0000e-005	0.0000	1.2807
<b>Total</b>	<b>6.2000e-004</b>	<b>4.2000e-004</b>	<b>4.5300e-003</b>	<b>1.0000e-005</b>	<b>1.5800e-003</b>	<b>1.0000e-005</b>	<b>1.5900e-003</b>	<b>4.2000e-004</b>	<b>1.0000e-005</b>	<b>4.3000e-004</b>	<b>0.0000</b>	<b>1.2799</b>	<b>1.2799</b>	<b>3.0000e-005</b>	<b>0.0000</b>	<b>1.2807</b>

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

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0499	0.4182	0.5559	2.3700e-003	0.1728	1.7300e-003	0.1745	0.0463	1.6200e-003	0.0479	0.0000	219.4096	219.4096	0.0126	0.0000	219.7233
Unmitigated	0.0499	0.4182	0.5559	2.3700e-003	0.1728	1.7300e-003	0.1745	0.0463	1.6200e-003	0.0479	0.0000	219.4096	219.4096	0.0126	0.0000	219.7233

## 4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Medical Office Building	239.80	0.00	0.00	444,291	444,291
Parking Lot	0.00	0.00	0.00		
Strip Mall	6.03	0.00	0.00	8,191	8,191
Total	245.83	0.00	0.00	452,482	452,482

## 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
Medical Office Building	16.60	8.40	6.90	29.60	51.40	19.00	60	30	10
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

## 4.4 Fleet Mix



## Soboba Health Clinic - Riverside-South Coast County, Annual

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Medical Office Building	0.542116	0.037578	0.185203	0.118503	0.016241	0.005141	0.017392	0.068695	0.001383	0.001183	0.004582	0.000945	0.001038
Parking Lot	0.542116	0.037578	0.185203	0.118503	0.016241	0.005141	0.017392	0.068695	0.001383	0.001183	0.004582	0.000945	0.001038
Strip Mall	0.542116	0.037578	0.185203	0.118503	0.016241	0.005141	0.017392	0.068695	0.001383	0.001183	0.004582	0.000945	0.001038

## 5.0 Energy Detail

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Historical Energy Use: N

## 5.1 Mitigation Measures Energy

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	199.6001	199.6001	8.2400e-003	1.7000e-003	200.3142
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	199.6001	199.6001	8.2400e-003	1.7000e-003	200.3142
NaturalGas Mitigated	9.7000e-004	8.8200e-003	7.4100e-003	5.0000e-005		6.7000e-004	6.7000e-004		6.7000e-004	6.7000e-004	0.0000	9.6047	9.6047	1.8000e-004	1.8000e-004	9.6618
NaturalGas Unmitigated	9.7000e-004	8.8200e-003	7.4100e-003	5.0000e-005		6.7000e-004	6.7000e-004		6.7000e-004	6.7000e-004	0.0000	9.6047	9.6047	1.8000e-004	1.8000e-004	9.6618

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**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					
Medical Office Building	152680	8.2000e-004	7.4800e-003	6.2900e-003	4.0000e-005		5.7000e-004	5.7000e-004		5.7000e-004	5.7000e-004	0.0000	8.1476	8.1476	1.6000e-004	1.5000e-004	8.1960
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
Strip Mall	27306	1.5000e-004	1.3400e-003	1.1200e-003	1.0000e-005		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004	0.0000	1.4572	1.4572	3.0000e-005	3.0000e-005	1.4658
<b>Total</b>		<b>9.7000e-004</b>	<b>8.8200e-003</b>	<b>7.4100e-003</b>	<b>5.0000e-005</b>		<b>6.7000e-004</b>	<b>6.7000e-004</b>		<b>6.7000e-004</b>	<b>6.7000e-004</b>	<b>0.0000</b>	<b>9.6047</b>	<b>9.6047</b>	<b>1.9000e-004</b>	<b>1.8000e-004</b>	<b>9.6618</b>

**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					
Medical Office Building	152680	8.2000e-004	7.4800e-003	6.2900e-003	4.0000e-005		5.7000e-004	5.7000e-004		5.7000e-004	5.7000e-004	0.0000	8.1476	8.1476	1.6000e-004	1.5000e-004	8.1960
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
Strip Mall	27306	1.5000e-004	1.3400e-003	1.1200e-003	1.0000e-005		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004	0.0000	1.4572	1.4572	3.0000e-005	3.0000e-005	1.4658
<b>Total</b>		<b>9.7000e-004</b>	<b>8.8200e-003</b>	<b>7.4100e-003</b>	<b>5.0000e-005</b>		<b>6.7000e-004</b>	<b>6.7000e-004</b>		<b>6.7000e-004</b>	<b>6.7000e-004</b>	<b>0.0000</b>	<b>9.6047</b>	<b>9.6047</b>	<b>1.9000e-004</b>	<b>1.8000e-004</b>	<b>9.6618</b>

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**5.3 Energy by Land Use - Electricity****Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Medical Office Building	418880	133.4641	5.5100e-003	1.1400e-003	133.9416
Parking Lot	52220	16.6384	6.9000e-004	1.4000e-004	16.6979
Strip Mall	155349	49.4975	2.0400e-003	4.2000e-004	49.6746
<b>Total</b>		<b>199.6001</b>	<b>8.2400e-003</b>	<b>1.7000e-003</b>	<b>200.3142</b>

**Mitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Medical Office Building	418880	133.4641	5.5100e-003	1.1400e-003	133.9416
Parking Lot	52220	16.6384	6.9000e-004	1.4000e-004	16.6979
Strip Mall	155349	49.4975	2.0400e-003	4.2000e-004	49.6746
<b>Total</b>		<b>199.6001</b>	<b>8.2400e-003</b>	<b>1.7000e-003</b>	<b>200.3142</b>

**6.0 Area Detail**

## Soboba Health Clinic - Riverside-South Coast County, Annual

**6.1 Mitigation Measures Area**

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.2418	5.0000e-005	5.5000e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0107	0.0107	3.0000e-005	0.0000	0.0114
Unmitigated	0.2418	5.0000e-005	5.5000e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0107	0.0107	3.0000e-005	0.0000	0.0114

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**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	0.0282					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2131					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	5.1000e-004	5.0000e-005	5.5000e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0107	0.0107	3.0000e-005	0.0000	0.0114
<b>Total</b>	<b>0.2418</b>	<b>5.0000e-005</b>	<b>5.5000e-003</b>	<b>0.0000</b>		<b>2.0000e-005</b>	<b>2.0000e-005</b>		<b>2.0000e-005</b>	<b>2.0000e-005</b>	<b>0.0000</b>	<b>0.0107</b>	<b>0.0107</b>	<b>3.0000e-005</b>	<b>0.0000</b>	<b>0.0114</b>

**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	0.0282					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2131					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	5.1000e-004	5.0000e-005	5.5000e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0107	0.0107	3.0000e-005	0.0000	0.0114
<b>Total</b>	<b>0.2418</b>	<b>5.0000e-005</b>	<b>5.5000e-003</b>	<b>0.0000</b>		<b>2.0000e-005</b>	<b>2.0000e-005</b>		<b>2.0000e-005</b>	<b>2.0000e-005</b>	<b>0.0000</b>	<b>0.0107</b>	<b>0.0107</b>	<b>3.0000e-005</b>	<b>0.0000</b>	<b>0.0114</b>

**7.0 Water Detail**

## Soboba Health Clinic - Riverside-South Coast County, Annual

**7.1 Mitigation Measures Water**

Apply Water Conservation Strategy

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	27.5408	0.1688	4.1800e-003	33.0052
Unmitigated	34.4259	0.2109	5.2300e-003	41.2565

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**7.2 Water by Land Use****Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Medical Office Building	5.52114 / 1.05165	28.3803	0.1810	4.4800e-003	34.2391
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Strip Mall	0.911092 / 0.558411	6.0457	0.0299	7.5000e-004	7.0174
<b>Total</b>		<b>34.4259</b>	<b>0.2109</b>	<b>5.2300e-003</b>	<b>41.2565</b>

**Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Medical Office Building	4.41691 / 0.841317	22.7042	0.1448	3.5800e-003	27.3913
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Strip Mall	0.728874 / 0.446729	4.8365	0.0239	6.0000e-004	5.6139
<b>Total</b>		<b>27.5408</b>	<b>0.1687</b>	<b>4.1800e-003</b>	<b>33.0052</b>

## Soboba Health Clinic - Riverside-South Coast County, Annual

**8.0 Waste Detail**

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**8.1 Mitigation Measures Waste**

Institute Recycling and Composting Services

**Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	24.7710	1.4639	0.0000	61.3691
Unmitigated	99.0840	5.8557	0.0000	245.4763



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**8.2 Waste by Land Use****Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Medical Office Building	475.2	96.4613	5.7007	0.0000	238.9788
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Strip Mall	12.92	2.6226	0.1550	0.0000	6.4975
<b>Total</b>		<b>99.0840</b>	<b>5.8557</b>	<b>0.0000</b>	<b>245.4763</b>

**Mitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Medical Office Building	118.8	24.1153	1.4252	0.0000	59.7447
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Strip Mall	3.23	0.6557	0.0388	0.0000	1.6244
<b>Total</b>		<b>24.7710</b>	<b>1.4639</b>	<b>0.0000</b>	<b>61.3691</b>

## Soboba Health Clinic - Riverside-South Coast County, Annual

**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 Stationary Equipment**

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**Fire Pumps and Emergency Generators**

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

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

Equipment Type	Number
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**11.0 Vegetation**

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